PHASE I ENVIRONMENTAL SITE ASSESSMENT
FORMER HARBOR DRIVE TEST FACILITY
SAN DIEGO, CALIFORNIA 92101

KLEINFELDER PROJECT # 20210261.013A

APRIL 8, 2024

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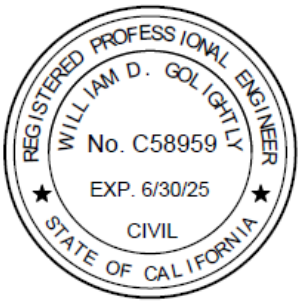

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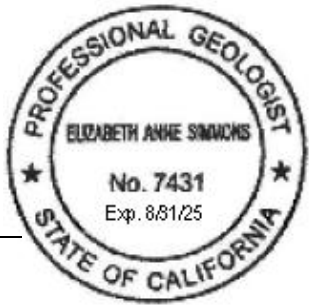

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ACRONYMS AND ABBREVIATIONS

AAI	All Appropriate Inquiry
ACM	Asbestos Containing Material
ADA	Americans with Disabilities Act
ADP	Airport Development Program
APCD	Air Pollution Control District
APEI	All Phase Environmental, Inc.
AHERA	Asbestos and Hazard Emergency Response Act
APEI	All Phase Environmental, Inc
APN	Assessor Parcel Number
AST	Aboveground Storage Tank
ASTM	American Society of Testing and Materials
BAS	Bryan A. Stirrat & Associates
BER	Business Environmental Risk
bgs	Below Ground Surface
BMPs	Best Management Practices
Cal-EPA	California Environmental Protection Agency
CalGEM	California Geologic Energy Management Division
CAP	Corrective Action Plan
CAO	Cleanup and Abatement Order
CARB	California Air Resources Board
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CERS	California Environmental Reporting System
CEQA	California Environmental Quality Act
CHMIRS	California Hazardous Material Incident Reporting System
CIP	Cast Iron Pipe
CIWQS	California Integrated Water Quality System
CMI	Control Module, Inc.
COT	Chain of Title
CPS	Cleanup Program Sites
CREC	Controlled REC
COCs	Chemicals of Concern
CORTESE	Hazardous Waste and Substances Sites
CPS	Cleanup Program Sites
CRWQCB	California Regional Water Quality Control Board
CTR	California Toxics Rule
DBT	Dibutyltin
DCE	Dichloroethylene
DEF	Diesel Exhaust Fluid
DEH	Department of Environmental Health
DLOC	Demolition Locations of Concern
DNAPL	Dense Non-Aqueous Phase Liquid
DOD	Department of Defense
DO	Designed Operator
DTSC	California Department of Toxic Substances Control

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ACRONYMS AND ABBREVIATIONS (continued)

ECHO	Environmental Compliance and History Online
EDR	Environmental Data Resources
EISB	Enhanced In-situ Bioremediation
EM	Electromagnetic
ENF	Enforcement
EP	Environmental Professional
ERL	Effects Range Low
ERM	Effects Range Medium
ERM	Environmental Resources Management
ESA	Environmental Site Assessment
FINDS	Facility Index System
FUDS	Formerly Used Defense Site
GD	General Dynamics
GPH	Gallons per Hour
GRP	Ground Penetrating Radar
HAZNET	Hazardous Waste Manifests Database
HDTF	Harbor Drive Test Facility
HMBP	Hazardous Material Business Plan
HMMD	Hazardous Materials Management Division
HMSY	Hazardous Materials Storage Yard
HRECs	Historical RECs
HSA	Health and Safety Authority
HVAC	Heating, Ventilation, and Air Conditioning
HWP	Hazardous Waste Program
HWTS	Hazardous Waste Tracking System
IAS	Institute of Aeronautical Sciences
ID	Identification
ISCO	In-situ Chemical Oxidation
ISE	Imminent or Substantial Endangerment
LAMSC	Lockheed Advanced Marine Systems Construction
LBP	Lead-Based Paint
LBS	Pounds
LESC	Lockheed Engineering & Science Company
LFP	Lindbergh Field Plant
LMSC	Lockheed Missiles & Space Company
LOCs	Locations of Concern
LOIs	Locations of Interest
LOP	Local Oversight Program
LUST	Leaking Underground Storage Tank
MBT	Monobutyltin
mg/kg	Milligrams per Kilogram
mg/L	Milligrams per Liter
MCL	Maximum Contaminant Level
MSL	Mean Sea Level
MS4	Municipal Separate Storm Sewer Systems

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ACRONYMS AND ABBREVIATIONS (continued)

µg/L	Micrograms per Liter
ng/L	Nanograms per Liter
NOI	Notice of Intent
NonGen/NLR	Non-Generator/No Longer Regulated
NOT	Notice of Termination
NPMS	National Pipeline Mapping System
NPL	National Priority List
NPDES	National Pollutant Discharge Elimination System
ORVR	Onboard Refueling Vapor Recovery
OU	Operable Unit
PAH	Polycyclic Aromatic Hydrocarbon
PBY	Patrol Bomber Y
PCB	Polychlorinated Biphenyl
PCE	Perchloroethylene
PEA	Preliminary Endangerment Assessment
PFAS	Per- and Polyfluoroalkyl substances
PFOA	Perfluorooctanoic Acid
PHMSA	Pipeline and Hazardous Materials Safety Administration
PLOC	Potential Locations Concern
PMC	Project Management Complex
PPB	Parts per Billion
PPM	Parts per Million
PRRA	Post-Remediation Risk Assessment
PTES	Pacific Treatment Environmental Services
PVC	Polyvinyl Chloride
QAL	Quality Assurance Laboratory
QTA	Quick Turn Around
RAP	Remedial Action Plan
RCRA	Resource Conservation and Recovery Act
REC	Recognized Environmental Condition
RAC	Rent-A-Car
RI	Remedial Investigation
RMI	Rohr Marine, Inc.
RRU	Remote Radio Units
RSL	Regional Screening Level
SC	Site Cleanup
SDCRAA	San Diego County Regional Airport Authority
SDG&E	San Diego Gas & Electric
SDIA	San Diego International Airport
SDHP	San Diego Harbor Police
SDRWQCB	San Diego Regional Water Quality Control Board
SDUPD	San Diego Unified Port District
SFC	SAN Fuel Company LLC
SIP	Subsurface Investigation Plan
SLIC	Spills, Leaks, Investigations, and Cleanups

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ACRONYMS AND ABBREVIATIONS (continued)

SMARTS	Storm Water Multiple Application and Report Tracking System
SMP	Subsurface Monitoring Plan
SPCC	Spill Prevention Control and Countermeasure
SQG	Small Quantity Generator
SRA	Streamlined Risk Assessment
STLC	Soluble Threshold Limit Concentration
SVOC	Semi-volatile Organic Compounds
SWCS	Stormwater Conveyance System
SWEEPS	Statewide Environmental Evaluation and Planning System
SWRCB	State Water Resources Control Board
SWPPP	Stormwater Pollution Prevention Plan
TBT	Tributyltin
TCE	Trichloroethylene
TUOP	Temporary Use and Occupancy Permit
TPH	Total Petroleum Hydrocarbons
TPH_d	Total Petroleum Hydrocarbons - Diesel
TPH_g	Total Petroleum Hydrocarbons - Gasoline
TPH_{jf}	Total Petroleum Hydrocarbons – Jet Fuel
TRPH	Total Recoverable Petroleum Hydrocarbons
TSDF	Treatment, Storage, and Disposal Facilities
TTLC	Total Threshold Limit Concentration
UCL	Upper Confidence Limit
VAP	Voluntary Assistance Program
UCL	Upper Confidence Limit
UDC	Under-Dispenser Containment
UOP	Union Oil Products
UST	Underground Storage Tank
USGS	United States Geological Survey
USEPA	United States Environmental Protection Agency
VAC	Volatile Aromatic Compounds
VAP	Voluntary Assistance Program
VCA	Voluntary Cleanup Agreement
VOC	Volatile Organic Compound
WDR	Waste Discharge Requirements
WOOD	Wood Environmental & Infrastructure Solutions, Inc.
XRF	X-Ray Fluorescence Analyzer

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1 EXECUTIVE SUMMARY

Kleinfelder performed this Phase I Environmental Site Assessment (ESA) for the San Diego Unified Port District (SDUPD) consistent with the scope and limitations of ASTM International (ASTM) Designation E1527-21. The following sections describe Kleinfelder's findings and provide general background information about the Subject Property. Findings address Recognized Environmental Conditions (RECs), Historical Recognized Environmental Conditions (HRECs), Controlled Recognized Environmental Conditions (CRECs), and notation of *de minimis* quantities, as applicable to the Subject Property.

The information gathered and activities performed for this Phase I ESA were consistent with the guidelines in ASTM Designation E1527-21, *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process* (the "ASTM Standard"), the All Appropriate Inquiry (AAI) section of the Small Business Liability Relief and Brownfields Revitalization Act (the federal Brownfields Law).

The Subject Property is located on North Harbor Drive, south of the San Diego International Airport (SDIA) and east of Harbor Island Drive (Figure 1-1). The Subject Property has current addresses of 3032, 3180, 3202, 3280, and 3380 North Harbor Drive (Figure 1-2), and a historical address of 2980 North Harbor Drive. The Subject Property includes current SDUPD Parcel Numbers as shown in Table 1-1.

Table 1-1: SDUPD Parcel Numbers Comprising the Subject Property

Parcel Numbers	
007-000	007-030
007-021	007-034
007-024	007-035
007-026	007-036
007-027	007-037
007-028	007-038
007-029	008-003

The Subject Property is currently occupied by the San Diego Harbor Police (SDHP) (Parcels 007-024, 007-025 and 007-027), National Rental Car (Parcels 007-034), Hertz Rental Car (Parcel 007-035), Avis Rental

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Car (Parcel 007-036, 007-053 and 007-025), and the San Diego County Regional Airport Authority [1]Project Management Complex (SDCRAA PMC) trailer complex (Parcel 007-038). Parcel 007-027 (Liberator Way) is jointly leased by the National, Hertz, and Avis Rental Car companies

Between the early 1940s and approximately 1995, the parcels currently occupied by the rental car companies, the SDCRAA PMC trailer complex, and the adjacent unoccupied parcels up to the waterfront were first developed and occupied by General Dynamics and its predecessors, Convair and Consolidated Vultee Aircraft Corporation. The Subject Property was known as the Harbor Drive Test Facility (HDTF) and was used for a wide variety of purposes including aircraft research, testing and development, aircraft storage, seaplane launching, fuels testing, jet engine testing and propulsion research, rocket testing, and avionics testing. The rental car companies began operations following the termination of General Dynamic's lease and the demolition of the HDTF buildings in approximately 1995/1996.

The parcel currently occupied by the SDHP Headquarters was originally a part of the HDTF but was removed from the leases in 1948 for the Institute of Aeronautical Sciences (IAS), who constructed the building that currently stands on the parcel. Between 1948 and approximately 1965, the IAS used the building as a museum and restaurant. In 1965, the parcel was leased to Lockheed, who used the parcel for administrative purposes as well as submersible vehicle design and manganese nodule processing. After Lockheed vacated its lease in the early 1990s, the SDHP occupied the parcel, and currently uses it as its headquarters.

The parcels south of SDHP Headquarters (Parcels 007-027 and 007-053) were originally a part of the HDTF. A testing facility known as the Tow Basin was constructed on the site and operated by Convair until approximately 1970, when Lockheed purchased the facility. The facility was operated by Lockheed and then Rohr Marine until 1986, when the facility was taken over by the SDUPD and leased back to Lockheed. Between 1991 and 2004, the Tow Basin site was the subject of investigation and remediation activities which culminated in the demolition of the of the facility. Between 2004 and the present, the site has been used for vehicle parking and storage. Currently, the western parcel (Parcel 007-027) is being used by the SDHP for storage and the eastern parcel (Parcel 007-053) is being used by Avis Rental Car for vehicle parking.

The parcels on the western side of the Subject Property (Parcels 007-021, 007-024 and 007-025) were not present until the construction of Harbor Island Drive in the late 1950s/early 1960s. Since the time these

[1] *The SDCRAA is an independent agency created in 2003 to manage the day to day operations of the San Diego International Airport*

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parcels were created by fill, they have largely been vacant or used as parking facilities. The northern parcel (Parcel 007-024) is currently being used by the SDHP for parking, the larger southern parcel (Parcel 007-025) is being used by Avis Rental Car Company for vehicle storage, and the smaller southern parcel (Parcel 007-021) is an access driveway from Harbor Island Drive.

The current and past uses of the Subject Property have involved the use and storage of petroleum products and chemicals that have been, or had the potential to be, released to the Subject Property impacting soil, soil vapor, and groundwater on the Subject Property.

The SDIA and the former Teledyne Ryan aircraft facility border the Subject Property to the north. Activities at these sites, including the use and storage of fuels and chemicals, have the potential to migrate to the Subject Property impacting the underlying groundwater.

The following is a summary of the findings of this Phase I ESA. The summary is organized as follows:

Section 1.1 - RECs, HRECs, CRECs and *De Minimis* Conditions Associated with Past HDTF Activities. This section includes a summary of the RECs, HRECs, CRECs, and *de minimis* conditions associated with the former HDTF operations between the early 1940s and 1996.

Section 1.2 - RECs, HRECs, CRECs, and *De Minimis* Conditions Associated withPast Use of the Tow Basin Site. This section includes a summary of the RECs, HRECs, CRECs, and *de minimis* conditions associated with the past Tow Basin operations.

Section 1.3 - RECs, HRECs, CRECs, and *De Minimis* Conditions Associated with Past Uses of SDHP Headquarter Sites. This section includes a summary of the RECs, HRECs, CRECs, and *de minimis* conditions associated with IAS and Lockheed uses of the Site now occupied by the SDHP.

Section 1.4 - RECs, HRECs, CRECs, and *De Minimis* Conditions Associated with Current Uses of the Former HDTF. This section includes a summary of the RECs, HRECs, CRECs and *de minimis* conditions associated with the current rental car activities and the SDCRAA PMC operations on the portion of the Subject Property formerly occupied by the HDTF.

Section 1.5 - RECs, HRECs, CRECs, and *De Minimis* Conditions Associated with Current Uses of the Former Tow Basin Site. This section includes a summary of the RECs, HRECs, CRECs, and *de minimis* conditions associated with the current use of Tow Basin Site.

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Section 1.6 - RECs, HRECs, CRECs, and *De Minimis* Conditions Associated with Current Uses of SDHP Headquarter Sites. This section includes a summary of the RECs, HRECs, CRECs, and *de minimis* conditions associated the current SDHP use of the Site.

Section 1.7 - RECs, HRECs, CRECs, and *De Minimis* Conditions Associated the Parking Lot Site. This section includes a summary of the RECs, HRECs, CRECs, and *de minimis* conditions associated with the three parcels on the west side of the Subject Property that have historically been vacant or used for parking.

Section 1.8 - RECs, HRECs, CRECs, and *De Minimis* Conditions Associated Offsite Properties. This section includes a summary of the RECs, HRECs, CRECs, and de minimis conditions associated operations at the SDIA and the former Teledyne Ryan facility.

1.1 RECS, HRECS, CRECS AND *DE MINIMIS* CONDITIONS ASSOCIATED WITH HISTORIC HDTF ACTIVITIES

The RECs, HRECs, CRECs and *de minimis* conditions associated with the historic Harbor Drive Test Facility are summarized below and shown on Figure 9-1.

CREC HDTF-1

UST Pit between Buildings 52 and 42 - This site was closed in 1996 with petroleum hydrocarbon concentrations in soil exceeding 1,000 milligrams per kilogram (mg/kg). These residual concentrations of petroleum hydrocarbons could pose a risk to worker health and safety. This location is identified as a CREC.

REC HDTF-2

Building 76 Equipment Slab – Three soil samples were collected from one hand auger boring located near the former equipment slab containing hydraulic pumps east of Building 76 during Potential Location of Concern (PLOC) investigation performed by Brown and Caldwell in 1995 (Brown and Caldwell 1995a). Total recoverable petroleum hydrocarbons (TRPH) concentrations in the soil samples ranged between 35 and 510 mg/kg. It does not appear any further investigation or remediation was conducted at this location. In addition, a transformer site near the southeast corner of Building 52, adjacent to the east edge of the equipment slab, containing polychlorinated biphenyl (PCB) transformers may have leaked. This site was identified as a Location of Interest (LOI) and never investigated. Due to the limited extent of investigation, the elevated concentration of TRPH reported in the PLOC investigation soil samples and the potential for PCBs to have been released, this location is identified as a REC.

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REC HDTF 3

South Side of Building 52 – Records available for the petroleum hydrocarbon remediation at this location indicate that residual concentrations of petroleum hydrocarbons up to 460 mg/kg were left in place. No records of regulatory closure for this site were found. These residual concentrations of petroleum hydrocarbons could pose a risk to worker health and safety.

REC HDTF-4

Trenches Between Buildings 44 and 67 – Trenches between Buildings 44, 57, 57A, and 67 contained fuel piping from the former Aboveground Storage Tanks (ASTs) and Underground Storage Tanks (USTs) located north of Building 44. Investigation and remediation of these trenches should have been conducted during the facility demolition; however, documentation of these activities could not be found as part of this study.

CREC HDTF-5

Building 44 USTs – The three USTs at this location were in place for approximately 29 years. It is likely they were single wall steel tanks. The tanks were included in same San Diego County Department of Health Services UST case as the three tanks between Building 42 and 52 which was closed in 1996. Documentation for the removal of these tanks and associated piping is limited, although one tank was reported to have been leaking. The PLOC investigation associated with the location was limited four samples collected from to two borings. Petroleum hydrocarbons were not reported in any of the samples. Documentation regarding the depths and locations of these borings was not available. Given the significant potential for the release of petroleum hydrocarbons from these USTs and the limited investigation performed, this location is identified as a CREC.

REC HDTF-6

Fuel Pit and Electrical Equipment – The fuel pit located east of Building 57 and adjacent to the Seaplane Ramp was a fueling station for Convair's R3Y Tradewind (R3Y) turboprop-powered flying boats while they were on the water. Fuel was provided to the pit from the USTs at Building 52 and by fuel tankers. The site was designated as a PLOC; however, during the PLOC investigation, it was redesignated as a Demolition Locations of Concern (DLOC). Documentation that this fuel pit and associated piping was addressed during the site demolition activities was not available. In addition, a 1950's site plan (Appendix E) shows a transformer or substation located adjacent to the fuel pit (Figure 6-3) This electrical equipment likely contained PCBs. Due to the potential for the release of petroleum hydrocarbons and PCBs associated with the location, it is identified as a REC.

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REC HDTF-7

Building 60 Preservation Slab – Oils or other preservation chemicals used at this location drained to an oil water separator. Leakage from the oil water separator and discharges of oils and chemicals around the slab perimeter are likely. Documentation that this location was addressed during the site demolition activities is not available.

REC HDTF-8

Building 60 Fuel Lab Drain System – Discharges from the Building 60 pit and sump entered a drain that ran along the south half of the building interior and connected to the storm drain on the west side of the building. The assessment of releases from this drain system were to be addressed during the site demolition; however, documentation of these activities is not available.

REC HDTF-9

Building 60 Fuel Lab Sump and Internal Pit – Fuel systems tested at this location likely resulted in the release of petroleum hydrocarbons to the pit which were collect in the sump and pumped to the building exterior. Leakage from the sump and piping may have occurred, impacting the surrounding soil. The PLOC investigation involved the collection of five soil samples from three hand auger borings. These borings were likely not advanced below the pit bottom, approximately 13.5 feet below the surface, and would not have encountered releases from the pit.

REC HTDF-10

Building 37 – Building 37 was the first building to be constructed at the HDTF in the early 1940s and one of the last to be demolished in the 1990s. Over this more than 50-year period, the building was used for aircraft storage, maintenance and testing, the manufacturing of electromagnets, and other industrial activities that likely resulted in the release of hazardous materials or petroleum hydrocarbons. Building 37 was identified as a DLOC; however, documentation that issues were addressed during the demolition activities is not available. Also, as many as three PCB-containing transformers may have leaked at the northwest corner of the building that were removed in the 1980s. These transformers were identified as LOIs and never investigated.

REC HTDF-11

Building 52 Southwest Exterior – Piping connecting to the building interior discharged to an asphalt berm outside the southeast corner of the building. Spills from inside the building were likely collected in the berm outside. This location was identified as a DLOC; however, documentation that issues were addressed during the demolition activities is not available.

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REC HDTF-12a

Hazardous Materials Storage Area – Discharges of hazardous materials from the hazardous materials storage area adjacent to the northeast edge of the Seaplane Ramp are likely to have occurred. This hazardous material storage area was not identified as a LOI, PLOC, or DLOC by Brown and Caldwell (Brown and Caldwell, 1994a), but it appears on several historic site plans in the Baseline Environmental Study (GTI, 1992). Documentation that this area was previously investigated was not found during this study.

REC HDTF-12b

Building 80 Welding and Hydraulics Shop– Discharges of hydraulic fluids and wastes from welding activities and hazardous wastes from the drum storage area outside Building 80 are likely to have occurred. The welding and hydraulics shop and drum storage area were identified as a DLOCs; however, documentation that these locations were investigated during the demolition activities was not found during this study.

REC HDTF-13

Storm Drain System – For much of the time the HDTF facilities were in operation, storm water runoff from the site conveyed to a series of catch basins connected to north/south trending storm drains that discharged directly to the San Diego Bay. Hazardous materials and petroleum hydrocarbons from spills and releases carried to the catch basins and storm drain system by stormwater runoff may have leaked from the catch basins and storm drains impacting the surrounding soil. A documented incident in 1988 of soil being impacted by PCBs from the storm drain system near Building 77 was discovered. Due to heavy industrial use of the site, the likely conveyance of hazardous materials and petroleum hydrocarbons to the storm drain system and the documented instance of impact to soil surrounding the storm drain system, the site storm drain system is identified as a REC.

REC HDTF-14a and 14b

Drums of hazardous materials were stored at the boat dock in Convair Marina used by Convair's Sail club. A 1953 photograph shows drums and stained soil visible along a seawall. The exact location of the photograph is not clear; however, it appears it may either be a photo of the Seaplane Ramp (REC-14a) or a photo of the dock at the Convair Marina (REC-14b). A drum storage area at the Convair Marina was identified as a DLOC; however, there is no documentation that an investigation has been performed this location or at the Seaplane Ramp location during the site demolition.

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REC HDTF -15

Abandon Pits– A site plan from the 1940s identifies three pits in the central part of the HDTF yard. These pits were identified as LOIs and never investigated. Due to the unknown use of these pits, further investigation is warranted.

REC HDTF-16

ASTs Between Building 66 and 67 – Four to six ASTs were reportedly located between Buildings 66 and 67 in the 1960s. The location where these ASTs were located was identified as an LOI and never investigated. No documentation was found regarding the installation or removal of the tanks or the condition of the tanks and associated piping. Given the potential for the release of petroleum hydrocarbon to have occurred during transfer of fuel to these tanks and releases to have occurred from these tanks, this location is identified as a REC.

REC HDTF-17

Buildings 66 and 77 – The trenches between Buildings 66 and 77 likely contained fuel lines from ASTs reportedly located between Buildings 66 and 77. These trenches had weep holes that would have allowed accumulated liquids (e.g., stormwater, leaking fuel) to drain from the trenches. This location was designated as PLOC- 66-3 but was converted to a DLOC. Documentation that this location was investigated during the site demolition activities is not available. PCB-containing transformers were also reportedly located south and southeast of Building 66. There are no records indicating if PCBs were released from these transformers. Due to the potential for petroleum hydrocarbons to have been released from the trenches and within the associated buildings, and for PCBs to have been released from the PCB-containing transformers, Buildings 66 and 77, the area between the buildings and the area south and southeast of Building 66 where the transformers were located are identified as a REC.

REC HDTF-18

Building 62 USTs – PLOC-62-1 was added to the PLOC Investigation based on negotiations with the SDUPD. This location was apparently added based on SDUPD knowledge of USTs having been located northeast of the building. During the PLOC Investigation, five soil samples were collected from two hand auger borings. Petroleum hydrocarbons were not detected in the soil samples collected during the investigation. Based on the limited extent of the PLOC Investigation and the potential for petroleum hydrocarbons to have been released from the USTs, this location is identified as a REC; however, the location of the former USTs was not identified during this study.

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REC HDTF-19

Building 63 USTs – PLOC 63-2 was added to the PLOC Investigation based on negotiations with the SDUPD. This location was apparently added based on SDUPD knowledge of USTs having been located north of the building. During the PLOC Investigation, three soil samples were collected from one hand auger boring. Petroleum hydrocarbons were not detected in the soil samples collected during the investigation. Based on the limited extent of the PLOC Investigation and the potential for petroleum hydrocarbons to have been released from the USTs, this location is identified as a REC; however, the locations of the former USTs were not identified during this study.

REC HDTF-20

Electromagnetic Anomaly Northeast of Building 44 – The geophysical survey performed by Tetra Tech in in 2021 (Tetra Tech, 2021b), identified an electromagnetic (EM) anomaly northeast of former Buildings 44 and 57. This EM anomaly does not coincide with the former HDTF buildings but does appear to be under the northwest corner of the former Seaplane Pamp. This EM anomaly suggests the presence of a metallic object such as tank or vault..

REC HDTF-21

Electromagnetic Anomaly South of Building 76 Test Slab – The geophysical survey performed by Tetra Tech in in 2021 (Tetra Tech, 2021d), identified an EM anomaly south of the test slab associated with Building 76. This anomaly coincides with the approximate location of the 5,000-cubic-foot sump associated with the test slab. The EM anomaly suggests the presence of a metallic object, potentially the abandoned sump.

REC HDTF 22

Fuel Piping Between Building 52 USTs and the Fuel Pit - Records of investigation or removal of fuel piping reportedly running between the USTs between Buildings 42 and 52 (HDTF-1) and the fuel pit adjacent to the Seaplane Ramp (HDTF-6) along the seawall were not identified . Due to the potential for petroleum hydrocarbons to have been released from this piping, the corridor between the Building 42/52 USTs and the fuel pit is identified as a REC.

REC HDTF-23

Building 23 - was used for fuels testing and 55-gallon drums of acetic acid, pyridine, and heptane were reportedly used in the area (Brown and Caldwell, 1994a). Due its past use for fuels testing and chemical storage, Building 23 is considered a REC. Building 23 is currently being used by the Hertz rental car company as a maintenance facility is also considered a REC for its current uses (REC Hertz-3).

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REC HDTF-24

Historic Transformer Locations – Twenty-eight existing and historic electrical equipment locations (transformers or substations) were identified by this study (Figure 6-3). During the site reconnaissance there was no visible signs of leak at location 1. The existing transformer (locations 2, 8, 10,12, 13, 14, 19, 22, and 24, Figure 6-3) were observed not to contain PCBs during the site reconnaissance. Some locations have been addressed as part of previous remedial efforts (locations 3, 4, 5, and 6) and others are included as part of RECs identified above (location 26, HDTF-6; location 25, HDTF-2; locations 15, 16 and 17, HDTF-17; locations 20 and 21, HDTF-10) or were known not to contain PCB transformers (location 23). The remaining locations (locations 7, 9, 11, 18, 27 and 28) were known to or suspected to have PCB-containing transformers and there are no records of investigations associated with these six locations. These locations are considered a REC.

No HRECs or *de minimis* conditions associated with the past uses of the HDTF Site were identified.

1.2 RECs, HRECs, CRECs, AND *DE MINIMIS* CONDITIONS ASSOCIATED WITH PAST USES OF THE TOW BASIN SITE

The RECs, HRECs, CRECs and *de minimis* conditions associated with past uses of the Tow Basin Site are summarized below and shown on Figure 9-1.

CREC TB-1

The Tow Basin Site is identified as a CREC due to the regulatory closure of the site with residual concentrations of PCBs left in place.

No RECs, HRECs, or *de minimis* conditions associated with the past uses of the Tow Basin Site were identified.

1.3 RECs, HRECs, CRECs, AND *DE MINIMIS* CONDITIONS ASSOCIATED WITH PAST USES OF THE SDHP HEADQUARTERS SITE

The RECs, HRECs, CRECs and *de minimis* conditions associated with past uses of the SDHP Headquarters Site are summarized below and shown on Figure 9-1.

REC SDHP-1

Based on the results of the Phase II Property Transaction Environmental Assessment (McLaren Hart, 1991b), no outstanding areas of concern associated with Lockheed's use of the site were noted. However,

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since it does not appear the Phase II investigation was conducted with regulatory oversight, the HMSY portion of the site is identified as a REC.

No HRECs, CRECs, or *de minimis* conditions were identified with past uses of the SDHP Headquarters Site.

1.4 RECs, HRECs, CRECs, AND *DE MINIMIS* CONDITIONS ASSOCIATED WITH CURRENT USES OF THE FORMER HDTF

1.4.1 Avis Rental Car Site

The RECs, HRECs, CRECs and *de minimis* conditions associated with the Avis Rental Car Site are summarized below and shown on Figure 9-2a and 9-2b.

REC Avis-1

The northwest portion of the Site is identified as a REC due to the potential for petroleum hydrocarbons and wastewaters to have been released to the surface and subsurface from the underground piping and fuel dispensers associated with the rental car facilities.

REC Avis-2

The maintenance building and the surrounding area is considered a REC due to the presence of oil-water separators and wastewater sumps, the storage and release of hazardous wastes outside the building, and the use of chemicals and petroleum products..

REC Avis-3:

The approximately 3-foot-diameter vault, observed south of the customer service building (a vacated office space), is identified as a REC due to its unknown purpose.

REC Avis-4

The underground sanitary sewer system is identified as a REC due to the potential for petroleum or chemical impacted wastewater from the Site's activities to leak from the piping and impact the surrounding soil and groundwater.

De minimis pavement staining resulting from oil leakage from vehicles was observed throughout the Site. In addition, *de minimis* quantities of chemicals and petroleum products used for vehicle maintenance and repair (motor oil, paint, solvents, etc.) were observed on the Site.

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No CRECS or HRECs were identified associated with the Avis Rental Car Site.

1.4.2 Hertz Rental Car Site

The RECs, HRECs, CRECs and *de minimis* conditions associated with the Hertz Rental Car Site are summarized below and shown on Figure 9-3a and 9-3b

REC Hertz-1

The northwestern portion of the Site is identified as a REC due to the potential for petroleum hydrocarbons and wastewaters to have been released to the surface and subsurface from the carwash facility and associated strip drain, sumps and oil water separator, fuel dispensers and underground piping, USTs, and the AST and adjacent sump. Based on the review of regulatory records obtained during this study, the USTs, piping, and dispensing equipment at this Site may have been installed in 1995 (see Section 4.2.1). Due to the age of this equipment, leakage from pipe joints or other portions of the system is likely. In addition, spillage occurring during bus fueling from the AST may have also occurred, impacting the subsurface soil.

REC Hertz-2

A recent fuel spill impacting an electric vault on the northeast side of the parking canopy was observed and is identified as a REC due to the potential for the release to have impacted the subsurface soil.

REC Hertz-3

The maintenance building and the surrounding area is considered a REC due to the presence of wastewater sumps, an oil water separator, the storage and release of hazardous wastes, and the use of chemicals and petroleum products inside the maintenance building and service shed.

REC Hertz-4

The underground sanitary sewer system is identified as a REC due to the potential for petroleum or chemical impacted wastewater from the Site's activities to leak from the piping and impact the surrounding soil and groundwater.

De minimis pavement staining as the result of oil leakage from vehicles was observed throughout the Site. In addition, *de minimis* quantities of chemicals and petroleum products used for vehicle maintenance and repair (motor oil, paint, solvents, etc.) were observed on the Site.

No CRECs or HRECs were identified associated with the Hertz Rental Car Site.

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1.4.3 National Rental Car Site

The RECs, HRECs, CRECs and *de minimis* conditions associated with the National Rental Car Site are summarized below and shown on Figure 9-4a and 9-4b.

REC National-1

The maintenance facility, carwash, and hazardous waste storage area comprising the north portion of the customer service building is considered a REC due the potential release of petroleum or chemical impacted water from the carwash activities, and the potential release of petroleum products and chemicals used within the maintenance facility, and hazardous waste storage area impacting the soil and groundwater.

REC National-2

The two USTs and underground piping from the USTs to the fuel dispensers under the fueling canopy are considered a REC. Based on the review of regulatory records obtained during this study, the USTs, piping and dispensing equipment may have been installed in 1995. Due to the age of this equipment, leakage from pipe joints or other portions of the system are likely.

REC National -3

An empty AST pad with secondary containment was observed west of the maintenance building. The pad was uncovered at the time of observation. Kleinfelder was informed a diesel AST of unknown volume was stored in this area in the past and has since been removed. The location/current existence of associated underground piping in unknown. This area is identified as a REC due to the possibility of spills and leaking in this area in the past, directly from the tank and/or underground piping or from fueling activities.

REC National-4

The piping leading from the third chamber of the oil-water separator west of the maintenance facility was observed to be heavily corroded, indicating the potential for the downstream piping to be corroded and leaking. The underground sanitary sewer system is identified as a REC due to the potential for petroleum or chemical impacted wastewater from the Site to leak from the piping and impact the surrounding soil and groundwater.

De minimis pavement staining as the result of oil leakage from vehicles was observed throughout the Site. In addition, *de minimis* quantities of chemicals and petroleum products used for vehicle maintenance and repair (motor oil, paint, solvents, etc.) were observed on Site.

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No CRECs or HRECs were identified associated with the National Rental Car Site.

1.4.4 SDCRAA PMC Site

No RECs, CRECs HRECs or *de minimis* conditions were identified associated with the current use of the Site.

1.5 RECs, HRECs, CRECs, AND *DE MINIMIS* CONDITIONS ASSOCIATED CURRENT USES OF THE TOW BASIN SITE

No RECs, CRECs HRECs or *de minimis* conditions were identified associated with the current uses of the Site.

1.6 RECs, HRECs, CRECs, AND *DE MINIMIS* CONDITIONS ASSOCIATED CURRENT USES OF THE SDHP HEADQUARTERS SITE

The RECs, HRECs, CRECs and *de minimis* conditions associated with the SDHP Headquarters Site are summarized below and shown on Figure 9-5.

REC SDHP-1

The vehicle maintenance area is identified as a REC due to the staining observed within the area during the Site reconnaissance. This staining may be indicative of a release of petroleum or other chemicals used within this area and the potential for impacts to the soil beneath the pavement.

De minimis quantities of chemicals and petroleum products used for vehicle maintenance (motor oil, solvents, etc.) were observed on the Site.

No CRECs or HRECs were identified associated with the current uses of the SDHP Headquarters Site.

1.7 RECs, HRECs, CRECs, AND *DE MINIMIS* CONDITIONS ASSOCIATED WITH THE CURRENT USES OF THE PARKING LOT SITE

The RECs, HRECs, CRECs and *de minimis* conditions associated with the Parking Lot Site are summarized below and shown on Figure 9-6.

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REC Parking Lot-1 and 2

The two raised concrete pads on this Site are considered a REC because they may have supported transformers containing PCBs.

De minimis pavement staining as the result of oil leakage from vehicles was observed throughout the Site.

No CRECs or HRECs were identified associated with the current uses of the Parking Lot Site.

1.8 RECs, HRECs, CRECs, AND *DE MINIMIS* CONDITIONS ASSOCIATED WITH OFFSITE PROPERTIES

The RECs, HRECs, CRECs and *de minimis* conditions associated with off-site properties are summarized below. The approximate locations of the offsite RECs are shown on Figure 9-7.

REC SDIA-1

The past use of fire-fighting foam containing per-and polyfluoroalkyl substances (PFAS) on the northside of the SDIA has resulted in impacts to soil and groundwater. PFAS compounds in groundwater may migrate south and impact the groundwater beneath the Subject Property. The former PFAS use areas are considered a REC.

REC SDIA-2

The former Teledyne Ryan Aeronautical Site (2701 N. Harbor Drive) is located across Harbor Drive directly north and upgradient of the Subject Property. Residual concentrations of VOCs, metals and petroleum hydrocarbons remaining at the site following cleanup activities may still impact groundwater. Because of the proximity of the Teledyne Ryan Aeronautical Site to the Subject Property and the potential for impacted groundwater to migrate from the site to the Subject Property the Teledyne Ryan Aeronautical Site is considered a REC.

REC SDIA-3

The former San Diego Lindbergh Field Fuel Facility, located on Stillwater Rd., downgradient and north of the Subject Property, contained as many as 32 USTs that were removed in 1996/1997. Following the ensuing investigation and remediation activities, the cases were closed with no further action in 2002. Residual concentration of petroleum hydrocarbons up to 3,900 milligrams/liter remained in the groundwater at the time of closure. Due to the proximity of this site to the Subject Property and the potential for petroleum hydrocarbons from the site to migrate to the Subject Property, this site is considered a REC.

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REC SDIA -4

U.S. Army Air Force military camps operating at the current site of the SDIA are listed inactive – Needs Evaluation as of July 1, 2005 in the DTSC EnviroStor database. This site is located downgradient, directly north of the Subject Property. Due to the unknown nature of impacts associated with this site and its proximity to the Subject Property, this site is considered a REC.

REC Sunroad-1

Impacted sediments within the Harbor Island East Basin from activities associated with Sunroad Resort and Marina are considered a REC because the impacted sediments have the potential to migrate into the Subject Property's storm drain system during tidal fluctuation, impacting the sediments in the Subject Property's storm drain system.

1.9 DATA GAPS

Kleinfelder attempted to obtain reasonably ascertainable information regarding the Subject Property consistent with ASTM Standard E1527-21. Despite good faith efforts by the environmental professional(s) to gather the necessary information, data gaps, a lack of information, or inability to obtain information as required by the ASTM Standard, were encountered during the completion of this Phase I ESA. Where encountered, these data gaps are identified within the document. However, several significant data gaps were encountered which, if available, could change findings of this study. These include:

- In 1995, Brown and Caldwell conducted an investigation of the PLOCs identified in the Phase I Environmental Baseline Assessment (Brown and Caldwell, 1994a) and five additional PLOCs added as the result of records review and discussions with the SDUPD. A report titled *Harbor Drive Test Facility PLOC Testing Results,* dated May 1995 (Brown and Caldwell, 1995a), was prepared documenting the results of the investigation. The report is referenced in a Phase III Release Investigation Report for Building 52 (Brown and Caldwell, 1995c) but could not be located during this study. A summary of the PLOC testing results is included in demolition specifications prepared for Lindbergh Field Plant and Harbor Drive Test Facility (Brown and Caldwell 1995d); however, this summary contains limited information on the scope, methods, and findings of the investigation. The full report may provide a more complete understanding of the investigation and its findings potentially impacting the findings of this study.
- Documentation supporting the rationale for adding the five PLOCs to the PLOC investigation following discussions with the SDUPD. An April 7, 1995 letter between Mr. Roy Gilmore of General Dynamics (GD) and the SDUPD was referenced in other documents but not found during this

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study. This correspondence may provide some additional insight into the rationale for the five additional PLOCs potentially impacting the findings of this study.

- The Phase I Environmental Baseline Assessment (Brown and Caldwell, 1994a) identified 10 DLOCs which were locations of concern to be addressed during the site demolition. During the PLOC investigation, two PLOCs were converted to DLOCs. Documentation supporting the investigation and remediation of DLOCs, and other environmental issues encountered during the demolition activities, was not found by this study. This documentation could potentially contain information impacting the finding of this study.

1.10 DEVIATIONS

The scope of this Phase I ESA does not incorporate ASTM Standard non-scope considerations, such as asbestos containing materials (ACMs), radon, lead based paint, lead in drinking water, wetlands, regulatory compliance, cultural and historical resources, industrial hygiene, health and safety, ecological resources, endangered species, indoor air quality/vapor intrusion, and high-voltage power lines.

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2 INTRODUCTION

This purpose of this Phase I ESA is to identify potential or known hazardous materials, hazardous waste, and contamination, which may be present in the Subject Project vicinity. Information gathered and activities performed for this Phase I ESA were consistent with applicable guidelines set forth in ASTM Standard Designation E1527-21, *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process*. Pursuant to the ASTM Standard and limitations discussed in this report, RECs, and other environmental issues related to the Subject Property will be evaluated.

2.1 PURPOSE

The purpose of this Phase I ESA is to identify RECs, to the extent feasible, and limitations discussed in this report.

As defined in the ASTM Standard, a REC is:

> *The presence of hazardous substances or petroleum products due to a release to the environment; (2) likely presence of hazardous substances or petroleum products due to a release or likely release to the environment; or (3) presence of hazardous materials or petroleum products under conditions that pose a material threat of a future release to the environment. De minimis conditions are not recognized environmental conditions.*
>
> *Note: "Likely" is that which is neither certain nor proved but can be expected or believed by a reasonable observer based on the logic and/or experience of the environmental professional, and/or available evidence, as stated in the report to support the opinion given therein.*

As defined in the ASTM Standard, a *de minimis* condition is:

> *A condition that generally does not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies.*

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As defined in the ASTM Standard a CREC is:

> *… a recognized environmental condition resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority (for example, as evidenced by the issuance of a no further action letter or equivalent, or meeting risk-based criteria established by regulatory authority), with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls (for example, property use limitations, activity and use limitations, institutional controls, or engineering controls).*

Additionally, the ASTM Standard defines HRECs, as:

> *…a past release of any hazardous substances or petroleum products that has affected the Subject Property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to environmental controls.*

The final decision regarding whether a past release is an HREC rests with the Environmental Professional (EP) and will be influenced by the current impact (if any) of the past release to the Subject Property.

Finally, the ASTM Standard defines a business environmental risk (BER) as:

> *…a risk which can have a material environmental or environmentally driven impact on the business associated with the current or planned use of a parcel of commercial real estate, not necessarily limited to those environmental issues required to be investigated in this practice. Consideration of business environmental risk issues may involve addressing one or more non-scope considerations...*

This report describes Kleinfelder's assessment methodology and documents our findings, subject to the limitations presented in Section 2.5 of this report.

Kleinfelder professionals conducting this site assessment included Ms. Laura Panduro and Mr. William Golightly, who were the primary authors of this report and who performed the Site reconnaissance, and Mr. William Golightly and Ms. Lizanne Simmons who provided project oversight. Resumes of Environmental Professionals are available from Kleinfelder upon request.

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2.2 SCOPE OF WORK

To achieve the stated purpose, the following scope of services was undertaken by Kleinfelder for this project:

- Section 2, **Introduction**, includes a discussion of the purpose/reason for performing the Phase I ESA, additional services requested by SDUPD (e.g., an evaluation of BER factors associated with the Subject Property), significant assumptions (e.g., property boundaries if not marked in the field), limitations, exceptions, special terms and conditions (e.g., contractual), and user reliance parameters.
- Section 3, **Subject Property Description**, is a compilation of information concerning the Subject Property location, legal description, current and proposed use of the Subject Property, a description of structures and improvements on the Subject Property at the time of Kleinfelder's assessment, and adjoining property use.
- Section 4, **Records Review**, is a compilation of Kleinfelder's review of several databases available from federal, state, and local regulatory agencies regarding hazardous substance use, storage, or disposal at the Subject Property and offsite facilities within the search distances specified in the ASTM Standard. Records provided by SDUPD are summarized and copies of relevant documents are included in the appendices of this report. Physical setting sources (including topography and soil and groundwater conditions) and typical Client-provided information (e.g., title records, environmental liens, specialized knowledge, valuation reduction for environmental issues, and owner, property manager, and occupant information) are also summarized in this section. Other interviews with people knowledgeable about the Subject Property (including SDUPD) are included in Section 7.
- Section 5, **Subject Property Land Use and Tenancy**, summarizes the historic ownership, tenancy general uses of the Subject Property and adjoining properties based on available leases and temporary use and occupancy permits (TUOPs), available historical aerial photographs, Sanborn Fire Insurance Maps, city or suburban directories, and historical topographic maps, are also included.
- Section 6, **Subject Property History and Activities, i**ncludes a review of the activities on the Subject Property from time of its first development (early 1940s) to the present including: a discussion of the buildings and structures on the Subject Property, a description of the activities conducted within these building and structures, and the petroleum products and chemicals used, a discussion of the available waste management and stormwater management information, a

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discussion of previous environmental investigations, and identification of potential areas of concern RECS.

- Section 7, **Site Reconnaissance**, describes observations by Kleinfelder during the Site reconnaissance of the Subject Property and surrounding areas. The methodology used and limiting conditions are described in this section.
- Section 8, **Interviews**, is a summary of telephone and in-person interviews performed with "Key Subject Property Managers" that may include the Subject Property owner/manager, occupants/tenants, local government officials, and SDUPD. Additional interview sources may be contacted if Key Subject Property Managers were not available prior to production of this report and may include adjoining landowners and people with historical knowledge of the area.
- Section 9, **Evaluation**, is a presentation of our findings and opinions regarding the information in Sections 3 through 8, and presents our conclusions regarding the presence of RECs, HRECs, CRECs, and *de minimis* conditions connected with the Subject Property.
- Section 10, **References**, is a summary of the resources used to compile this Phase I ESA report.

Pertinent documentation regarding the Subject Property is included in Appendices A through L. A statement of qualifications of the signatories of this report is provided in Appendix M.

2.3 ADDITIONAL SERVICES

An evaluation of BER associated with the Subject Property was not included in Kleinfelder's scope of services. The scope of this Phase I ESA does not incorporate ASTM Standard non-scope considerations such as ACMs, radon, lead-based paint (LBP), lead in drinking water, wetlands, regulatory compliance, cultural and historical resources, industrial hygiene, health and safety, ecological resources, endangered species, indoor air quality, and high-voltage power lines.

2.4 SIGNIFICANT ASSUMPTIONS

Kleinfelder does not guarantee the accuracy of the information supplied by its sources but reserves the right to rely on this information in formulating a professional opinion on the potential for contamination at the Subject Property. Kleinfelder also assumes SDUPD provided all applicable and available environmental records and specialized knowledge regarding the Subject Property. Kleinfelder assumes that any potential historical agrichemical/pesticide application that may be associated with the identified historical agricultural land use was performed in a customary manner in strict accordance with the

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agrichemical/pesticide manufacturer labels; and this assumption does not apply to any potentially identified areas associated with agrichemical storage, mixing, transportation, spills, and/or disposal. If specific information was not available, Kleinfelder also made assumptions for this Phase I ESA regarding the surficial groundwater flow direction at the Subject Property based on observed conditions and a review of United States Geological Survey (USGS) Topographic Maps and online USGS StreamStats drainage basin delineation tool. Kleinfelder assumed that historical aerial photographs, topographic maps, and other information was representative of conditions during periods between coverage.

2.5 LIMITATIONS AND EXCEPTIONS

Environmental assessments are non-comprehensive by nature and are unlikely to identify all environmental problems or eliminate all risk. This report is a qualitative assessment. Kleinfelder offers a range of investigative and engineering services to suit the needs of our clients, including more quantitative investigations. Although risk can never be eliminated, more detailed and extensive investigations yield more information, which may help SDUPD understand and better manage risks. Since such detailed services involve greater expense, we ask our clients to participate in identifying the level of service that will provide them with an acceptable level of risk. Please contact the signatories of this report if you would like to further discuss this issue of risk.

Kleinfelder performed this Phase I ESA in general accordance with the guidelines set forth in the ASTM Standard, and the proposed scope subsequently approved by SDUPD. No warranty, either express or implied, is made. Environmental issues not specifically addressed in this report were beyond the scope of our services and not included in our evaluation.

Land use, Subject Property conditions (both onsite and offsite), and other factors will change over time such as the Environmental Data Resources, LLC (EDR) Radius Map™ Report. Since Subject Property activities and regulations beyond our control could change at any time after the completion of this report, our observations, findings, and opinions are valid only up to 180 days of the oldest component of the report which is the EDR Radius Map™ Report. Additionally, Subject Property conditions observed were limited to readily apparent environmental conditions observed at the Subject Property.

This report may be used only by SDUPD. No party other than SDUPD may rely on this report without prior written authorization from Kleinfelder. Noncompliance with this requirement by SDUPD or anyone else will release Kleinfelder from liability resulting from the use of this report by any unauthorized party, and SDUPD agrees to defend, indemnify, and hold Kleinfelder harmless from any claim or liability associated with such unauthorized use or noncompliance.

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Pursuant to Section 4.6 of the Standard Practice, this report should not be relied upon after 180 days from the date of its oldest component which is the *EDR Radius Map™ Report with GeoCheck®* dated April 18, 2023, which is October 15, 2023. Land or facility use, onsite and offsite conditions, regulations, or other factors may change over time, and additional work may be required with the passage of time.

During the course of the performance of Kleinfelder's services, hazardous materials may have been discovered. Kleinfelder assumes no responsibility or liability whatsoever for any claim, loss of property value, damage, or injury that results from pre-existing hazardous materials being encountered or present on the Subject Property, or from the discovery of such hazardous materials. Nothing contained in this report should be construed or interpreted as requiring Kleinfelder to assume the status of an owner, operator, or generator, or person who arranges for disposal, transport, storage, or treatment of hazardous materials within the meaning of any governmental statute, regulation, or order. Client is solely responsible for directing notification of all governmental agencies, and the public at large, of the existence, release, treatment, or disposal of any hazardous materials observed at the Subject Property, either before or during performance of Kleinfelder's services. Client is responsible for directing all arrangements to lawfully store, treat, recycle, dispose of, or otherwise handle hazardous materials, including cuttings and samples resulting from Kleinfelder's services.

2.6 SPECIAL TERMS AND CONDITIONS

No special terms and conditions were agreed to by SDUPD and Kleinfelder.

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3 SUBJECT PROPERTY DESCRIPTION

The description of the Subject Property is presented in this section and addresses the condition of the Subject Property at the time of the Phase I ESA. A Subject Property Location Map is provided as Figure 1-1. A detailed map of the site with Assessor's Parcel Numbers (APNs), SDUPD parcel numbers and available addresses is provided in Figure 1-2. Tables 3-1 through 3-4 summarize the physical characteristics of the Subject Property and adjoining properties.

3.1 LOCATION AND LEGAL DESCRIPTION

The information presented in Table 3-1 includes the physical location and legal description of the Subject Property. This information was obtained from review of various maps (such as topographic maps and tax assessor maps), aerial photographs, public records at City and/or County offices, interviews, and/or information provided by SDUPD.

Table 3-1: Location and Legal Description

PARAMETER	INFORMATION/COMMENTS
LOCATION	The Subject Property is located in the City of San Diego, California, generally between Harbor Island Drive on the west and Coast Guard Pier on the east, and between North Harbor Drive on the north and Liberator Way on the South, which runs through the southern portion of the Subject Property (see Figures 1-1 and 1-2).
APNs/ADDRESS	The Subject Property is assigned as APNs 760-010-002, 760-010-017, 760-010-019, 760-010-027, 760-010-028, 760-010-029, and 760-010-30. The SDUPD Parcel Numbers associated with the Subject Property are 007-000, 007-021, 007-024, 007-025, 007-026, 007-027, 007-028, 007-029, 007-030, 007-034, 007-035, 007-036, 007-037, 007-038, 007-053, and a portion of 008-003. The street addresses associated with the Subject Property include 2980 N Harbor Drive, 3032 N Harbor Drive, 3180 N Harbor Drive, 3202 N Harbor Drive, 3280 N Harbor Drive, and 3380 N Harbor Drive (Figure 1-2).
LEGAL DESCRIPTION	The legal description of the Subject Property parcel is included in the *EDR Environmental Lien and AUL Search* report located in Appendix A-7.
SECTION, TOWNSHIP, AND RANGE	This land has been in private ownership since before California joined the United States. It is therefore not part of the Township and Range system, which was a survey of federal lands. Source: Bureau of Land Management (BLM), General Land Office (GLO), Pathfinder GIS Map (ArcGIS).
ZONING	Based on the City of San Diego Official Zoning Map (Zoning | City of San Diego Official Website), the Subject property has not been assigned a zoning type.

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3.2 CURRENT/PROPOSED USE OF THE SUBJECT PROPERTY

At the time of Kleinfelder's assessment, the Subject Property appeared to be predominantly used for rental car facilities, the SDHP Headquarters Site, temporary construction office trailers by the SDCRAA, and for parking and vehicle storge. Current and proposed uses are described in Table 3-2.

Table 3-2: Current / Proposed Uses

PARAMETER	GENERAL OBSERVATIONS
CURRENT USE	The Subject Property uses include rental car storage, maintenance, and repair facilities; the SDHP Headquarters Site; temporary construction office trailers; and parking.
PROPOSED USE	Commercial Development/Park Land

3.3 DESCRIPTION OF STRUCTURES/IMPROVEMENTS

The Subject Property is divided into seven sites:

- Avis Rental Car Site
- Hertz Rental Car Site
- National Rental Car Site
- SDCRAA PMC Site
- Tow Basin Site
- SDHP Headquarters Site
- Parking Lot Site

Structures and/or improvements observed at each Site at the time of Kleinfelder's Site reconnaissance are described in Sections 6 and 7. Photographs of the existing structures and site features are provided in Appendix B.

3.4 CURRENT USES OF ADJOINING PROPERTIES

Kleinfelder performed a drive-by survey of the properties adjoining to the Subject Property on September 19, 20, and 21, 2023. A summary of the surrounding properties is presented in Table 3-4 and shown on Figure 3-1.

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Table 3-3: Adjoining Properties

LAND USE DESCRIPTION	GENERAL DIRECTIONS FROM SUBJECT PROPERTY
San Diego International Airport / San Diego County Regional Airport Authority / San Diego International Airport Cargo Facility	NORTH, NORTHWEST, NORTHEAST
Safe Harbor Sunroad (San Diego Bay/East Basin)	SOUTH
Sheraton San Diego Hotel & Marina	WEST
Convair Lagoon, US Coast Guard	EAST

Hazardous materials and petroleum products were not directly observed to be stored on the properties adjoining to the Subject Property at the time of the Site reconnaissance. See Section 7 for a summary of the Site reconnaissance.

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4 RECORDS REVIEW

4.1 STANDARD ENVIRONMENTAL RECORDS SOURCES

The purpose of the records review was to obtain and review records that would help to evaluate RECs of potential concern in connection with the Subject Property and bordering properties.

Federal, state, and local regulatory agencies publish databases or "lists" of businesses and properties that handle hazardous materials or hazardous waste or are the known location of a release of hazardous substances to soil and/or groundwater. These databases are available for review and/or purchase at the regulatory agencies, or the information may be obtained through a commercial database service. Kleinfelder contracted a commercial database service, EDR of Shelton, Connecticut to perform the government database search for listings within the appropriate ASTM Standard minimum search distance of the Subject Property. Kleinfelder provided Environmental Data Resources with a Subject Property map to incorporate the search distances from the Subject Property boundary. Included in The EDR Radius Map™ Report with GeoCheck® (Appendix A-1) is a listing of specific databases outlined by the ASTM Standard. A listing of the search distances, databases evaluated, dates the databases were last updated, and types of information contained in each database are included in the regulatory database search provided as Appendix A to this report.

Environmental Data Resources utilizes a geographical information system to plot the locations of reported spills, leaks, incidents, etc. Kleinfelder reviewed this information to help establish if the Subject Property, or nearby properties, have been included in the noted databases and lists. Each of the listings was reviewed to assess whether the corresponding property details included in the EDR revealed a potential environmental impact to the Subject Property. A number of listings in the EDR database were found not to have the potential to impact the Subject Property based on the following, or a combination thereof:

- The listed property was located at a distance where the facility would be unlikely to impact the Subject Property based on Kleinfelder's evaluation of the relevant data in the EDR report and knowledge of the Subject Property vicinity.
- The listed property was located in a down-gradient or cross-gradient direction from the Subject Property, based on the anticipated direction of groundwater flow at the property being evaluated, and is located at a distance that would be unlikely to impact the Subject Property. Note that groundwater flow direction may be variable in the vicinity of the Subject Property and

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determinations as to down- or cross-gradient direction were made only when groundwater flow direction was available for a specific property.

- The listed property was identified in the UST or Small Quantity Generator (SQG) databases and was not on or immediately adjoining the Subject Property. The property was not listed in other databases that reported a release of a hazardous substance or petroleum product and/or was not listed as having environmental violations. The listing of a facility on these databases alone is not indicative of an unauthorized release.
- The listing for the facility suggested a short-term release had occurred (i.e., from incidental traffic accidents, or chemicals from illegal drug labs found at residences) with associated response actions completed.
- The quantity of the hazardous substances or petroleum product released from an offsite facility was not considered to have resulted in contamination above the most stringent criteria that would require regulatory action. Therefore, no impact to the Subject Property is anticipated.
- The listed property record indicates that the property was characterized, the reported release affected soil only, the listed property was not on or adjacent to the Subject Property, and the release was not recognized as indicative of area-wide conditions or was characterized as a soil removal action only.
- The listed property record indicates that contamination on the property is limited to relatively non-mobile contaminants, including polycyclic aromatic hydrocarbons (PAHs) and metals, in soil only, on a non-adjacent property.
- The listed property record indicates that the case has been closed to the satisfaction of the designated lead regulatory agency and residual contamination, if present, is not considered likely to affect the Subject Property based on one or more of the criteria mentioned in the bulleted items above (referred in the ASTM Standard as an HREC).

Based on these criteria indicating no material threat of a release that affected the Subject Property and/or no release that could require future regulatory agency oversight, these listings were not evaluated further and are not discussed in the following sections.

4.2 RESULTS OF DATABASE SEARCH

The remaining property listings were reviewed to assess whether these properties had environmental releases, which may have resulted in RECs in relation to the Subject Property. The listed properties for

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which a reported release may have resulted in a REC were further assessed by performing a review of agency files available through the State Water Resources Control Board's (SWRCB) GeoTracker website (http://geotracker.waterboards.ca.gov/), the California Department of Toxic Substances Control (DTSC) EnviroStor website (http://envirostor.dtsc.ca.gov), the SWRCB Stormwater Multiple Application and Report Tracking System (SMARTS) website (http://smarts.waterboards.ca.gov), and documents obtained from the San Diego County Department of Environmental Health (DEH) through public records requests. Kleinfelder evaluated whether the listed release represents a potential impact to the Subject Property. Information obtained from these sources is summarized in Section 6 (Subject Property History and Activities).

4.2.1 Subject Property Listings

The following is a summary of the significant EDR Radius Map™ Report with GeoCheck® listings that are associated with the Subject Property. The full EDR Radius Map™ Report with GeoCheck® is provided in Appendix A-1.

3202 N Harbor Drive – Hertz Rental Car

This address is listed under the CA AST database, a listing of aboveground petroleum storage tank locations. The listing indicates that there is/was a 5,360-gallon AST onsite, possibly containing oil, yet this is not confirmed in the EDR Radius Map™ Report with GeoCheck®.

This address is also listed in the San Diego County Hazardous Materials Management Division (HMMD) database under DEH Permit No. 132356 with a permit expiration date of January 31, 2013. The following are listed as being present onsite as of November 2012 -- oils/lubrication, three regular unleaded gasoline USTs (T001, T002 and T003), hydrocarbon solvents in a parts washer, two 280-gallon ASTs, and three 55-gallon drums with waste/mixed oil, oil containing wastes, waste antifreeze, used lead acid batteries, and used oil filters. A variety of administrative violations are identified under this listing.

This address is listed under the CA UST database, a listing of registered underground storage tanks. The following three USTs are listed:

- UNDERGROUND TANK T001, 12,000-gallon capacity double wall tank containing regular unleaded gasoline, installed on January 1, 1995.
- UNDERGROUND TANK T002, 10,000- gallon capacity double wall tank containing regular unleaded gasoline, installed on January 1, 1995.

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- UNDERGROUND TANK T003, 10,000-gallon capacity, gallon capacity double wall tank containing regular unleaded gasoline, installed on January 1, 1996.

The above USTs are also listed in the Resource Conservation and Recovery Act (RCRA) Non Generator/No Longer Regulated (NonGen/NLR) database with permit renewal date of September 22, 2022. This address is also listed in the California Environmental Reporting System (CERS) HAZ WASTE database as a hazardous waste generator, the CERS TANKS database as having USTs, the CERS database as having chemical storage facilities. Violations listed under the CERS databases are administrative and not indicative of a release.

The following are listed at this property within the RCRA-SQG database: two 280-gallon waste oil ASTs, three 55-gallon drums of waste oil, oils/lubrication, hydrocarbon solvents (CA Waste Code: 213), unspecified oil containing waste (CA Waste Code: 221/223), organic liquids with metals/waste antifreeze (CA Waste Code: 342), used lead acid batteries (CA Waste Code: 444), and used oil filters (CA Waste Code: 888).

According to RCRA's Waste and Materials database, the following materials could be found onsite: gasoline, diesel fuel, motor oil, used oil, diesel exhaust fluid (DEF), oils/lubrication, Aquakleen aqueous parts washer, spill absorbent, drained used oil filters, and antifreeze.

The address is also listed as "Verizon Wireless (Harbor Drive)" in the San Diego County HMMD UST database and the CERS database (chemical storage). This listing is likely associated with a Verizon cell tower located along the north edge of the site.

Dollar Thrifty Temporary Relocation is also listed under this address in the National Pollutant Discharge Elimination System (NPDES) database, status date September 12, 2014. No violations were reported.

Although no releases have been reported, USTs, piping and dispensing facilities installed at this site represent a REC due to their age and the likely release of petroleum products from these facilities.

3202 N Harbor Drive – Dent Wizard International

Dent Wizard International, located at 3202 North Harbor Drive, is listed in the RCRA NonGEN/NLR database. This listing indicates that universal waste was reported in association with the Dent Wizard operations at this address. No violations were reported for this listing.

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3180 N Harbor Drive – Avis Rental Car System LLC

The address is listed in the RCRA NonGEN/NLR database, part of the United States Environmental Protection Agency's (USEPA's) comprehensive information system which provides access to data supporting the RCRA. This listing indicates that universal waste was generated. The address is also listed under the CA AST database, which indicates the presence of a 19,270-gallon capacity AST onsite of unknown contents.

The following are listed at this address within the San Diego County HMMD databases under Permit No. 135990 (updated 11/02/2012): one 12,000-gallon unleaded gasoline AST, one 6,000-gallon diesel fuel AST, antifreeze, windshield washer fluid, air freshener concentrate, oil/lubricant, degreaser cleaner, carwash detergent, vehicle wash, waste solvent (CA Waste Code: 134), waste oil and mixed oil (CA Waste Code: 221), oil containing waste (CA Waste Code: 223), used antifreeze (CA Waste Code: 342), sump sludge (CA Waste Code: 352), lead acid batteries (CA Waste Code: 444), and used oil filters (CA Waste Code: 888). A variety of administrative violations cited under this listing during inspection conducted between 2004 and 2012.

Under the CA San Diego Co HMMD database (S113078346), the following waste and materials onsite are listed: motor oil, gasoline, used motor oil, diesel fuel, drained used oil filters, soil waste mixture (fuel absorbent, filters, hoses, etc.), carwash detergent, antifreeze/coolant, windshield washer fluid, air freshener concentrate, and used antifreeze. A variety of administrative violations for inspection dates between 2014 and 2019 are also included in this listing.

The site is listed under the CERS Haz Waste database as a hazardous waste generator and under the CERs Tanks database as a site storing aboveground petroleum. This listing also includes a variety of administrative violations.

Under the CA Hazardous Waste Manifests Database (HAZNET) database, the following are listed as hazardous waste onsite:

- 1999, 2000: Aqueous solution with total organic residues less than 10 percent (CA Waste Code: 134).
- 1997, 1998, 1999: other organic solids (CA Waste Code: 352).
- 1998: Unspecified organic liquid mixture (CA Waste Code: 343).

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A variety of violations were reported in the RCRA Violations Active Permits database from County of San Diego Compliance Inspection Reports from the following years:

- 2004: failure to keep hazardous waste containers while in storage; failure to maintain personnel training records to compliance; inadequate site map on business plan.
- 2008: failure to properly label/date hazardous waste container and/or tank; accumulated waste too long (>180 or 270 days); no signed Treatment, Storage, and Disposal Facilities (TSDF) manifest onsite, inadequate employee training.
- 2009: Spill Prevention Control and Countermeasure (SPCC) plan not prepared; inadequate employee training.
- 2014: Failure to meet employee training requirements; failure to complete and/or submit a site map; failure to close containment bypass valves when not draining rainwater; inadequate inspections/tests and written records not maintained.
- 2015: Failure to properly train oil-handling personnel; failure to regularly inspect aboveground valves and piping.
- 2017: Initial and/or annual employee training not conducted for hazardous materials management and/or employee training records not available or not maintained for 3 years; failure to inspect and manage containment for rainwater accumulation, including proper maintenance of drainage valves; failure to perform and properly document a 5-year review of the SPCC Plan; site map not submitted in CERS or not sufficient; failure to update the Hazardous Material Business Plan (HMBP) in CERS; failure to mark date on empty container; failure to conduct required inspections and tests; failure to keep written procedures and a record of the signed inspections and tests with the SPCC Plan for a period of 3 years.
- 2019: Chemical inventory incomplete or not submitted in CERS; failure to perform and properly document a five-year review of the SPCC Plan; failure to properly train oil-handling personnel; failure to have record of inspections and integrity tests.
- 2022: failure to properly train oil-handling personnel.

Although no releases have been reported, underground piping and dispensing facilities installed at this site represent a REC due to the likely release of petroleum products from these facilities.

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3280 N Harbor Drive – San Diego Airport National Rent A Car Quick Turnaround Facility Demolition
This address, under the name of National Rental Car, is listed in the CERS Haz Waste and CERS Tanks databases as a hazardous waste generator and as having USTs and aboveground petroleum storage.

Under the CA HAZNET database, the following are listed as hazardous waste onsite:

- 2006, 2007, 2008, 2009: Other inorganic solid waste (CA Waste Code: 181)
- 2007, 2008, 2009: Other organic solids (CA Waste Code: 352)
- 2008, 2009: Hydrocarbon solvents (benzene, hexane, Stoddard, etc.) (CA Waste Code: 213)
- 2007: Waste oil and mixed oil (CA Waste Code: 221)
- 2005, 2006, 2007: Oil/water separation sludge (CA Waste Code: 222)
- 2005: Tank bottom waste 251 Still bottoms with halogenated organics (CA Waste Code: 241)

The database indicates these wastes were transported offsite by Safety-Kleen Systems, Inc. and Triad Transport Inc.

The following affiliations are listed under the CERS database:

- Parent Corporation: Enterprise Rent-A-Car Company of Los Angeles, LLC
- UST Property Owner Name: San Diego Unified Port District
- UST Tank Owner: Enterprise Rent-A-Car Company of Los Angeles, LLC
- UST Tank Operator: National Rental Car
- CUPA District: San Diego County Environmental Health and Quality
- Legal Owner: Enterprise Rent-A-Car of Los Angeles, LLC
- Operator: National Rental Car

The following violations for National Rental Car are listed in the CERS database:

- 2017: Leak detection equipment disabled or tampered with in a manner that would prevent the monitoring system from detecting and/or alerting the owner/operator of a leak; failure to

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complete a review and evaluation of the SPCC Plan at least once every five years, and document the completion of the review, and sign a statement as to whether the SPCC Plan will be amended.

- 2018: Failure to comply with one or more designated operator (DO) monthly inspection requirements and leak detection equipment disabled or tampered with in a manner that would prevent the monitoring system from detecting and/or alerting the owner/operator of a leak.
- 2019: Failure to comply with one or more overfill prevention equipment requirements.
- 2020: Failure to comply with one or more overfill prevention equipment requirements and failure to perform one or more inspection requirements for DO monthly inspections conducted before October 1, 2018.
- 2021: Failure to maintain secondary containment (e.g., failure of secondary containment testing) and failure to manage empty containers greater than five gallons in capacity that previously held a hazardous material/waste.

In the Hazardous Waste Tracking System (HWTS) database, the site is listed as National Rental Car, owned by Vanguard Car Rental US Inc.

3280 N Harbor Drive – Alamo Rent-A-Car

The Subject Property is listed in the RCRA NonGEN/NLR database under the handler name of Alamo Rent-A-Car and owner name of Enterprise Rent-A-Car Company of Los Angeles, LLC. The site is listed as a non-generator of hazardous waste, and no violations were found.

3280 N Harbor Drive – National Rental Car

This address is listed under the CA UST database, a listing of registered underground storage tanks. The following two USTs are listed:

- T001, 10,000-gallon capacity, regular unleaded gasoline, installed on 8/25/1995.
- T002, 10,000-gallon capacity, regular unleaded gasoline, installed on 8/25/1995.

The property is also listed in the CA AST database, a listing of aboveground storage tank petroleum storage tank locations. The business name listed in the CA AST database is National Rental Car and the owner listed is Enterprise Rent-A-Car Company of Los Angeles, LLC. The tank volume is not reported under this listing. National Rental Car is also listed with the owner as Vanguard Car Rental. The tank volume under this listing is 5,855 gallons.

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Violations from County of San Diego Compliance Inspection Reports were reported in the RCRA Violations Inactive Permits database for DEH Case Number 135702. The violations reported are listed below for the following years:

- 2003: Annual certification for automatic tank gauge and/or sensors not completed; continuous monitoring system not certified annually; automatic line leak detector not certified annually; spill container is not in good condition and/or liquid free; fill box drain not functional and backup system is not available; secondary containment system components not in good condition and not liquid free; secondary containment piping obstructed preventing drainage to sump; dispenser containment not free of liquid.
- 2005: Generator of hazardous waste has not sent the appropriate copy of the manifest to DTSC/California Environmental Protection Agency (Cal-EPA); pump does not shut off when monitor is disconnected or fails; line leak detector does not detect 3.0 gallons per hour (gph) or equivalent; failure to clean up hazardous waste off the floor surface.
- 2006: Copy of HMBP not onsite for inspector's review; evidence of financial responsibility not available; and sensors not placed adequately and/or at low point in sumps.
- 2007: Secondary containment system components not liquid free; copy of HMBP not onsite for inspector's review.
- 2008: Monitoring procedures not available/complete/submitted; Emergency Response Plan is not available/complete.
- 2009: Current evidence of financial responsibility not available; facility employees are not trained; and training records are incomplete and/or not onsite.

The, USTs, piping, and dispensing facilities represent a REC due to their age and the likely release of petroleum products from these facilities.

3380 N Harbor Drive – Tow Basin Site & SDHP Headquarters

The Subject Property is listed under the Cleanup Program Sites, formerly known as Spills, Leaks, Investigations, and Cleanup sites (CA CPS-SLIC) database in 1991-2005 as the Tow Basin Site (former Lockheed Martin), with the SDUPD listed as the responsible party. The CA CPS-SLIC case number is listed as S106519134 and remains an open case.

The property is also listed in the CA RESPONSE database, which identifies confirmed release dates where DTSC is involved in remediation. These confirmed release sites are generally high-priority and high potential risk.

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The property is listed under the CERS database as the Tow Basin Facility and described as "State Response." It is also listed as the SDHP Headquarters and described as a "Chemical Storage Facility."

No diesel fuel is listed under the Waste and Materials database for the SDHP Headquarters. The Subject Property is listed in the RCRA NonGEN/NLR database.

The Tow Basin Site located at 3380 N Harbor Drive is also listed in the DTSC EnviroStor website under Site ID 37870001 as a State Response or National Priority List (NPL) site. The EnviroStor website contains documentation of site assessment and cleanup activities conducted between 1995 and 2009 when the case was referred to the San Diego County Regional Water Quality Control Board (SDRWQCB). The site is included in the SWRCB GeoTracker website under Site ID SLT9S0194226, SDRWQCB Case Number 2090016, Tow Basin Landside Cleanup. The case file indicates that the case is closed as of June 10, 2010.

The Tow Basin Facility East Harbor Basin Sediment Assessment is also listed in the GeoTracker website (Site ID T10000002323) as an open site assessment. This case involves the assessment of impacts to sediments in the east basin which are beyond the scope of this Phase I ESA.

The Subject Property is listed in the Cleanup Program Sites, formerly known as CA CPS-SLIC database from 1984-1992 as "Lockheed, Harbor Island." In the California Hazardous Material Incident Reporting System (CHMIRS) database, a diesel spill (200m x 200m) was reported to have occurred on December 26, 2008, at 7 am. The caller reporting the spill stated that a sheen was seen on the surface of the water of San Diego Harbor. This release appears to have been an over water release in is not considered to be a landside REC.

Violations were reported for the SDHP Headquarters Site in the RCRA Violations Active Permits database from County of San Diego Compliance Inspection Reports for the following years:

- 2009: A Unified Program Facility permit has not been obtained for hazardous materials; hazardous materials handler has not established/implemented a business plan.
- 2015: Owner/Operator failed to complete and/or submit the Business Activities Page and/or Business Owner Operator Identification Page; Owner/Operator failed to establish and implement a Hazardous Materials Business Plan when storing hazardous materials at or above the threshold quantities of 55 gallons/500 lb/200 cubic feet.

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- 2019: HMBP not certified annually as complete and accurate in CERS; failure to annually review and electronically certify that the business plan is complete and accurate on or before the annual due date.

The Tow Basin Site is considered a CREC because it has been the subject of numerous site assessment and remediation activities, due the past use of this site for research and testing activities (See Section 6), and the regulatory closure of the site in 2010.

3200 N Harbor Drive – Division Gas Turbine

Division Gas Turbine, located at 3200 North Harbor Drive, is listed in the CA SAN DIEGO CO. SAM database, a listing that contains underground tank release cases and projects pertaining to properties contaminated with hazardous substances. The Case Number for the site is H21032-001, a case that was opened on October 18, 1999, and closed on November 10, 2004. The Subject Property is also listed in the CA CPS-SLIC database included in GeoTracker. GeoTracker is the Water Board's data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater. Division Gas Turbine is in this database due to a diesel spill, which was reported on October 18, 1999, and stopped later in 1999. A Closure Letter was issued in 2004. This spill was reported under the same case number (H21032-001). Additionally, the Subject Property was listed under the CA Statewide Environmental Evaluation and Planning System (SWEEPS) UST database, an underground storage tank listing, due to the existence of three USTs onsite named Underground Tank 121032 T001, T002, and T003. The three tanks reportedly contained diesel, had a capacity of 21,000 gallons, were installed on January 1, 1968, and were removed on November 8, 1986.

Division Gas Turbine is listed on the Radius Report as a portion of the Subject Property. However, based on documentation found in DEH Case No. H21032 (Appendix C), Division Gas Turbine appears to be located at Harbor Drive and Vesta Street in south San Diego and is not a part of the Subject Property.

General Dynamics – Harbor Drive Test Facility – 2980 N Harbor Drive

The HDTF was listed on the CA CPS-SLIC and the CERS databases. Under the CPS-SLIC database, the site lists an "Open – Inactive" case which was originally opened on January 1, 1981. The SDRWQCB Case Number is 3100109 and the Site is listed in GeoTracker with Site ID T100000010437. Potential media affected include sediments, soil, surface water, and contaminated surfaces/structures which are potentially affected by PCBs, copper, chromium, and other metals. GeoTracker files under this Site ID include a Baseline Environmental Study and a Phase I ESA conducted for the former HDTF in 1992 and 1994 respectively, documentation of storm drain remediation activities, documentation of UST

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assessment and remediation activities associated with former HDTF Building 52, and reports associated with sediment sampling in the East Basin. Relevant documents associated with the landside activities are summarized in Section 6.

The HDTF, formerly located at 2980 N Harbor Drive, is also listed in GeoTracker under Site ID T0607300717, County of San Diego DEH Case Number H14919.001 and SDRWQCB Case Number 9UT194. The site is identified as a Leaking Underground Storage Tank (LUST) Cleanup Site closed as of August 20, 1996. Files under this Site ID include a closure letter from the County of San Diego DEH, dated August 19, 1996, for an Underground Storage Tank Case at General Dynamics Harbor Drive Test Facility Building 52, located at 2980 N Harbor Drive (County of San Diego, 1996). The DEH letter confirms closure of six USTs: five 10,000-gallon tanks and one 7,000-gallon tank containing JP-5. Relevant documents associated with the County of San Diego DEH case are summarized in Section 6.

Based on the past use of the Site as the HDTF, and the listing of the site on the CPS-SLIC database, this listing is considered a REC. Further details associated with this listing are provided in Section 6.

4.2.2 Offsite Listings

The following is a summary of the significant EDR Radius Map™ Report with GeoCheck® listings that are associated with the Offsite Properties. The full EDR Radius Map™ Report with GeoCheck® is provided in Appendix A-1.

Lockheed Martin Marine Systems, Lockheed Engineering and Science, Lockheed Martin Corporations – 1160 Harbor Island Drive

This site is located adjacent to the southwest portion of the Subject Property at the west end of the East Basin (Figure 3-1). Lockheed Martin Marine Systems is listed under the San Diego County Site Assessment and Mitigation (SAM) database (Case Number: H11657-001), a listing containing underground tank release cases and projects pertaining to properties contaminated with hazardous substances that are actively under review by the SAM Program. The site status is listed as “preliminary assessment.” The case opened on April 19, 1991. According to an online review of the Environmental Health and Quality document database (doclibrary [sandiegocounty.gov]), no files are associated with closure for this site as of the date of this report.

The site is also listed under the CPS-SLIC database, the HMMD San Diego database, and the San Diego Local Oversight Program (LOP) listing .In the CA CPS-SLIC database, the site is listed as a Cleanup Program Site, with potential media affected listed as sediments, and PCBs listed as the potential contaminant of

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concern. Sediment sampling conducted between 1991 and 2006 indicated the presence of PCBs, metals, and petroleum hydrocarbons. A Cleanup and Abatement Order was issued in 2017. Future action and reports associated with East Harbor Island Basin sediments will be located on GeoTracker associated with case: Lockheed Marine Railway (East Harbor Basin Sediment Assessment [T10000002642]).

The recorded status of the LOP is listed as completed, with a beginning date of April 19, 1991. The facility status is listed as "Open-Site Assessment" as of November 29, 2021, with the begin date listed as November 16, 2010. The potential media of concern are sediments and soil, and the potential contaminants of concern are 1,4-dioxane, trichloroethylene (TCE), PCBs, and mercury (elemental). This listing appears to be associated with GeoTracker Site ID T10000002642, SDRWQCB Case No. 2090046. The GeoTracker Site History Summary indicates that Lockheed Martin Corporation (Lockheed) operated a Marine Terminal and Railway to service and maintain research submarines. Various chemicals such as mercury, solvents, and paints were observed during a June 1, 1988 site inspection conducted by the San Diego County Department of Health Services. Lockheed has been identified as the discharger of mercury into the Bay sediments in the East Basin because it used, stored, or disposed of mercury as part of its industrial activities. The presence of mercury in the Bay sediments adjacent to the former Lockheed Marine Terminal and Railway indicates that an unauthorized discharge of mercury has occurred. As part of a sediment quality investigation conducted for the Tow Basin Site, sediment samples were collected from the East Basin of Harbor Island (East Basin). Sediment sample location S18 is adjacent to the terminus of the marine railway. Mercury is present in samples collected at sediment sampling location S18 ranging from 0.005 mg/kg to 1.07 mg/kg.

A landside groundwater investigation was performed by AECOM in summer 2015 to evaluate the potential for metals in groundwater to be discharged to the San Diego Bay. Based on the results of the investigation (AECOM, 2016), AECOM recommended no further evaluation to address groundwater on the landside portion of the site. The SDRWQCB concurred with this recommendation in a March 17, 2016 letter (SDRWQCB, 2016) and requested a work plan for the decommissioning of the site's three groundwater monitoring wells. The letter also requested that AECOM upload data to GeoTracker "in anticipation of closing the landside portion of the case." Following submittal and approval of the well decommissioning work plan, the three onsite groundwater monitoring wells were destroyed in June 2016.

Assessment of San Diego Bay sediments for impacts due to discharge from the former Lockheed Marine Terminal and Railway (1160 North Harbor Drive) and the Former Tow Basin (3380 North Harbor Drive) are ongoing under SDRWQCB Cleanup and Abatement Order R9-2022-007.

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Two additional facilities were listed under the same address as Lockheed Engineering and Science, which is listed as a small quantity generator under the RCRA database since 1992. No violations were found at this site. The site is also identified as Lockheed Martin Corporations, which was historically a non-generator since 2021 while operating as a research and development center in nanotechnology according to the RCRA NonGen database. Similarly, no violations were found at this site. Kleinfelder additionally reviewed the Facility Index System (FINDS) and Enforcement and Compliance History Online (ECHO) databases for this facility and found no significant change in the information presented.

Because this listing is located generally downgradient from the Subject Property and the landside groundwater portion of the case has been closed, this listing does not represent a REC for the Subject Property.

GW EX – San Diego International Airport - TNC Hold – 3225 North Harbor Drive

This site located approximately half-mile northeast of the Subject Property and is the former General Dynamics Convair Division Lindberg Field Plant facility located north of the SDIA along Pacific Highway (Figure 3-1). Between 1935 and 1995, General Dynamics and its predecessors (including Consolidated Aircraft Company, Consolidated Vultee Aircraft Company, and Convair) performed aircraft and aerospace manufacturing activities according to the CA CPS-SLIC database. This site, designated as San Diego International Airport Redevelopment, is listed in GeoTracker (Site ID T10000002563) as Open-Site Assessment as of November 18, 2021, due to ongoing site assessment activities associated with the redevelopment of the SDIA Terminal 1. These activities include vapor intrusion risk assessments for the new terminal facility and ancillary buildings, assessment, and remediation of soil impacts encountered during construction activities.

Facility decommissioning began in 1995 and ended in 1997. Chemicals of concern (COCs) included fuels, oils, solvents, acids, metals, paints, and PCBs. Prior to plant decommissioning COCs were found in soil and groundwater. Several phases of investigations and remediation took place. During plant decommissioning remedial actions were taken when COCs were found. The SDCRAA redeveloped the site to include a new consolidated rental car facility, fixed based operator facility, and other airport support facilities. As part of the redevelopment, the SDCRAA conducted several phases of investigation and remediation to address residual soil impacts due to the former General Dynamics activities. The property was listed under the CA CERS HAZ Waste a database as a hazardous waste generator, and under the CA CERS TANKS database as a facility with aboveground petroleum storage for the SDCRAA. The site is also listed on the HWTS.

The former facility was listed in the EDR Radius Map™ Report with GeoCheck® as a large-quantity generator of hazardous wastes. Waste and materials used, stored, or generated onsite include: oxygen

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gas, compressed natural gas, propane, diesel fuel, Chemguard Purple K dry chemical, Pavement 15.0, 2-Phosphono-1,2,4-butane tricarboxylic acid, Cooling Water Microbiocide, Paper Slimicide, Chemguard 3% AFFF C-306, Chemguard 3% AFFF C-303, Sulfuric Acid 93%, Free-Flow Liquid Plus, waste oil and mixed oil (CA Waste Code: 221), State Nutripro, used lights, batteries, computers, CRTs, acetylene, contaminated soil (CA Waste Code: 661), paint/rags (CA Waste Code: 331), unspecified oil containing waste (CA Waste Code: 223), waste aerosol cans (CA Waste Code: 331), waste paint (CA Waste Code: 331), tank bottom waste (CA Waste Code: 241), Porta Fresh, Lithium Ion Electrolyte, Orange Power, R-123, Argon-40, carbon dioxide, and asbestos containing waste. The site also lists various wastes from 1997 to 2021 under the name Service Aircraft Maintenance LLC in the HAZNET database. The facility was also listed on the CHMIRS database for an incident on May 19, 2021, regarding lithium battery smoke emanating from a pair of ear buds on air flight 2584 to Austin Bergstrom International Airport.

The redevelopment of the former General Dynamics Lindberg Field Plant site was complete in approximately 2016. Site investigation and remediation activities were completed with the oversight of the SDRWQCB and there are no ongoing activities associate this location. This location does not represent a REC to the Subject Property. SDRWQCB Site ID T10000002563 remains open due to ongoing activities associated with the SDIA Terminal 1 redevelopment.

This site, GW EX – San Diego International Airport – TNC Hold, is listed in GeoTracker (Site ID WDR100055383) as "Active – WDR" as of November 14, 2022. The WDR order is listed as R9-2008-0138. A letter by the SDRWQCB on November 14, 2022 (SDRWQCB, 2022) informed the discharger, the Airport Development Program Airside Improvements Project, of concerns regarding the extraction of groundwater within the former Teledyne Ryan Aeronautical cleanup site and potential ground surface subsidence which could impact adjacent buildings. The SDRWQCB proposed the installation of 15 groundwater wells to inject treated groundwater back into the aquifer for approximately 18 months in anticipation of extraction activities. Four quarterly monitoring reports were available for review, which depicted no active groundwater extraction and discharge activities from January 31, 2021 to April 29, 2023. The May 26, 2023 (SDIA, 2023) monitoring report stated reinjection began on April 12, 2023 and successfully met water quality goals. Ongoing monitoring of this facility will continue, and as it stands, the Subject Property does not appear to be impacted. These activities are related to dewatering activities associated the SDIA Terminal 1 redevelopment project and do not represent a REC to the Subject Property.

Various active NPDES permits are in place, effective September 22, 2021, for the east solid and liquid waste facility, terminals and roadways, TNC hold lot, and an area of Terminal 1 hydrant fuel system. The previously mentioned areas are also listed on the California Integrated Water Quality System (CIWQS) database and depicted a single minor violation for the GW EX – TNC hold lot. These activities are related

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to dewatering activities associated with the SDIA Terminal 1 redevelopment project and do not represent a REC to the Subject Property.

US Air – 3225 North Harbor Drive

This site is located north adjacent to the northwest portion of the Subject Property (Figure 3-1). US Air is listed in the EDR Radius Map™ Report with GeoCheck® and GeoTracker as a historic large quantity generator since 1990. The site is also listed as a closed LUST cleanup site. The case was opened on August 30, 1990, on the date a leak from a gasoline UST was reported. This spill impacted soil only. A letter of no further action was published on July 23, 1991, and the case was closed. This listing does not represent a REC to the Subject Property because it was a soil only case.

The site is also listed under the CPS-SLIC database as an "Open – Site Assessment" case, which was originally opened on April 22, 1992. The Regional Board Case No. is 2090057. This site has stormwater conveyance systems that drain to the Laurel Street to Hawthorne Street Embayment of San Diego Bay according to the San Diego County SAM database. Suspected discharges through the stormwater conveyance system include metals and PCBs (from the former General Dynamics Lindbergh Field facility). Potential media affected include sediments and surface waters, which are potentially affected by PCBs, copper, zinc, and other metals. This listing does not represent a REC to the Subject Property because the subject stormwater conveyance system does not run through the Subject Property.

Another Regional Board Case No. is 2090110 (Geotracker Site ID T10000012787) and remains as an "Open-Site Assessment" case. This case was opened on March 11, 2019. The SDIA facility was subject to the statewide PFAS Investigative Order for Airports (SDRWQCB, 2019). Following initial sampling, it was determined that additional sampling for PFAS was needed to delineate the extent of the contamination. SAN Fuel Company LLC (SFC), WSP, and Kleinfelder prepared a June 2023 PFAS Investigation Report (WSP and Kleinfelder, 2023) in response to the SDRWQCB June 10, 2021 letter requiring assessment of vertical and lateral extents of PFAS-impacted media. The investigation included advancing 17 soil borings, installation and sampling of 14 groundwater monitoring wells, sampling one existing groundwater monitoring well, and collection of asphalt, concrete, soil, MS4 sediment, and stormwater samples. Investigated PFAS compounds were detected in each of the sampled media and at each sample location, with the highest concentrations detected in the northern portion of the airport, near the current aircraft rescue and firefighting equipment testing area, former firefighting area, and former aqueous film-forming foam testing area. The perfluorooctanoic acid (PFOA) and perfluorooctane sulfonic acid (PFOS) concentrations in groundwater indicate that PFOA and PFOS concentrations generally attenuate in the direction of groundwater flow from the northern portion of the airport to the southern portion. On May 30, 2019, Wood Environmental & Infrastructure Solutions, Inc (Wood) submitted a workplan (Wood,

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2019a) to the SDRWQCB, which was approved on July 22, 2019. A Field Sampling and Analysis Report (Wood, 2019b) was submitted on December 10, 2019, which depicted depths to groundwater at 8.03 to 11.42 feet below ground surface (bgs). The results of the investigation identified PFAS-impacted soil and groundwater in four areas previously reported. PFOA in soil was detected up to 0.806 mg/kg and PFOS in soil was detected up to 0.237 mg/kg. PFOA in groundwater was detected up to 59,700 nanograms per liter (ng/L) (above the current California Response Level of 10 ng/L) and PFOS in groundwater was detected up to 5,960 ng/L (above the current California Response Level of 40 ng/L). Due to the potential for PFAS compounds to migrate to the Subject Property in groundwater, this listing is considered a REC.

The property is also listed in the CA AST database, a listing of aboveground storage tank petroleum storage tank locations. The business name listed is the SDCRAA.

The site is listed under the CA UST database, a listing of registered underground storage tanks. The following nine USTs are listed in the Radius Report. Historical tank status is listed in the HIST UST database:

- UNDERGROUND TANK 102431 T001, 250-gallon capacity, diesel, removed on 12/22/1995.
- UNDERGROUND TANK 102431 T002, 5,000-gallon capacity, diesel, installed on 1/1/1984 and removed on 12/22/1995.
- UNDERGROUND TANK 102431 T003, 2,500-gallon capacity, diesel, removed on 12/22/1995.
- UNDERGROUND TANK 102431 T004, 10,000-gallon capacity, regular unleaded, installed on 1/1/1974 and removed on 8/30/1990.
- UNDERGROUND TANK 102431 T005, 2,500-gallon capacity, waste oil, installed on 1/1/1984 and removed on 8/30/1990.
- UNDERGROUND TANK 102431 T006, 250-gallon capacity, waste oil, installed on 1/1/1974 and removed on 8/30/1990.
- UNDERGROUND TANK 102431 T007, 2,500-gallon capacity, mixed waste solvent, installed on 1/1/1974 and removed on 8/30/1990.
- UNDERGROUND TANK 102431 T008, 2,600-gallon capacity, waste oil, installed on 1/1/1974 and removed on 8/30/1990.
- UNDERGROUND TANK 102431 T009, 280-gallon capacity, waste oil, removed on 11/8/1986.

The CA AST and UST listings do not represent a REC to the Subject Property

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The following have been used, stored, or generated onsite: argon gas, compressed natural gas, diesel fuel, hypochlorite solution, cooling water treatment, oils, lubricant, oxygen gas, propane, sulfuric acid, waste oil and mixed oil (CA Waste Code: 221), waste absorbents (CA Waste Code: 223), tank bottom waste (CA Waste Code: 241), waste aerosols cans (CA Waste Code: 331), waste paint (CA Waste Code: 331), paint/rags (CA Waste Code: 331), contaminated soil (CA Waste Code: 661), fluorescent bulbs (CA Waste Code: 860), oxygenated solvents (CA Waste Code: 212), organic solids (CA Waste Code: 352), used oil filters (CA Waste Code: 888), acetylene gas, aerosol paint, antifreeze, biodiesel, and cold mix asphalt patch according to the CA San Diego County HMMD database.

Only administrative violations were reported onsite except for:

- On April 23, 2010, at 9:53 AM, approximately 50 gallons of diesel spilled out of a shuttle bus fuel tank onto the pavement. The spill was contained.
- March 1, 2021: EPL No. R9-2021-0004 related to one serious effluent violation of Order No. R9-2015-0013, NPDES No. CAG919003, General Waste Discharge Requirements for Groundwater Extraction Discharges to Surface Waters within the San Diego Region.

This listing does not represent a REC to the Subject Property because it involves violations associated with the discharge of groundwater from construction dewatering activities permitted under Order No. R9-2015-0013.

The site was also listed on the CHMIRS database that depicts a potential release incident on May 4, 2022, regarding a passenger-owned lithium battery power bank having heated and melted inside an aircraft cabin. Additional listings for this site are included in the CA Aqueous Foam, Cortese, Enforcement (ENF), HAZNET, NPDES, CA San Diego County LOP, CIWQS, CERS, and HWTS database. This listing does not represent a REC to the Subject Property.

San Diego International Airport – Former Fire Fighting – 3225 N Harbor Drive

This site is located north adjacent to the northwest portion of the Subject Property (Figure 3-1). The site is listed under the CPS-SLIC database as a "Completed – Case Closed" status which was originally opened on October 30, 1987. A letter of no further action was published on June 21, 1989, and the case was closed. The site history for this site describes the case as an "Old Toxic Pits Cleanup Act Case cost recovery case," with previous potential media impacts being soil only for aviation diesel and other petroleum. The specific listing associated with the CPS-SLIC database for The San Diego International Airport – Former Fire Fighting facility is not considered a REC to the Subject Property based on the distance from the site;

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however, as stated above, PFAS in groundwater originating from the Former Fire Fighting Facility is considered a REC to the Subject Property.

Lindbergh Field-Jimsair – 2300 Stillwater Road

This site is listed north adjacent to the central portion of the Subject Property (Figure 3-1). Lindbergh Field is listed under the San Diego County SAM database (Case number: H21473-001). The listing contains underground tank release cases and projects pertaining to properties contaminated with hazardous substances. This case was opened on May 22, 1995 and closed on October 23, 2002, according to the closure letter by the County of San Diego Department of Environmental Health.

The site is also listed under the CPS-SLIC database as a "Completed – Case Closed" case, which was originally opened on April 22, 1995, when a leak from an underground storage tank was reported. The potential media affected was "other groundwater (uses other than drinking water)." The case was closed on October 23, 2002, when the tank was closed and removed.

The facility is listed under the SWEEPS UST database and HMMD listing. The following six USTs are listed:

- UNDERGROUND TANK 121473 T001, 20,000-gallon capacity, unknown contents, removed on 2/13/1997.
- UNDERGROUND TANK 121473 T002, 12,000-gallon capacity, unknown contents, removed on 2/13/1997.
- UNDERGROUND TANK 121473 T003, 12,000-gallon capacity, jet fuel, removed on 2/13/1997.
- UNDERGROUND TANK 121473 T004, 12,000-gallon capacity, aviation fuel, removed on 2/13/1997.
- UNDERGROUND TANK 121473 T005, 20,000-gallon capacity, jet fuel, removed on 2/13/1997.
- UNDERGROUND TANK 121473 T006, 300-gallon capacity, jet fuel, removed on 2/13/1997.

The site was also listed on the San Diego County LOP database first opened on May 22, 1995, and as a cleanup site according to the CERS database (CERS ID T0608114196).

A review of the closure documentation in Geotracker indicates that this site is associated with the former San Diego Lindbergh Field Fueling Facility, which includes San Diego County LOP Cases Nos. H171186-002, H19853-001, H21033-001, H212366-003 and H21473-001. These cases were consolidated under Case No. H03605-002.

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This site is considered a CREC due to its proximity to the Subject Property and the potential for petroleum impacted groundwater to migrate to the Subject Property

Aircraft Service Int Inc. – 2340 Stillwater Road

This site is listed approximately 600 feet north of the central portion of the Subject Property (Figure 3-1). The facility is listed in various databases that depict various cases of tank releases and closures and was listed as an historical small quantity generator since 1986. The LUST database details a jet fuel spill of unknown quantity that occurred on July 31, 1987 from a leaking storage tank. The potential media affected was listed as "other groundwater (used other than drinking water)." The response actions involved the closure and removal of a tank. The "no further action date" was listed as October 23, 2002. The case status is currently "Completed – Case Closed." This listing is associated with GeoTracker (T0607303103), SD County LOP Case (H03605-002). According to the database results, post remedial action monitoring files were discarded after case closure. SD Commercial Fleet Maintenance & RP was also listed on the CPS-SLIC database (T0608135726), SD County Case (H19853-001) for potentially affecting "other groundwater (uses other than drinking water)" by waste oil/motor/hydraulic/lubricating. A closure letter was issued on October 23, 2002. Aircraft Service International, Inc. is associated with various tank closures on May 12, 1999, SD County Case (H03605-004), and on November 24, 1987, SD County Case (H03605-001).

The following six USTs are listed in the Radius Report:

- 20,000-gallon capacity tank containing jet fuel (install date not reported)
- 12,000-gallon capacity tank containing jet fuel (install date not reported)
- 12,000-gallon capacity tank containing aviation gas (install date not reported)
- 12,000-gallon capacity tank containing jet fuel (install date not reported)
- 20,000-gallon capacity tank containing jet fuel (install date not reported)
- 2,000-gallon capacity tank containing waste oil (install date not reported)

The site was also listed on the San Diego County LOP database first opened on May 22, 1995, and as a cleanup site according to the CERS database (CERS ID T0608114196). The CORTESE and HIST Cortese depict the site as being included in the LUST cleanup site, and in the CERS database as a cleanup program site.

A review of the HIST UST database and GeoTracker database indicates the tanks located at this facility are identical to those identified on the Lockheed Air Terminal Inc. facility, listed further below.

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The following incidents were also reported:

- On July 25, 2016, an Alaska Airlines aircraft was being refueled at SDIA Lindbergh Field, Gate 16. The aircraft was having mechanical issues, the tank overfilled during unloading, and four gallons of Jet-A fuel were released onto concrete. The date completed for this incident is not listed.
- On June 11, 2015, the reporting party states the driver of a refueling truck struck a concrete barrier with the vehicle, which damaged plumbing on the vehicle. This caused the release of 10 gallons of Jet-A fuel onto a concrete pad and underground storage tank. The clean-up was completed by on-site personnel. No waterways were impacted. The date completed for this incident is not listed.
- On June 19, 1996, a tank overfilled during unloading, causing 10 gallons of Jet-A fuel to spill. A company employee performed cleanup; however, the date cleanup was completed was not reported in the Radius Report.

Numerous hazardous materials have been used, stored, or generated onsite including organic solids with halogens (CA Waste Code: 351), unspecified oil-containing waste (CA Waste Code: 223), other inorganic solid waste (CA Waste Code: 181), oil/water separation sludge (CA Waste Code: 222), other organic solids (CA Waste Code: 352), and off-specification, aged or surplus organics (CA Waste Code: 331), waste oil and mixed oil (CA Waste Code: 221), used oil filters (CA Waste Code: 352), unspecified sludge waste (CA Waste Code: 491), aerosol cans (CA Waste Code: 513), organic liquids with metals (CA Waste Code: 342), acetylene, oil, lubricant, and oxygen.

This site is associated with the former San Diego Lindbergh Field Fueling Facility, which includes San Diego County LOP Cases Nos. H171186-002, H19853-001, H21033-001, H212366-003 and H21473-001. These cases were consolidated under Case No. H03605-002.

This site is considered a CREC due to its proximity to the Subject Property and the potential for petroleum impacted groundwater to migrate to the Subject Property

Lockheed Air Terminal Inc – 2340 Stillwater Road

This site is listed approximately 600 feet north of the central portion of the Subject Property (Figure 3-1). The site is listed under the California Historical Underground Storage Tank (CA HIST UST) database, a listing of historical registered underground storage tanks. The following 13 USTs are listed in the Radius Report:

- Tank No. 001, 10,000-gallon capacity, fuel type 06, installed in 1961.

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- Tank No. 002, 12,000-gallon capacity, fuel type 06, installed in 1961.
- Tank No. 003, 12,000-gallon capacity, fuel type 06, installed in 1961.
- Tank No. 004, 12,000-gallon capacity, fuel type 06, installed in 1961.
- Tank No. 005, 10,000-gallon capacity, fuel type 06, installed in 1961.
- Tank No. 006, 10,000-gallon capacity, fuel type 06, installed in 1961.
- Tank No. 007, 12,000-gallon capacity, fuel type 06, installed in 1961.
- Tank No. 008, 40,000-gallon capacity, fuel type 06, installed in 1961.
- Tank No. 009, 40,000-gallon capacity, fuel type 06, installed in 1961.
- Tank No. 010, 25,000-gallon capacity, fuel type 06, installed in 1961.
- Tank No. 011, 25,000-gallon capacity, fuel type 06, installed in 1961.
- Tank No. 012, 10,000-gallon capacity, fuel type 06, installed in 1961.
- Tank No. 013, 600-gallon capacity, fuel type 06, installed in 1961.

No associated violations were reported at this site. According to the case closure letter associated with Case No. H03605-002, dated October 23, 2002, a site-wide removal of USTs occurred in 1996 and 1997. This listing is not considered a REC to the Subject Property.

This site is associated with the former San Diego Lindbergh Field Fueling Facility, which includes San Diego County LOP Cases Nos. H171186-002, H19853-001, H21033-001, H212366-003 and H21473-001. These cases were consolidated under Case No. H03605-002.

This site is considered a CREC due to its proximity to the Subject Property and the potential for petroleum impacted groundwater to migrate to the Subject Property

ARCO Lindbergh Field – 2400 Stillwater Road

This site is listed approximately 600 feet north of the central portion of the Subject Property (Figure 3-1). This site is listed under the CA SWEEPS UST listing as well as the San Diego County SAM database for site assessment and mitigation associated with the following USTs:

- UNDERGROUND TANK 121366 T001, 6,000-gallon capacity, unknown content, installed on 1/1/1950 and removed on 1/12/1987.

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- UNDERGROUND TANK 121366 T002, 10,000-gallon capacity, jet fuel, installed 1/1/1950 and removed on 1/12/1987.
- UNDERGROUND TANK 121366 T003, 25,000-gallon capacity, jet fuel, removed on 3/18/1987.
- UNDERGROUND TANK 121366 T004, 25,000-gallon capacity, jet fuel, installed on 1/1/1975 and removed on 8/4/1997.
- UNDERGROUND TANK 121366 T005, 15,000-gallon capacity, jet fuel, installed on 1/1/1975 and removed on 8/4/1997.
- UNDERGROUND TANK 121366 T006, 12,000-gallon capacity, jet fuel, removed on 8/4/1997.
- UNDERGROUND TANK 121366 T007, 550-gallon capacity, jet fuel, removed on 3/18/1997.
- UNDERGROUND TANK 121366 T008, 12,000-gallon capacity, jet fuel, removed on 8/4/1997.

According to the database and GeoTracker, multiple case numbers, H21366-001, H21366-002, and H21366-003, have a status of "Closed Case." Case H21366-001 was closed on April 20, 1987, Case H21366-002 was closed on February 2, 1989, and Case H21366-003 was closed on October 23, 2002. The potential media of concern are still reported as under investigation; however, Case H21366-003 indicated "other groundwater (uses other than drinking water)" to have been impacted by "aviation." Additionally, this facility is listed on the CA CPS-SLIC, CA San Diego County HMMD, SWEEPS UST, CA San Diego County LOP, and CA CERS database. Based on the distance and case closure status for the above-described cases, this facility is not a REC to the Subject Property.

This site is associated with the former San Diego Lindbergh Field Fueling Facility, which includes San Diego County LOP Cases Nos. H171186-002, H19853-001, H21033-001, H212366-003 and H21473-001. These cases were consolidated under Case No. H03605-002.

This site is considered a CREC due to its proximity to the Subject Property and the potential for petroleum impacted groundwater to migrate to the Subject Property

Lindbergh Field/Chevron – 2400 Stillwater Road

This site is listed approximately 600 feet north of the central portion of the Subject Property (Figure 3-1). The facility operated as a former fueling station and was listed as being a cleanup program site on the CERS database. Multiple "Completed – Case Closed" statuses are reported for this facility, which is located north of Harbor Drive at the SDIA. The following cases were documented in the CPS-SLIC database:

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- On September 10, 1986, a case was opened; potential media affected was under investigation with the potential contaminant of concern as gasoline. The case was closed, and the “no further action date” was issued on April 20, 1987.
- A case was opened on September 13, 1988 due to a gasoline leak of unknown quantity. It was not reported which media may have been affected by the leak. The case was closed, and a ‘No Further Action” date was issued on February 2, 1989.
- A case was opened on May 22, 1995 due to a spill from a tank that potentially impacted groundwater. This case was closed after the tanks were removed and the ‘No Further Action” date was issued on October 23, 2002.
- A case was opened on September 11, 1991, a leak of aviation fuel was reported on June 26, 1991, and the case was closed with the ‘No Further Action” date issued on July 8, 1991. The media potentially affected by this leak was not reported.

The facility is listed under the CA UST database, a listing of registered underground storage tanks. The following 21 USTs are listed in the Radius Report:

- UNDERGROUND TANK 117186 T001, 10,000-gallon capacity, aviation fuel, removed on 1/2/1989.
- UNDERGROUND TANK 117186 T002, 10,000-gallon capacity, aviation fuel, removed on 1/2/1989.
- UNDERGROUND TANK 117186 T003, 10,000-gallon capacity, aviation fuel, removed on 1/2/1989.
- UNDERGROUND TANK 117186 T004, 10,000-gallon capacity, aviation fuel, removed on 1/2/1989.
- UNDERGROUND TANK 117186 T005, 10,000-gallon capacity, aviation fuel, removed on 1/2/1989.
- UNDERGROUND TANK 117186 T006, 10,000-gallon capacity, aviation fuel, removed on 1/2/1989.
- UNDERGROUND TANK 117186 T007, 20,000-gallon capacity, gasoline and waste oil, installed on 1/1/1963 and removed on 3/18/1997.
- UNDERGROUND TANK 117186 T008, 20,000-gallon capacity, gasoline and waste oil, installed on 1/1/1963 and removed on 3/18/1997.
- UNDERGROUND TANK 117186 T009, 20,000-gallon capacity, gasoline and waste oil, installed on 1/1/1963 and removed on 3/18/1997.
- UNDERGROUND TANK 117186 T010, 20,000-gallon capacity, gasoline and waste oil, installed on 1/1/1963 and removed on 3/18/1997.

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- UNDERGROUND TANK 117186 T011, 36,000-gallon capacity, gasoline and waste oil, installed on 1/1/1978 and removed on 3/18/1997.
- UNDERGROUND TANK 117186 T012, 10,000-gallon capacity, gasoline and waste oil, installed on 1/1/1978 and removed on 8/4/1997.
- UNDERGROUND TANK 121033 T001, 10,122-gallon capacity, aviation fuel, removed on 8/4/1997.
- UNDERGROUND TANK 121033 T002, 12,000-gallon capacity, aviation fuel, removed on 8/4/1997.
- UNDERGROUND TANK 121033 T003, 12,012-gallon capacity, unknown content, removed on 8/4/1997.
- UNDERGROUND TANK 121033 T004, 39,564-gallon capacity, unknown content, removed on 3/18/1997.
- UNDERGROUND TANK 121033 T005, 39,564-gallon capacity, unknown content, removed on 3/18/1997.
- UNDERGROUND TANK 121033 T006, 12,000-gallon capacity, unknown content, removed on 8/4/1997.
- UNDERGROUND TANK 121033 T007, 12,012-gallon capacity, unknown content, removed on 8/4/1997.
- UNDERGROUND TANK 121033 T008, 12,012-gallon capacity, unknown content, removed on 8/9/1997.
- UNDERGROUND TANK 121033 T009, 12,012-gallon capacity, unknown content, removed on 8/4/1997.

Based on the distance and the case closure status, the removal and closure of multiple USTs containing aviation fuel and other hazardous substances is not considered a REC to the Subject Property.

This site is associated with the former San Diego Lindbergh Field Fueling Facility, which includes San Diego County LOP Cases Nos. H171186-002, H19853-001, H21033-001, H212366-003 and H21473-001. These cases were consolidated under Case No. H03605-002.

This site is considered a CREC due to its proximity to the Subject Property and the potential for petroleum impacted groundwater to migrate to the Subject Property

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San Diego Municipal Airport – No Address Provided

This site is listed north adjacent to the northwest portion of the Subject Property (Figure 3-1). This facility was used for the U.S. Army Air Force and consisted of two campsites (Camp Consair and Camp Sahara) to house troops. A total of 1.8-acres of the site were transferred to the Navy in July 1944 and the remaining 353.01-acres are now a portion of the SDIA. The site is listed on the EnviroStor and Formerly Used Defense Site (FUDS) database. The site is not on the NPL and is listed as "Inactive - Needs Evaluation" as of July 1, 2005, on EnviroStor (ID 80000458). The location and further need to evaluate this site, given its past use as a military facility, presents a REC to the Subject Property.

Lindberg Field – East Terminal – 3663 North Harbor Drive

This site is listed approximately 1,195 feet northwest of the Subject Property (Figure 3-1). The facility is in the LUST database as a LUST Cleanup Program site. The following releases were documented at this site:

- The listing details a diesel release of unknown quantity that occurred on August 29, 1986. The potential media affected was soil. The case was closed, and the "no further action date" is listed as September 29, 1989.
- The listing reports a diesel release of unknown quantity that occurred on December 29, 1992. The potential media affected was soil. The case was closed, and the "no further action date" is listed as August 16, 1993.
- A diesel release of unknown quantity originating from a tank, that occurred on October 30, 1995, and potentially affected groundwater, was recorded. This case was closed, and a 'No Further Action" date is listed as June 22, 1998.

Because these cases were soil only or groundwater potentially affected cases and the cases were closed, this listing does not represent a REC to the Subject Property.

The site is listed under the CPS-SLIC database as "Completed – Case Closed" case (H21034-003) that began on March 27, 1995. Potential media affected was under investigation and the potential contaminant of concern is listed as Stoddard Solvent, mineral spirits and distillates. The case was closed, and "no further action date" was issued on July 31, 2013. This listing does not represent a REC to the Subject Property.

The following have been used, stored, or produced onsite: waste acetone (CA Waste Code: 331), waste aerosol cans (CA Waste Code: 331), carbon dioxide (CA Waste Code: 331), waste lighters (CA Waste Code: 331), waste matches (CA Waste Code: 331), used absorbent (CA Waste Code: 181), laboratory waste chemicals (CA Waste Code: 551), diesel fuel, butane lighters, aerosols, hairsprays, mace, pepper spray,

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CO2 cartridges, peroxide, acetone, ethanol, petroleum distillates, universal waste flammable gas, hypochlorite solutions, flammable solids, oxidizing solids, barium, phenol, camphor alcohol, sulfuric acid, hydrochloric acid, and propane. This listing does not represent a REC to the Subject Property.

Under the CHMIRS database, four gallons of fuel were reported to be leaking from a plane on May 3, 2022 at the SDIA due to unknown causes. No waterways were impacted. The release was stopped and contained, and Ocean Blue conducted the cleanup. Due to the limited quantity of the release, this listing does not represent a REC to the Subject Property.

The facility is listed under the CA UST database, a listing of registered underground storage tanks. The following three USTs are listed in the Radius Report:

- UNDERGROUND TANK 121034 T001, 550-gallon capacity, diesel, installed on 1/1/1980 and removed on 9/2/1993.
- UNDERGROUND TANK 121034 T002, unknown capacity, diesel, installed on 1/1/1992 and removed on 4/26/1996.
- UNDERGROUND TANK 121034 T003 and T004, 300-gallon capacity, compartmentalized tank, containing gasoline and waste oil, removed on 12/29/1992.

The site is also listed under the SWEEPS UST database, which lists the following USTs onsite:

- One 6,000-gallon capacity motor vehicle fuel tank.
- Two 550-gallon capacity motor vehicle fuel tanks.
- One 1,000-gallon capacity motor vehicle fuel tank.
- An unreported tank with no additional information

The CA UST and SWEEPS UST listings do not represent a REC to the Subject Property.

The facility is also listed on the CORTESE and CERS database in association with the previously mentioned USTs and historical LUST cases.

Lindbergh Field-East Terminal – 3665 North Harbor Drive

This site is listed approximately 1,200 feet northwest of the Subject Property (Figure 3-1). This site is listed approximately 1,200 feet northwest of the Subject Property (Figure 3-1). This facility was listed on the

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LUST and CORTESE databases starting on August 29, 1986 for a leak involving diesel fuel impacting soil only. The case was closed on September 29, 1989. Various wastes were recorded in the HMMD San Diego database including acetone, aerosol cans, carbon dioxide, lighters, and matches. Various administrative violations also appear. Because this listing was for a soil only case it does not represent a REC to the Subject Property.

A 6,000-gallon diesel fuel UST was recorded to have been removed on May 15, 1989. An incident was also recorded on the CHMIRS database involving four gallons of fuel having leaked from a plane at the airport due to unknown causes. No waterways were impacted; the release was stopped and contained. The site was also recorded on the Local Oversight Program on August 29, 1986, and recorded as completed. Due to the limited volume of the release and no reported impact to groundwater, this listing is not considered a REC to the Subject Property.

Lindbergh Field – West Terminal – 3665 North Harbor Drive

This site is listed approximately 1,200 feet northwest of the Subject Property (Figure 3-1). This facility was recorded on the LUST database on August 4, 1986. A preliminary assessment date of June 21, 1995 is reported, and the case was closed on September 29, 1989, and the file was reportedly discarded.

Lindbergh Field – Gate 7 – 3665 North Harbor Drive

This site is listed approximately 1,000 feet northwest of the Subject Property (Figure 3-1). This facility was listed on the CHMIRS, and HIST CORTESE database in regard to a spill of approximately five gallons of hydraulic oil on April 25, 2015, due to equipment failure on the aircraft.

A LUST case was recorded following an incident on January 4, 1993, where diesel was released and impacted the soil. Abatement was done via excavation and treatment, the case was closed on August 16, 1993, and the file was reportedly discarded. This listing does not represent a REC to the Subject Property because only soil was impacted.

Teledyne Ryan Aeronautical – 2701 North Harbor Drive

This site is northeast adjacent to the Subject Property (Figure 3-1). Teledyne Ryan is located less than a third of a mile northeast of the Subject Property and is listed on various databases. The site was originally tidelands of the San Diego Harbor and was filled with materials dredged from the San Diego Harbor from 1936 to 1939 during the creation of Lindbergh Field and the U.S. Coast Guard Station. Teledyne Ryan operated as an aircraft manufacturer from 1939 to 1999 initially on land owned by the City of San Diego as a part of its airport operations. The site was leased to the Ryan Aeronautical Company in or around 1939, and later leased to Teledyne Industries, Inc., acting by and through its Teledyne Ryan Aeronautical

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Division, commencing in 1984. The westernmost portion of the site was reportedly used by the City of San Diego for its operations during the early 1940s. Teledyne Ryan operated until 1999, when it sold a majority of its assets to Northrop Grumman, and operations ceased in 1999. As such, various chemicals were utilized onsite, including PCBs, volatile organic compounds (VOCs), petroleum fuels, and metals. Various manufacturing operations used cutting oils, lubricants, and a variety of solvents. Metals, such as lead, copper, and chromium, were also used in priming, painting, and metal working operations. Electrical transformers and capacitors were also present.

According to the GeoTracker documents (Site ID SL209054180), environmental site investigations have been conducted since the 1980s to evaluate potential chemical contamination to the soil, groundwater, sediment within the Stormwater Conveyance System (SWCS), and sediment in the Convair Lagoon. Previous investigations (Geosyntec, 2005 and Geosyntec, 2010) indicated that soil and groundwater contained various organic and inorganic compounds above background levels. Groundwater remediation activities were performed at various times from 2007 to 2011. Enhanced In-Situ Bioremediation (EISB) was performed in the vicinity of Building 131/242 in 2007 and 2008. In-Situ reduction of hexavalent chromium was implemented in 2009. Follow-up remedial actions to expand/re-dose small areas of the site were performed in 2011. According to the 2014 monitoring events of Quarter Two (Geosyntec, 2014a), samples collected from groundwater wells have met the alternative cleanup goals for tested constituents; therefore, it was determined that the site quality groundwater meets the conditions required by Cleanup and Abatement Order (CAO) Directives F.1.a and F.1.c, (Order R9-2004-0258). Soil excavations occurred at various stages of site remediation events from 2007 to 2012 as soil impacts were identified and corrective actions taken to meet satisfactory conditions required by CAO Directives F.1.a and F.1.c. To address potential residual sediment impacts in remaining storm drains following demolition activities from 2010 to 2012, extensive sediment removal action was performed in 2012, and offsite discharges to the municipal separate storm sewer systems (MS4s) and/or receiving waters have been discontinued.

A Post-Remediation Risk Assessment (PRRA) (Geosyntec, 2014b) was performed to confirm the effectiveness of remediation activities, which concluded that no additional remediation is warranted. Geosyntec Consultants provided a Cleanup and Abatement Completion Report on December 12, 2014 (Geosyntec, 2014c) that confirmed to the RWQCB that the directives of CAO R9-2004-0258 have been fully complied with and that no further action is warranted.

The site is also associated with GeoTracker (No.SL209054180), and was listed as generating and treating hazardous waste, containing multiple USTs according to the HMMD San Diego database, and was listed on the following LUST cases:

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- SDRWQCB No. 9UT2239 for potentially impacting soil with diesel fuel (Completed – Case Closed September 29, 1992).
- SDRWQCB No. 9UT1838 for potentially impacting soil with gasoline (Completed – Case Closed October 23, 2000).
- SDRWQCB No. 9UT1571 for potentially impacting "other groundwater (uses other than drinking water)" (Completed – Case Closed August 11, 2004).
- SDRWQCB No. 9UT2255 for potentially impacting soil with diesel fuel (Completed – Case Closed September 6, 1994).

The facility is also listed on the San Diego County SAM database for eight separate cases regarding DEH Site Assessment and Mitigation:

- H00419-001, date began on February 28, 1986, and is currently in a remedial investigation status as of May 9, 2005.
- H00419-002, date began on October 11, 1989, and its current status is "Case Closed" as of August 11, 2004.
- H00419-003, date began on September 24, 1990, and its current status is "Case Closed" as of October 23, 2000.
- H00419-004, date began on August 28, 1991, and is currently in a remedial investigation status as of August 28, 1991.
- H00419-005, date began on August 29, 1991, and is currently listed as a preliminary assessment status as of August 29, 1991.
- H00419-006, date began on May 6, 1992, and its current status is "Case Closed" as of September 29, 1992.
- H00419-007, date began on May 27, 1992, and its current status is "Case Closed" as of September 6, 1994.
- H00419-008, date began on March 25, 1992, and is currently in a remedial investigation status as of December 15, 1992.

The site was listed on the CIWQS database for work associated with the Convair Lagoon, the SWEEPS UST database for 16 tanks holding various chemicals including aviation fuel, diesel, and leaded gasoline according to the UST database. In 2014, a closure letter was issued for the USTs on site. The facility was

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also listed on the CHMIRS database, the CORTESE and CERS database for the closed LUST cases, the ENF database associated with the Publicly Owned Treatment Works not having an EPA approved pretreatment program last updated on December 23, 2015, in response to failing to pay the fiscal year annual fee. The site was also listed on the Hazardous Waste Program (HWP) database, which tracks cleanups depicted on the EnviroStor database, and listed TDY Industries LLC as a historical non-operating facility. Details regarding this facility depict TDY receiving a Part A on November 17, 1980, and obtained ISD on December 23, 1981. The facility withdrew its permit application before 1987; however, formal closure of the interim status units has never commenced after the permit withdrawal. A DTSC letter dated October 28, 2003 made the determination that the facility's hazardous waste management units were in the interim status, and they were never closed pursuant to RCRA, which requires the facility to go through formal closure. The October 2003, letter also states that the SDRWQCB would be the lead agency working with the facility's corrective actions and further DTSC involvement would be minimal. In October 2007, the Closure Plan was awaiting approval. Pursuant to CEQA requirements, DTSC staff prepared an environmental study. The initial study was completed on August 12, 2008. DTSC accepted the closure certification report on August 10, 2010.

The Teledyne Ryan Aeronautical facility is considered a REC in connection to the Subject Property because of the site's upgradient location adjacent to the north.

Coast Guard Air Base – No Address Provided

This site is listed approximately 700 feet east of the Subject Property and across the Convair Lagoon (Figure 3-1). The Coast Guard facility was listed on the EnviroStor and FUDS database, which defines the changing needs of the Department of Defense (DOD) and previous uses of property obtained to ensure military readiness and returning it to private or public uses. The site is currently not listed on the NPL and is associated with Facility ID No. 80000899 on the EnviroStor database. The cleanup status is listed as inactive, needing further evaluation as of July 1, 2005.

Due to the distance from the Subject Property and cross-gradient location, this site is not considered a REC.

Harbor Island East Basin and Sunroad Resort Marina - 995 Harbor Island Drive

The Harbor Island East Basin is located south adjacent to the Subject Property and at a lower elevation, and was constructed in 1961 using materials dredged by the U.S Navy from the San Diego Bay main navigation channel. Sunroad Marina opened in 1987. The basin was listed on the CPS -SLIC database, which indicated the presence of copper and zinc in the Bay sediments adjacent to the Sunroad Resort Marina. This listing indicates an unauthorized discharge of copper and zinc has occurred as a result of

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current and/or historical activities (SDRWQCB Case No. 2090050). Copper was historically used in hull paint and zinc was used as sacrificial anodes attached to boat hulls, both of which are common pollutants associated with boat maintenance. An Investigative Order R9-2011-0064 was issued by the SDRWQCB on August 26, 2011 in pursuit of the SDUPD to conduct an investigation of Bay sediments, which was completed in February 2012 by AMEC (AMEC, 2012). The SDRWQCB commented on the findings in a letter dated March 26, 2015 and determined it was premature to make a determination whether the site met sediment quality objectives; therefore, compliance determination was deferred. A follow-up sediment chemistry sampling and analysis study was conducted by AMEC and a report dated July 2016 (AMEC, 2016) indicated sediments from the Bay floor surface to approximately three feet into the sediment contain elevated levels of COCs at the majority of sample locations. The most recent activity was to seek approval of an estimate for site cleanup costs through an Annual Estimation letter dated April 27, 2021. The site is currently listed as "Open - Site Assessment" as of November 29, 2021.

The Sunroad Marina is listed on the San Diego County HMMD database and SWEEPS UST database for containing a 500-gallon petroleum UST and is listed as a non-generator since 2010. The site also reported a release of materials into the San Diego Harbor from a vessel due to a sinking incident on March 24, 2006, according to the CHMIRS listing, and another incident on March 6, 2007 detailing a caller reporting a boat owner sanding and creating boat paint dust, causing paint chips to be discharged into the San Pedro Harbor. A third incident on July 23, 1997 was in regard to an operator of Sunroad Marina calling the United States Coast Guard (USCG) advising them of their 100-foot radius in the marina. There was likely a protected radius around the marina which did not allow for other traffic to enter, and this call was likely related to that.

Impacted Bay sediments may migrate into the Subject Property storm drain system during tidal fluctuation impacting the sediments in the storm drains. For this reason, this site is considered a REC.

Searchlight Battery No.35 - No Address Provided

This site is listed approximately 1,000 feet northwest of the Subject Property (Figure 3-1). Based on the information in EnviroStor, the site appears be located within the current footprint of the SDIA and is likely no longer present. The facility was listed on the EnviroStor and FUDS. The site is currently not listed on the NPL and is associated with Facility ID No. 80000474 on the EnviroStor database. The cleanup status is listed as inactive, needing further evaluation as of July 1, 2005. The U.S. Navy reported to have used this site for amphibious landing practice, and the U.S. Air Force reported to have used it as a distribution of searchlights and housing of personnel.

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This site is likely associated with the San Diego Municipal Airport listing discussed above involving the former U.S Army Camp Consair and Camp Sahara. The location and further need to evaluate this site, given its past use as a military facility, presents a REC to the Subject Property.

Western Laurel Hawthorn Embayment - No Address Provided

This site is located approximately 2,000 feet east of the Subject Property (Figure 3-1). The facility is known as the TDY 30-inch Western Laurel Hawthorn Embayment located on the San Diego Bay, spanning Laurel to Hawthorn Streets. This site is known to have been part of the 30-inch storm water conveyance system (SWCS) which historically drained portions of the former Teledyne Ryan (Teledyne Industries or TDY), San Diego International Airport, and United States Coast Guard (USCG) facilities to quantify the degree to which constituents of potential concern are present within the surficial sediment in the vicinity of the outfall. The 30-inch diameter SWCS served a small area of the TYD up until July 2010, and continues to receive discharges from portions of the San Diego International Airport. The 30-inch SWCS has undergone several configuration changes, and historically drained approximately 4.75 to 6.75 acres in the northeastern portion of the TYD facility and 3.5-acre area of the San Diego International Airport. In 2006, the 30-inch SWCS was cleaned out and fitted with Best Management Practices (BMPs) to prevent intrusion of sediment (Geosyntec, 2012). The 30-inch SWCS drains to the northwest edge of the Downtown Anchorage area. According to the associated GeoTracker site history (Site ID T10000006060), data collected by TDY indicated PCBs are present in the immediate vicinity of the outfall, but concentrations attenuate rapidly with distance. Additional sampling conducted in 2013 indicated that impacts associated with the SWCS to San Diego Bay were distinct and separable from the impacts associated with the balance of the embayment. The project was completed and was issued a “No Further Action” letter on February 14, 2020, and the status was marked as “Completed - Case Closed”. The Western Laurel Hawthorn Embayment is, therefore, not considered a REC to the Subject Property because it is cross-gradient and far enough away from the Subject Property reducing the likelihood that groundwater would flow from the site to the Subject Property.

National Rental Car – 3685 North Harbor Drive

This site is located approximately 2,750 feet west-northwest of the Subject Property (Figure 3-1). The National Rental Car Site, along with two adjacent car rental agency sites (Avis/H05991-003 and Hertz/H12057-002), were located within the SDIA West Terminal. The National Rental Car Site is listed on the LUST, HIST UST, and CA CERS databases, and associated with GeoTracker (ID T0607302122). The facility is also listed on the HMMD, SWEEPS UST, CORTESE, HIST CORTESE, and San Diego County SAM. The SDCRAA notified the DEH of plans to redevelop the site in the future, and the DEH recommended the SDCRAA enter the Voluntary Assistance Program (VAP) or similar program prior to redevelopment to evaluate the risk for the new use. According to the associated GeoTracker site information (T0607302122),

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as the case was opened (SDRWQCB No. 9UT3360) on August 1, 1995, soil samples were collected from soil borings placed around the dispenser island and USTs. Three USTs, containing 12,000-gallons of gasoline, 5,000-gallons of gasoline, and 12,000-gallons of gasoline, were removed in 1995 according to the HIST UST database, and approximately 1,200-cubic yards of petroleum-hydrocarbon-affected soil was excavated and disposed of without the DEH's approval. A workplan was approved on August 23, 1995 to collect soil and groundwater samples from 11 soil borings, which was revised and denied on September 14, 1995, followed by unapproved installation of four wells. An approved workplan was implemented on January 18, 1996 to evaluate the horizontal extent of the National Rental Car plume and potential impacts from the Avis Rental Car plume to the north. Groundwater sampling activities were conducted in February 1997, May 1997, and June 2000. The last groundwater sampling event took place on September 2006 after which, the DEH determined that an approved workplan was not needed and requested a Corrective Action Plan (CAP) to be submitted by November 2007. The CAP consisted of remediation by natural attenuation. The case was depicted as "Completed - Case Closed" as of August 7, 2009.

The National Rental Car facility contamination plume caused by the release of petroleum from UST removal activities is not considered a REC because the soil is adequately delineated horizontally and vertically; free product has not been observed in any of the National wells since 1997; historical groundwater monitoring data from the three Car Rental facilities indicated that groundwater flow is away from the San Diego Bay and flows to the east; the groundwater contaminant plume is stable and natural attenuation is occurring.

Hertz Rental Car – 3871 North Harbor Drive

This site is located approximately 3,100 feet west-northwest of the Subject Property (Figure 3-1). This facility was listed as a small quantity generator since 1986 and was located within the SDIA West Terminal. Various hazardous wastes were reported on the HAZNET database including oil waste, contaminated soil from site cleanup, hydrocarbon solvents, inorganic solid waste, and organic solids. The site was no longer reported as being active on the Hazardous Waste Tracking System as of June 30, 1999. Multiple Site Assessment and Mitigation cases are associated with the facility in the San Diego County SAM database (Case Nos. H12057-001, H12057-002 [SDRWQCB No. 9UT208], and H12057-003) regarding leak incidents of gasoline associated with the five USTs located in the UST and SWEEPS UST listing. The CORTESE database indicates that the LUST Cleanup Site is "Completed - Case Closed." A "No Further Action" date was given as April 25, 2000 for Case H12057-002. The CPS-SLIC database also depicts Case H12057-003 as "Completed - Case Closed" as of September 27, 1995, and is associated with GeoTracker ID T0608155769. Case H12057-001 was depicted as "Completed - Case Closed" as of October 21, 1986. The facility is also in the San Diego LOP database and the CERS database.

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Although multiple LUST cases are associated with this facility, the former Hertz Rental Car facility is not a considered REC to the Subject Property based on the closed status of the cases, distance from the Subject Property, and delineation activities on the adjacent National Rental Car facility indicating groundwater flow to be away from the San Diego Bay.

Avis Rental Car – 3875 North Harbor Drive

This site is located approximately 2,750 feet northwest of the Subject Property (Figure 3-1). This facility was listed on the CPS-SLIC, LUST, San Diego County SAM, San Diego LOP, and CORTESE databases regarding multiple cases of leaking storage tanks depicted on the SWEEPS UST database. The site was a parking lot that was planned for redevelopment and was the location of several previously closed cases (H05991-003, H12057-001 through H12057-003, and H12084-001). The VAP case was opened as a condition of redevelopment of the site to a road and parking structure. Reportedly, two tanks of 12,000-gallons containing gasoline and 500-gallons containing petroleum waste were located onsite. The LUST case SDRWQCB No. 9UT3108 is associated with GeoTracker ID T0607301874 and reported a leak on August 31, 1995, which was later closed via a No Further Action" Letter on August 15, 2008. Case SDRWQCB

No. 8UT1877 is associated with GeoTracker ID T0607300659 and reported a notice of responsibility on December 27, 1990 followed by a "No Further Action" letter on August 1, 1993. Impacts appear to be soil only or "other groundwater (uses other than drinking water)."

The tanks have been removed and cases have received closure, therefore, the multiple LUST cases for this facility are not considered a REC.

Former General Dynamics Lindbergh Field Plant – 3302 Pacific Highway

This site is located approximately 3,500 feet northeast of the Subject Property (Figure 3-1). The former General Dynamics plant was located on land owned by the Port of San Diego that was being redeveloped. The site is listed on the EnviroStor, LUST, CPS-SLIC, CORTESE, HIST CORTESE, and CERS databases. The Envirostor database reports DTSC is not involved and to refer to another local agency. According to the unauthorized release Case No. DEH2013-LSAM-000213 on Geotracker, a 5,000-gallon capacity UST was discovered during the grading operations and removed on December 6, 2013. Following removal, ponded product was observed at the base of the UST excavation. In early February 2014, fuel-oil-impacted soil was removed from a 2,500-square-foot area that included the former UST excavation and continued until fuel-impacted soil was no longer detected. The final excavation depth was approximately 8 to 9 feet bgs.

According to the site information from GeoTracker (T10000005445), five confirmation samples were collected (four from the sidewalls and one from the floor of the excavation) and analytical results indicated

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that the maximum detected total petroleum hydrocarbon (TPH) concentrations was 460 mg/kg. VOCs were detected at low concentrations in soil samples and included xylenes, naphthalenes, and trimethylbenzenes. The excavated soil was placed in stockpiles pending offsite disposal to Otay Landfill. Four borings were placed near the corners of the excavation in mid-February 2014 to a depth of approximately 14 feet bgs. Groundwater was reportedly encountered at a depth of approximately 11 feet bgs. Total TPH was detected in the groundwater samples from 0.33 to 10 milligrams per liter (mg/L) and represented the diesel and motor oil ranges (C10 to C40). Cis-1,2-dichloroethene (cis-1,2-DCE) was detected in a groundwater sample at a concentration of 4.5 micrograms per liter (µg/L).

Kleinfelder conducted a Limited Site Assessment Report dated April 8, 2014 (Kleinfelder, 2014), which determined the groundwater within the subunit has "no existing or potential beneficial uses" (California Regional Water Quality Control Board [CRWQCB], 1994). Previous groundwater studies conducted at this facility report local groundwater flow direction to be generally to the southwest toward San Diego Bay (Haley & Aldrich, 2008a). Site conditions conform to the criteria set forth in the SDRWQCB UST Interim Guidance for "Low Risk Groundwater Case" and the general criteria contained within the SWRCB "Low Threat UST Case Closure Policy." A closure letter was issued for site by the San Diego County Department of Environmental Health on July 17, 2014, with no further action.

Because this site's distance from the Subject Property, the low concentration of TPH and cis-1,2-DCE remaining in groundwater and the regulatory closure of the site with no further action this site is not considered a REC to the Subject Property.

Honeywell International Inc. (Former Baron-Blakeslee, a Division of Purex Corp) - 3596 California Street
This site is located approximately 4,600 feet north-northwest of the Subject Property (Figure 3-1). This site is a former solvent recycling facility that accepted both halogenated and nonhalogenated solvents and processed the solvents by distillation to reclaim them as a usable product. The site is located approximately nine tenths of a mile northeast of the Subject Property upgradient. The facility is listed on various databases including the SEMS-Archive, CORRACTS, RCRA-TSDF, RCRA-SQG, US INST CONTROLS, EnviroStor, San Diego County SAM, CPS-SLIC, HMMD, SWEEPS UST, HIST UST, CA DEED, CA ICE, HIST CORTESE, CA HWP, San Diego County LOP, and CERS. According to the SEMS-Archive, this facility does not qualify for the NPL based on existing information. This facility is also associated with GeoTracker ID T10000006159 and is currently listed as "Open - Remediation" as of September 2, 2014.

Various violations were noted since 1988. Two USTs were recorded on the SWEEPS UST database and four on the UST database for sump rainwater runoff, acid pond, diesel fuel, and solvents. The former facility received a Hazardous Waste Facility Permit in November 1992 but decided to close operation a month

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later. DTSC approved the Facility Closure Plan as a part of the permit approval process in November 1992, and the closure process was implemented in 1993. The units included a Distillation Unit Area (SWMU No. 3), a Storm/Wash Water Tank area (SWMU No. 4), and a Container Storage Unit area (SWMU No. 1). The facility was certified as closed in October 1994, except for the Container Storage Unit area, which at the time had chlorinated solvent contamination in soils under the unit.

According to the site history on GeoTracker, corrective action was initiated in 1993. Two parcels were used by the facility, situated across the street from each other, known as the North and South parcels. The North parcel contained a solvent tank farm with 13 ASTs and one UST. The South parcel contained the main facility operations, including closure units mentioned previously. Soil and groundwater sampling activities were conducted during December 2003 and again in March 2004. Facility soils and groundwater were found to be contaminated with halogenated VOCs, with the most significant being perchloroethylene (PCE) and TCE. In 1995, an Interim Measure was implemented on the South parcel to clean up a "hot spot" of chlorinated solvents in the soil under the Unit. Based on confirmation sampling and soil matrix and soil gas analysis performed after the Interim Measure, the soil on the South parcel had significantly lower concentrations of VOCs than on the North parcel. In April 2008, the facility submitted a proposal to develop the South parcel as an airport parking facility, and DTSC completed the review of the proposal in March 2009, and planned public notice to the proposed land use decision in Fall 2009.

On the North parcel, a leak from a sump at the tank farm produced significant soil contamination (PCE concentrations of 370 mg/kg and TCE concentrations of 46 mg/kg). A soil gas survey conducted in 2005 confirmed the elevated levels of PCE and TCE in the soil gas. In 2005, seven groundwater monitoring wells were installed. The results of the November 2006 groundwater monitoring event revealed a groundwater plume with maximum PCE concentrations of 9,000 µg/L and TCE of 76,000 µg/L. The constituent 1,4-dioxane has also been found in groundwater. Dense Non-Aqueous Phase Liquid (DNAPL) is a concern due to the high VOC concentration in groundwater. A soil vapor extraction pilot test was conducted to evaluate whether its technology would be effective at reducing VOC concentrations in the soil. DTSC public notice approval of a RCRA Corrective Action Remedy of "No Further Action" for soil on the South parcel of the former Baron Blakeslee facility was issued on July 17, 2010.

Following the public comment period on August 29, 2010, a deed restriction was negotiated with the landowner. As of December 2, 2011, the DTSC signed the Land Use Restriction and Honeywell submitted a Vapor Intrusion Evaluation Workplan for the North parcel on May 8, 2012, which was approved on June 18, 2012. The Fourth Quarter 2015 Waste Discharge Requirements Monitoring Report (Honeywell, 2016) describes the events of remediation activities, consisting of acquiring a baseline for groundwater samples via the installation of 10 groundwater monitoring wells in September 2015 prior to the injection event.

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During the Fourth Quarter, 3,700 gallons of 6 percent sodium permanganate solution and 200 gallons of potable chase water were injected into the groundwater on October 5, 6, and 7, 2015 using a direct-push method. TCE and PCE exceeded their respective maximum contaminant level (MCL) of 5 µg/L in the 10 wells sampled during the Fourth Quarter monitoring event. Detected concentrations of PCE ranged from 99 µg/L to 4,200 µg/L. Continued monitoring of the baseline results were collected in 3, 6, and 9-months after injection and the performance pilot study was assessed after this period.

The Fourth Quarter 2016 Waste Discharge Requirement Monitoring Report dated January 30, 2017 (Honeywell, 2017) reports that injection activities ceased on October 7, 2015. The samples were analyzed for VOC concentrations in groundwater from the intermediate zone in January 2016, but results may have been biased low due to the ascorbic acid neutralizing the permanganate and prohibiting it from oxidizing the VOCs in the sample vials while in transit. TCE and PCE exceeded their respective MCL in the 10 wells sampled during the baseline monitoring event in the shallow zone (between 25 to 30 feet bgs). Concentrations of PCE and TCE decreased in the wells screened in the intermediate zone, which have detected concentrations of sodium permanganate; however, TCE and PCE concentrations trended upwards during the November 2016 sampling event. Concentrations of cis-1,2-DCE were detected exceeding the California MCL of 6 µg/L in 9 of the 10 wells sampled. During the November sampling event, concentrations of cis-1,2-DCE decreased in the wells screened in the intermediate zone, which had detected concentrations of sodium permanganate, but stayed relatively the same or increased in the shallow zone and in wells MW-11S and TPMW-1. A similar trend was also observed for 1,1-dichloroethene (1,1-DCE), where concentrations remained relatively the same or increased in the wells screened in the shallow zone and at MW-11S and TPMW-1, but decreased in the wells in the intermediate zone. In summary, VOC concentrations decreased in the intermediate zone during the pilot test; however, this trend was not observed in the shallow zone wells. In addition, increasing VOC concentrations were not seen in groundwater monitoring wells away from the treatment zone in the second half of the semiannual groundwater and soil gas monitoring report. Increased arsenic concentrations observed in April and July 2016 are thought to be due to matrix interferences in the laboratory analytical method. Increases in manganese concentrations coincided with the detected concentrations of permanganate, which were limited to only the four direct-push wells screened in the intermediate zone in the in-situ chemical oxidation (ISCO) injection area and were expected to continue to decrease as residual permanganate decreases. The four consecutive quarterly monitoring events showed no significant adverse effects of the groundwater quality surrounding the injection area, thereby fulfilling the requirements of CAO No. R9-2008-0081.

Although there have been historical events associated with this facility use as a former solvent recycling facility, including the leak from a sump at the tank farm producing significant soil contamination and a

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contaminated groundwater plume discovered in 2006, continued remediation activities and groundwater monitoring of the site revealed that concentrations of contaminants of concern generally decreased in the intermediate zone (30 to 35 feet bgs), and increasing VOC concentrations were not seen in groundwater monitoring wells away from the treatment zone in the most recent monitoring report in 2016. Additionally, the site is located nearly one mile from the Subject Property, and therefore, it is unlikely that impacted groundwater from the site would migrate to the Subject Property, and as such, is not considered a REC.

4.2.3 Orphan List

Sites not plotted by EDR due to poor or inadequate address information are referred to as orphan sites. Forty-one orphan offsite facilities are listed in the EDR Radius Map™ Report with GeoCheck®. The listed orphan sites fall under one or more of the criteria listed in Section 4.1 and do not represent a REC to the Subject Property.

4.3 OTHER RECORDS REVIEWED

The following additional sources of environmental records were reviewed during this Phase I ESA for the purposes of meeting the ASTM Standard. Local regulatory agencies were contacted for reasonably ascertainable and practically reviewable documentation regarding RECs present at the Subject Property and adjoining facilities. The following agencies (if marked with an "X") were contacted for documentation:

- ☒ State of California, Geologic Energy Management Division
- ☒ San Diego County Air Pollution Control District
- ☒ San Diego County Department of Environmental Health
- ☒ State Water Resources Control Board, GeoTracker/ San Diego Regional Water Quality Control Board
- ☒ State Department of Toxic Substance Control/ EnviroStor
- ☒ Pipeline and Hazardous Materials Safety Administration, National Pipeline Mapping System
- ☒ City of San Diego, Development Services Department, Building Permits
- ☒ United States Environmental Protection Agency RCRA-Info Search
- ☒ State Water Resources Control Board Stormwater Multiple Application and Report Tracking System (SMARTS)
- ☒ City of San Diego Fire Department

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4.3.1 State of California, Geologic Energy Management Division

Information concerning oil and gas fields was obtained by Kleinfelder from the State of California's Geologic Energy Management Division (CalGEM) Well Finder database (https://maps.conservation.ca.gov/doggr/wellfinder/#openModal). Based on our review of the database, the Subject Property is not depicted within the boundaries of a known oil or gas field. In addition, no oil or gas wells are depicted on the Subject Property, or in the immediate vicinity of the Subject Property. A copy of the CalGEM Well Finder search results is included in Appendix C-1.

4.3.2 San Diego County Air Pollution Control District

The San Diego County Air Pollution Control District (APCD) maintains permits, violations, and complaints pertaining to air emissions. A request for information for the Subject Property was submitted to the APCD on April 18, 2023. The information received from APCD on April 20, 2023 is summarized below. Copies of the APCD documents used in the summary are provided in Appendix C-2.

3202 North Harbor Drive – Hertz Rent-A-Car/The Hertz Corporation

The following information is from Permit No. 940930. According to a "Permit/Registration Application" for Hertz Rental Car dated May 11, 1995, a new 12,000-gallon unleaded gasoline tank, a new 10,000-gallon unleaded gasoline tank, a new Phase I vapor recovery system, a new Phase II EMCO balanced system, new Under Dispenser Containment (UDC) dispenser islands and associated piping were added onsite. A discrepancy between the tank volumes reported in the May 11, 1995 Permit Application was found in an "Application Evaluation Cover Sheet," which lists the tanks onsite as one 12,000-gallon gasoline tank and one 15,000-gallon gasoline tank.

Permit to operate for Permit No. 940930 was opened in 1996 and renewed continuously until expiration on December 1, 2006. The permit also lists the tank volumes as 12,000 and 15,000 gallons, not 10,000 gallons as stated on the application dated May 11, 1995.

By 2007, Permit No. 940930 was updated to include one 12,000-gallon and one 10,000-gallon gasoline USTs (manifolded underground), and one 10,000-gallon gasoline UST (not manifolded with other USTs). This version of the permit was renewed continuously until December 1, 2022.

A notice of violation under Permit No. 940930 from January 21, 2016 reported an issue identified during an inspection in which the pressure/vacuum vent valve test failed during vapor recovery testing. The date of violation was November 18, 2015. A more detailed description of the violation stated an "OPW Phase I

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system failed the 10" Pressure Decay Test per TP 96-1 (Tank No. 1). The allowable pressure drop is 0.2" H2O in 10 minutes. The measured pressure drop was 0.45" in 10 minutes. After the failed test on Tank No. 1, a retest was conducted and passed. Additionally, a two-point OPW Phase I system failed the TP 202.1E positive pressure test. The positive leak rate standard is 0.05 CFH at 2.00" H2O positive pressure. The positive leak rate was measured at 0.30 CFH on one PV valve and 0.15 on another. The PV valves were replaced, and the tests passed."

Another APCD Notice of Violation was reported under Permit No. 940930, which occurred on March 3, 2020. A District inspector found that Hertz Rental Car had installed four gasoline dispensing hoses that were not certified by California Air Resources Board (CARB) for onboard refueling vapor recovery (ORVR) fleet facilities, in violation of District Rule 61.8. The APCD noted that compliant hoses were installed by March 13, 2020.

The following information is under Permit No. 950446. According to a "Permit to Operate" for Hertz Rental Car dated December 1, 2001, a 10,000-gallon Methanol M-85 tank was reported onsite. A letter from Gasoline Retail Facilities Consulting dated September 24, 2004 explained that the 10,000-gallon methanol UST originally under Permit No.950446 was moved to be under Permit No. 940930 as a UST holding unleaded gasoline. In a letter from August 5, 2004, from Gasoline Retail Facilities Consulting, the following work was proposed: repiping product lines with double walls, installing new containment sumps on the tanks and under dispensers, and replacing existing pipes with new secondary contained Stage II VR and vent lines.

The following information is under Permit No. 981719. According to a letter from San Diego APCD, Hertz Rental Car stored one 12,000-gallon gasoline UST and two 10,000-gallon gasoline USTs as of December 1, 2004. A Draft "Screening Cancer Risk Due to Gasoline Dispensing Emissions," dated October 3, 2002, reported a residential cancer risk of 10.2 and occupational cancer risk of 4.4.

The following information is under Permit No. 982449 for Hertz Rental Car. Cancer risk was screened and reported as a residential cancer risk of 7.4 and occupational cancer risk of 9.5 in a document dated February 15, 2005. APCD examined Application No. 982449 to amend Application No. 981719 for an Authority to Construct and Permit to Operate to modify an existing non-retail gasoline dispensing facility located at 3202 N. Harbor Drive. Application No. 982449 was complete as of February 10, 2005. The Authority to Construct was granted to install new Phase I and Phase II vapor control systems and add four dispensers.

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3380 North Harbor Drive

APCD granted a permit to operate an emergency diesel engine located at the San Diego Unified Port Harbor Police Department under the address 3380 North Harbor Drive as it is depicted on a construction to operate permit 984715 dated March 30, 2007. The application to operate the equipment was dated September 6, 2006. The specific engine, Model 6CEXL0540AAB, year 2006, is depicted as a 150-kilowatt generator located on the southeastern corner of the existing structure under the address 3380 North Harbor Drive, Harbor Police Administration Facility. A toxic risk assessment was completed on March 14, 2007, which concluded risk estimates of occupational cancer risk had failed at a value of 2.69 parts per million. This permit was observed to be operational in the year(s) 2007 to 2015 and 2017 to 2022. Annual inspection reports associated with this permit revealed that an inspection dated January 26, 2012, on document ANN 984715 01.26.12, disclosed the site was in violation of Rule 10(h) for failing to renew its permit and having equipment in operation during the expiration date via a notice (Notice to Comply #23811) sent by certified mail. A notice of permit conditions changes was sent in 2021 after revisions to Rule 69.4.1, which required changing the engine oil and filter or testing of the oil on an annual basis, as well as additional recordkeeping for this maintenance, and specific operation records for on-site and offsite power failures. An asbestos notification was issued on June 7, 2019, for a renovation project of the existing structure to be conducted during June 21 through June 25, 2019. A copy of the inspection for the abatement work is provided on Notification APCD2019-ASB-000640, which revealed no outstanding comments regarding the work conducted.

4.3.3 San Diego County Department of Environmental Health

Written requests for information were submitted on April 21, 2023, to the San Diego County DEH for information pertaining to the Subject Property (Appendix C-3). The DEH responded to this request on June 13, 2023. The following information is a summary of the records provided by the DEH. A tabulation of the information received from DEH is provide in Appendix C-3.

The information gathered from DEH records were drawn from County of San Diego Compliance Inspection Reports. The information is summarized below, broken down by address and date of inspection.

1160 Harbor Island Drive – Lockheed Martin Marine Systems

The DEH case number listed for the site is DEH1991-LSAM-H11657-001.

On August 14, 2002, the inspection report revealed contractor Western Operations Energy stored chemicals (less than 55 gallons of assorted flammable paints) at this site. Waste oil is generated by the

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operation division and stored onsite. On July 27, 2007, items noted on site included 70 gallons of xylene, 2 gallons of oxygen, and 2 gallons of acetylene.

3180 North Harbor Drive – Avis Rental Car

The DEH case number is listed as DEH2002-HUPFP-135990 for Avis Rental Car and as DEH2012-HUPFP-216464 for DENT Wizard International.

On the inspection from January 7, 1997, several barrels were reported holding hazardous waste onsite in excess of the allowable storage time, waste oil had spilled onto the concrete floor by the oil filter crusher, and monitoring equipment for the underground piping had not been serviced within the past year.

On July 16, 2014, ASTs holding new and used oil were observed located near the mechanics shop on the west side of the building. During this inspection, the diesel fuel AST concrete secondary containment drainpipe was open. No diesel fuel stains were found in the secondary containment area.

On July 14, 2015, the inspection report indicated two tanks were located onsite: one tank holding 87 octane fuel named “Tank 1” with a 12,000-gallon capacity and one tank holding diesel named “Tank 2” with a 6,000-gallon capacity.

On October 20, 2015, an inspection for DENT Wizard International revealed the business was no longer operational at this location. The business closed approximately June 30, 2013.

On June 30, 2017, it was observed that Tank 2, which held 6,000 gallons of diesel previously, was empty. Chemicals onsite included 110 gallons of carwash detergent, 600 gallons of new lube oil in ASTs, 275 gallons of new lube oil stored in five 55-gallon drums, 55 gallons of used antifreeze, 165 gallons of antifreeze/coolant, 55 gallons of windshield washer fluid, 300 gallons of used motor oil in an AST, 12,000 gallons of regular unleaded gasoline in an AST, and 30 gallons of parts washer waste.

During the inspection on June 13, 2019, the 6,000-gallon AST of diesel fuel had been removed. The SPCC plan listed four ASTs holding lubricating and used oil. During the physical site inspection, four lubricating oil ASTs and one used oil AST were observed. At the time of the inspection, monthly inspections, annual inspections, and periodic integrity testing records were unavailable.

3202 North Harbor Drive – Verizon Wireless

The DEH case number listed for the site is “DEH2011-HUPFP-215657.”

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On December 9, 2015, the inspection listed verified quantities of battery electrolyte (49 gallons) and DSL generator (149 gallons).

On January 18, 2018, this facility was described as an unstaffed cellular/telecommunications site that stored reportable quantities of hazardous materials onsite in the form of an emergency diesel generator used for powering VZW cellular equipment. The following was observed during the onsite inspection: 24x2V lead acid batteries and 1x149 gallon AST of diesel fuel for the emergency generator.

On January 29, 2021, this facility was a cellular site that stores a diesel fuel tank emergency generator that is subject to HMPB requirements for handling a hazardous material at, or above, reportable thresholds.

3202 North Harbor Drive – Hertz Rental Car

The DEH case number listed for the site is 132356.

On September 7, 2016, three tanks were reported on site:

- Tank #28825 (AKA Center Tank), regular unleaded, 12,000-gallon capacity, installed on 1/1/1995.
- Tank #28826 (AKA East Tank), regular unleaded, 10,000-gallon capacity, installed in 1995.
- Tank #28827 (AKA West Tank), regular unleaded, 10,000-gallon capacity, installed on 1/1/1996.

Tank #28826 was not tested due to an electronic malfunction. Tanks 28825 and 28826 were no longer in use by this facility and were not filled.

The following violations were noted on September 7, 2016:

- ASTs that contain used oil were said to be not in use but had not been properly emptied.
- Failed to properly dispose of universal waste within one year.
- Observed two bus lead-acid batteries that appeared to have been forgotten near airbags and fluorescent lights.
- During this inspection, the secondary containment for the outdoor used oil tank and the diesel tank did not have caps or adequate fluid retention on the drainpipes/tubes that are used to empty the secondary containment diked areas of rainwater. In the event of a release the containment would not function as liquid would flow out.

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On September 7, 2017, Tanks #28825 and #28827 continued to be present. Tanks #28825 and #28826 were not in use or filled. The following were observed on site: used oil in ASTs, diesel ASTs waste filters in 55-gallon drums, universal waste fluorescent bulbs, 55-gallon drum of synthetic lube oil, 500-gallon tank for new lube oil, 55-gallon drum for DEF, waste coolant drum, waste airbags, and waste absorbent. The tank facility statement, according to SPCC plan, lists the following on site: 4000-gallon diesel storage tank, 500-gallon new oil tank, 500-gallon new oil tank, 500-gallon used oil tank, 280-gallon used oil tank, 280-gallon used oil tank, six 55-gallon drums of new bus oil (not observed), two 55-gallons drums of used oil (not observed), and two 55-gallons waste fuel drums (not observed).

On September 5, 2018, the facility continued to contain three double-walled USTs, two of which contained regular unleaded fuel (Tanks #28825, #28826) and one of which was not in use (Tank #28827).

A violation of significance noted in this inspection was failure to annually test the line leak detector on the east tank in order to determine whether it is capable of detecting a release. This tank was not in use, so a ball valve in the turbine sump of Tank ID #28827 (West Tank) was closed to prevent fueling. When the service technicians attempted to open the ball valve to allow fuel to the dispenser, the ball valve broke. It was stuck in the closed position at the end of the inspection.

On September 5, 2019, gasoline and motor oil were reported as hazardous materials. The hazardous waste items were used oil and drained used oil filter.

On September 2, 2021, Tanks #28825, #28826, #28827 were observed still on site. The presence of 28-year-old USTs and associated piping and dispensing equipment at this location represents a REC.

3280 North Harbor Drive – National Rental Car

The DEH case number listed for the site is H135702 and DEH2010-HUPFP-211866.

On October 16, 1997, the following violations were observed onsite:

- Container holding/storing waste contaminated absorbent was not kept closed.
- The piping at gasoline dispensers #5 and #6 appear to be leaking.
- Facility was instructed to remove water in an unleaded gasoline UST and dispose appropriately, as well as to remove water and debris from UST spill buckets.

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On December 29, 1998, and July 23, 2002, two USTs were reported onsite:

- Tank #1/87WEST: unleaded gasoline, 10,000-gallon capacity.
- Tank #2/87EAST: unleaded gasoline, 10,000-gallon capacity.

The site name on February 28, 2003, was listed as Alamo/National/ANC Rental Corp.

On May 7, 2003, one turbine and two dispenser pans for the two gasoline 10,000-gallon USTs were repaired and tested.

On December 16, 2003, one turbine sump contained water accumulated in the bottom, two dispensers showed evidence of oil seepage, and the secondary containment (sump interior) contained debris that could possibly obstruct drainage.

On January 5, 2005, Tank #2 failed the tank test for positive shut-off requirement. The turbine pump did not shut off when power was turned off.

On June 24, 2005, allegedly in the business fuel area, many careless overspills occurred. The spills were cleaned up with absorbents. Reportedly, “there seems to be a very lazy attitude regarding spills and cleaning them up.” Employees also smoked in the area and cigarette butts were found around the area. On June 28, 2005, the inspector observed small spills of oil (approximately 1 cup) around the bottom of waste oil drums. Investigation revealed small spills of waste oil in the hazardous waste storage room. The inspector observed kitty litter and absorbent pads had been utilized to clean up waste oil spills and used absorbents were disposed of by Safety Kleen twice a year.

On November 3, 2005, secondary containment testing failed for the “T2 Sump.” The other components passed. On July 20, 2006, the dimensions for the two 10,000-gallon capacity tanks were revealed as 342-inches tall and 92 inches in diameter. Inspection reports were not provided for years between 2007 and 2014.

On September 19 and 27, 2015 multiple alarms went off and fuel was discovered (approximately 200 gallons) in the L5 sump. Evidence indicated an overfill occurred during a fuel drop; however, Western Pump found the problem was attributed to the fuel piping being manifolded. A broken 77 reset and 2-inch check valve were causing Tank 2 to slowly pump fuel into Tank 1. The fuel rose up through the fill port and into the sump at a rate of about 1 gallon/hour. The issue has since been fixed.

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On March 22, 2016, two USTs were reported onsite. These are likely the same tanks observed in the December 29, 1998, inspection with different identification numbers.

- Tank 29005 (Tank #1), unleaded gasoline, 10,000-gallon capacity, installed in 1995.
- Tank 29006 (Tank #2), unleaded gasoline, 10,000-gallon capacity, installed in 1995.

On March 8, 2017, the following were observed: 4,000-gallon diesel AST, one 280-gallon capacity new lube oil AST, one 280-gallon capacity used oil AST, one 120-gallon capacity new lube oil AST, one 55-gallon capacity new oil drum.

On March 7, 2018, the hazardous materials items observed were unleaded fuel, motor oils, and solvents. The hazardous waste items observed were used oil, waste drained used oil filters, waste aerosol cans and used absorbents. Two USTs were holding unleaded gasoline. A violation was reported for the northeast UST (Tank #2). The turbine pump was not operational. Therefore, the following Tank 2 Monitoring Sensors were not functional: Turbine Sump, Line Leak Detector, Under Dispenser Containment, Fail Safe, and Sensor Out.

On November 20, 2018, on the UST Overfill Prevention Equipment Inspection Report Form for Enterprise, the overfill prevention inspection results for both Tank #1/87W and Tank #2/87E failed, indicating overfill prevention is not in proper operating condition to respond when a substance reaches the appropriate level.

On March 7, 2019, unleaded gasoline and lubricating oils were hazardous materials observed on site. Hazardous waste items observed onsite included used oil, drained used oil filters, used absorbents, and used brake cleaning solvent. In addition, this facility continues to report the two USTs. A violation was reported regarding the following case: the two USTs had the overfill protection equipment inspected November 11, 2018. The USTs' overfill protection device, Flapper Valve, was not set at 95% of the tank volume to prevent the UST from being overfilled. In addition, since November 2018 until the inspection in 2019, National Rental Car did not make corrective actions to repair the overfill protection device.

On March 3, 2020, the two USTs previously mentioned continue to be on site. A violation was noted on October 20, 2018 in which initial overfill inspections on the fill-tube shut-off valves and the flapper valves both failed to be set at 95% or less as required. However, the certified contractor stated on the Overfill Prevention Equipment Inspection form that the flapper valves were slightly over 95%. One tank was 0.625 inches over 95% and the other tank was set at 95.8%.

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On March 8, 2021, the two USTs previously mentioned continue to be on site. The results of this facility's most recent UST Secondary Containment Test Report, dated 9/23/2020, indicate UDC 3/4 failed its hydrostatic test. The technician's comments stated, "suspected a bad electrical boot - needs maintenance." No record of a retest or scheduled repair was found. Therefore, this facility failed to maintain secondary containment.

On March 23, 2023, the two USTs previously mentioned continue to be on site.

These records indicate that the USTs at this location are at least 26 years old, that leakage has been observed from dispenser piping, issues have been identified with tank overfilling and overall site housekeeping. The factors combined represent a REC.

3380 North Harbor Drive – San Diego Harbor Police Headquarters and Tow Basin/San Diego Unified Port District/Harbor Police Department/National Car Rental

The DEH case number listed for the site is DEH2009-HUPFP-211425.

On January 5, 2017, an emergency diesel generator with a 360-gallon capacity was observed on site during a County of San Diego Inspection.

A County of San Diego inspection report dated April 22, 2022 indicated that the San Diego Harbor Police (SDHP) Headquarters did not generate any hazardous wastes.

The DEHQ content library online tool was also investigated to identify the existence and status of monitoring wells on site. Three monitoring wells were installed at 3380 N Harbor Drive on January 22, 1991. A map showing the locations of the monitoring wells is provided in a letter containing analytical results for soil and groundwater sampling on the three monitoring wells, dated November 5, 1991. The DEH produced a permit to destroy the three monitoring wells. The permit was approved on March 16, 1996, and expired on July 23, 1996. Another Monitoring Well Destruction Permit was approved to start on August 14, 1997 for one of the monitoring wells (MW-2), which was not removed until August 20, 1997.

An additional five groundwater monitoring wells were installed on the Tow Basin site located south of the in SDHP Headquarters in order to assess groundwater quality beneath the Tow Basin Site. These wells were installed on the following dates:

- MW-4 – November 9, 2006

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- MW-5, MW-6, MW-7 – November 11, 2006
- MW-8 – November 10, 2006

Well construction details are provided in Well Completion Reports and a map is provided showing the location of the five monitoring wells, which are in proximity to Building 61/923 (Tow Basin building). Further details including the top of casing elevation, monitoring date, depth to groundwater, groundwater elevation, screen depth, boring coordinates, casing type and more are provided in two tables provided by Haley and Aldrich in February 2007. Well Decommissioning Reports indicate MW-5 and MW-6 were removed on October 30, 2008, and MW-7 and MW-8 were removed on October 31, 2008. The Well Decommissioning Report for MW-4 indicates the well was removed on June 18, 2009.

Additional information regarding the investigations at the SDHP Headquarters and the Tow Basin Site is provided in Sections 6.3 and 6.4.

4.3.4 State Water Resources Control Board, GeoTracker/ San Diego Regional Water Quality Control Board

Kleinfelder reviewed the SWRCB GeoTracker website (https://geotracker.waterboards.ca.gov/) for information pertaining to the Subject Property and adjoining properties of concern. The Subject Property was listed in GeoTracker under the multiple Site IDs. Summaries of the documentation contained in GeoTracker under each Site ID are provide below. Relevant documents obtained from the GeoTracker websites are discussed Section 6.

Tow Basin (East Harbor Basin Sediment Assessment) – Site ID T10000002323

Site Address: Harbor Drive
Site Type: Cleanup program site
Site Status: Open – Site Assessment as of July 21, 2010

Information under this Site ID (SDRWQCB Case No. 2090016) pertains primarily to the assessment of impacts to sediments in the East Basin resulting from discharges from the Tow Basin Site (approximate Parcel numbers 007-000, 007-027, 007-030 [partial] 007-053) (Figure 1-1). The documentation ranges from 1987 through 2017. A Cleanup and Abatement Order (R9-2017-0021) was issued to Lockheed Martin Corporation in 2017 to clean up and abate the effects of waste discharged from the Tow Basin (3380 N Harbor Drive) and the former Marine Terminal and Railway facilities (1160 Harbor Island Drive) to the East Basin of San Diego Bay. At that time, the Tow Basin activities were then combined with the activities at

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the former Marine Terminal and Railway facility and reported under Site ID T10000002642 (Lockheed Marine Railway [East Harbor Basin Sediment Assessment], RWQCB Case No. 2090046. Potential contaminants of concern include PCBs.

Lockheed Marine Railway (East Harbor Basin Sediment Assessment) – Site ID T10000002642

Site Address: 1160 Harbor Island Drive
Site Type: Cleanup program site
Site Status: Open – Site Assessment as of November 11, 2019

Information under this Site ID (SDRWQCB Case No. 2090046) pertains primarily to the assessment of impacts to soil, groundwater and sediments associated with the former Lockheed Marine Terminal and Railway facility[2] prior to 2017 and activities associated with responding to SDRWQCB Cleanup and Abatement Orders No. R9-2017-0021 and R9-2022-0007 [3] Cleanup and Abatement Order R9-2022-0007 was issued to Lockheed Martin Corporate to cleanup or abate the effects of waste discharged from the Tow Basin and former Marine Terminal and Railway facilities to the East Basin of Harbor Island in San Diego Bay. Potential contaminants of concern include 1,4-dioxane, mercury, PCBs, and TCE.

Tow Basin – Landside Cleanup – Site ID SLT9S0194226

Site Address: 3380 Harbor Drive
Site Type: Cleanup program site
Site Status: Completed – Case Closed as of June 10, 2010

Information under this Site ID (SDRWQCB Case No. 2090066) includes Tow Basin Site background documentation, documentation of groundwater operable unit assessment and remediation activities through 2010, and documentation of initial San Diego Bay East Basin sediment assessment activities through 2011. Landside assessment and remediation activities at the Tow Basin Site were initially conducted in response to DTSC Voluntary Cleanup Agreement HAS 94/95-025 and Imminent or Substantial Endangerment Determination and Remedial Action Order No. I &/ SE 97-98-009. Documentation of these activities is included in the DTSC EnviroStor website under Site ID 37870001. Landside cleanup activities for the soil operable unit of the Tow Basin Site were completed in 2004 and for the groundwater operable unit in 2009. The landside cleanup portion of DTSC case number was closed in June 2010 and the site was referred to the SDRWQCB for assessment and remediation of impacts to the San Diego Bay East Basin. Potential contaminants of concern include PCBs. Additional information

[2] *The Lockheed Marine Terminal and Railway is an adjacent site, not a part of the Subject Site*
[3] *Order Number R9-2017-0021 was rescinded in May 2021 and replaced with Order R9-2022-0007)*

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regarding the assessment and remediation activities associated with the Tow Basin site is provided in Section 6.3.5.

General Dynamics Convair – Site ID T0607300717

Site Address: 2980 Harbor Drive
Site Type: LUST Cleanup Site
Site Status: Completed – Case Closed as of August 20, 1996

Documents contained under this Site ID include only a closure letter dated August 19, 1996 for San Diego County DEH Case No. H14919-001. The letter confirms the completion of site investigation and remedial actions for six USTs, five 10,000-gallon capacity JP-5 tanks, and one 7,000-gallon capacity JP-5 tank. Three of the tanks were located in between Building 42 and 52 and three of the tanks were located north of Building 44 and 67. The tanks were removed on October 2, 1986. The letter indicates that no further action related to the UST tank release is required. Additional information regarding the assessment and remediation activities associated with these tanks is provided in Section 6.1.6.

General Dynamics – Harbor Drive Test Facility (HDTF) – Site ID T10000010437

Site Address: 2980 Harbor Drive
Site Type: Cleanup program site
Site Status: Inactive as of June 5, 2017

Information contained under this Site ID (SDRWQCB Case No. 3100109) include HDTF background documentation, documentation of storm drain assessments conducted in the early 1990s, East Basin sediment assessment reports and correspondence from 2016, correspondence relating to the Enterprise rental car facility Stormwater Pollution Prevention Plan (SWPPP) from 2019, and miscellaneous documents from the 1990s relating to the assessment and cleanup of petroleum releases from USTs located near former HDTF Building 52. Potential contaminants of concern include chromium, copper, other metals, and PCBs. Additional information regarding these activities is provided in Section 6.

4.3.5 State Department of Toxic Substance Control/Envirostor

Kleinfelder reviewed the DTSC EnviroStor online database (https://www.envirostor.dtsc.ca.gov/public/) for information pertaining to the Subject Property and adjoining properties. A portion of the Subject Property, the Tow Basin Site, was listed under the State Response historical database under Site ID 37870001. A Summary of the documentation contained in the Envirostor website under this Site ID is provided below. Relevant documents obtained from the EnviroStor website are discussed Section 6.

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Tow Basin Facility-Site ID 37870001

Site Address: 3380 Harbor Drive
Site Type: State Response or NPL
Site Status: Referred to SDRWQCB as of December 3, 2009

Information contained under this Site ID includes documentation of landside (soil and groundwater) assessment and remediation activities at the Tow Basin Site conducted between 1995 and 2009 in response to DTSC Voluntary Cleanup Agreement HAS 94/95-025 and Imminent or Substantial Endangerment Determination and Remedial Action Order No. I &/ SE 97-98-009. The documents include a Preliminary Endangerment Assessment Report, work plans and investigation reports for soil and groundwater, and remedial action design, implementation and completion reports for soil. The site is listed as State Response or NPL site that was referred to the SDRWQCB for oversight as of December 3, 2019. The potential chemicals of concern include PCBs. Additional information regarding the assessment and remediation activities associated with the Tow Basin site is provided in Section 6.3.5.

4.3.6 Pipeline and Hazardous Materials Safety Administration, National Pipeline Mapping System

Pipeline information is available at the Pipeline and Hazardous Materials Safety Administration (PHMSA) online National Pipeline Mapping System (NPMS) (https://pvnpms.phmsa.dot.gov/PublicViewer/). Kleinfelder researched pipeline information on the NPMS for the Subject Property and vicinity on May 19, 2023. Based on Kleinfelder's review of the NPMS website, no mapped natural gas transmission pipelines or hazardous liquid pipelines are located on Subject Property. No mapped natural gas transmission pipelines are located on properties that adjoin the Subject Property. One hazardous liquid pipeline is located approximately 2,000-feet northeast of the Subject Property. A copy of the NPMS map is included in Appendix C-4.

4.3.7 City of San Diego, Development Services Department, Building Permits

Kleinfelder requested EDR to search for building department records in relation to the Subject Property. EDR provided records for period 1987 through 2023. These are summarized below for the Subject Property. A copy of the Building Permit Report provided by EDR is included in Appendix A-6.

3180 North Harbor Drive

The facility located at this address listed a cancelled or expired mechanical permit (1027688) dated August 22, 2012, to change out the heat pump. A traffic control permit dated July 19, 2021, was also

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cancelled due to the absence of signed documents and an approved Right-of-Way (PMT-3107994) was not provided.

3202 North Harbor Drive

The facility located at this address listed a plumbing permit (757826) at an unknown date for a new building supply line and backflow preventer. On August 5, 2004, an electrical permit (135527) listed Advance Petroleum Corporation to disconnect/reconnect the three 20-Amp circuits under the Hertz Corporation. Ventura's Plumbing would conduct work on the water heater on April 7, 2005. The water line was replaced on the Hertz Corporation facility on December 19, 2007. Three 120-Volt 20-Amp circuit installation permits (901939) were cancelled/expired on September 6, 2011, and later reserved for the installation of new graphic sign and monitors on the back wall of the existing car rental area.

On April 4, 2012, Verizon was issued a mechanical work permit for a new cell site enclosure building, electrical and mechanical permits for a generator enclosure. The scope of work would consist of two concrete block enclosures with new generator on a concrete pad for Verizon and one for a future tenant, new antennas, and one mono broadleaf tree. A demolition permit dated January 7, 2013, was created to remove the parking canopies, a mall booth, and associated concrete.

The following month, the Hertz lobby was renovated to include new partitions, ceiling, storefront, and new mechanical and plumbing for the existing car rental lobby/office. Site improvement would be made in the form of nine non-illuminated logo letter wall signs and 22 non-illuminated directional signs in an unzoned area of the airport on March 27, 2013, and a new restriped bus pick-up canopy area with a lighted concrete entrance would be proposed the following month. Additional reserved electrical permits were issued for the installation of the bus canopy. A fire suppression permit in the form of deferred fire sprinklers in the Hertz facility as a tenant improvement was deferred and cancelled/abandoned on April 8, 2013.

Information was recorded in a traffic control permit (62784) regarding a sidewalk closure to assist with the installation of a pedestrian covered walkway in September 2013. A new fuel canopy with a fuel island was proposed to be created as it is depicted on electrical permit 1314852 to the existing Hertz Rental Car Site. However, the scope of work changed on September 5, 2014 to remove the canopy and reserve any associated building, electrical, mechanical, and plumbing permits for this project.

A Dollar Thrifty relocation project was found on building permit (1310556), and associated with this address as of August 13, 2014, for the restriping/reconfiguration of the existing parking lot, installation of new bollards, new traffic control devices underground, plumbing to support a future modular building,

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and a fuel canopy located on SDUPD property. The building permit for an approved construction change to change pavement and excavate to 12-inch minimum bgs for the modular building pad was issued on September 2, 2014. Construction of a pier work plan for the foundation of temporary trailers in the Hertz Corporation parking, including Americans with Disabilities Act (ADA) ramps, water, sewer, and electrical connections were done concurrently with plumbing work as it is depicted on Permit No. 1332541.

The Hertz facility would receive an upgrade in the form of the installation of a vacuum system and Control Module, Inc. (CMI) fleet management system on the existing fuel dispensers in October 2014.

The following year, a building permit dated June 8, 2015, was issued to add tenant improvements. It is described in permit (1436970) that the existing wireless communication facility at this address would install six new remote radio units (RRUs), and one new surge suppressor. Verizon would also apply for a building permit on July 27, 2016, to remove and replace 12 telecommunication antennas at the existing telecommunications site, with work ongoing through October 2018.

A traffic control permit was issued on October 11, 2021. The Public Transportation System plan (PTS-0699234) would undergo preliminary review on December 7, 2021. An electrical and building permit were recorded on March 23, 2022, and a Spectrum Act Permit (PMT-3151511) the following month for the enhancement of the existing telecommunication capabilities of this facility.

3280 North Harbor Drive

National Rental Car was observed at this facility and electrical permit 980844 was recorded on December 2018. The permit (2230070) dated December 6, 2018, is for the demolition of a one-story 10,000-square-foot commercial building, canopy and fuel lines, and check-in kiosks at the existing airport National Rental Car facility. A traffic control permit has a status of cancelled and dated November 1, 2021. The permit states the airport work needs prior coordination. Based on aerial photographs, it appears that the structures are still present in their current alignment.

3280 1/3 North Harbor Drive

This address was also located and associated with the National Rental Car facility. A temporary aboveground diesel tank permit was issued on November 5, 2004 through October 31, 2005. No additional details were provided on this permit regarding the tank. The wall signs on the south and east elevations were also replaced in August 2004. A building permit was issued from February through June 2012 to install tenant signs and additional tenant improvements to the National Rental Car facility in the form of a remodel of the interior lobby, upgrading lighting, replacing plumbing fixtures in the bathroom, adding a package heat pump, and installing two new metal exterior canopies and booth (Project ID 923901).

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Around July 2015, a traffic control permit for the pedestrian sidewalk was issued for the installation of a cell tower (Approval ID 1524408, 1542552).

Kleinfelder searched other addresses associated with the Subject Property including:

- 1160 Harbor Island Drive
- 2980 North Harbor Drive
- 3112 North Harbor Drive
- 3208 North Harbor Drive
- 3380 North Harbor Drive

No information for these addresses was provided by EDR. Two APNs were found for two of the addresses listed in the building permits, namely 760-010-08-00 located on 3202 North Harbor Drive and 760-010-07-00 located at 3280 and 3280 1/3 North Harbor Drive.

4.3.8 State Water Resources Control Board Stormwater Multiple Application and Report Tracking System

Kleinfelder accessed the State Water Resources Control Board's Stormwater Multiple Application and Report Tracking System (SMARTS) online database for stormwater reports associated with the Subject Property. The following documents were found in the SMARTS database (Appendix C-5):

- An SDUPD construction SWPPP dated July 25, 2014 for construction activities associated with repurposing the southeast portion of the Hertz sublease (3202 N Harbor Drive) for Dollar Thrifty.
- An SDUPD construction SWPPP, dated July 19, 2019, for the demolition of the facilities at the National RAC Quick Turn Around (QTA) Facility (3280 N Harbor Drive) and vehicle storage lot.
- An SDUPD Stormwater Quality Management Plan dated February 20, 2019, for the National RAC QTA Facility (3280 N Harbor Drive) Demolition.
- A Notice of Intent to comply with the General Permit to Discharge Stormwater Associated with Construction Activity (WQ Order No. 2009-0009-DWQ) for the National RAC QTA Facility (3280 N Harbor Drive) Demolition.

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Kleinfelder also requested stormwater records from the SDUPD Environmental Protection Department. The following additional documents were provided:

- A SDUPD construction SWPPP, dated April 6, 2015, for construction activities associated with a new patrol building at the Harbor Police Station (3380 N Harbor Drive).
- An SDUPD Urban Stormwater Mitigation Plan, dated October 31, 2014, for construction activities associated with repurposing the southeast portion of the Hertz sublease (3202 N Harbor Drive) for Dollar Thrifty.
- An SDUPD Construction BMP Plan, dated March 13, 2016, for the Harbor Station (3380 N Harbor Drive) Investigations Building Replacement.

Pertinent information from these documents is discussed in Section 6.

4.3.9 City of San Diego Fire Department

3180 North Harbor Drive – AVIS Rental -Car

The following information was reported on City of San Diego Fire Department Hazardous Material Permit Applications from varying dates. On December 10, 1999, Hazardous Material Permit Application was submitted for a new 6,000-gallon diesel AST. On August 9, 2001, it was reported a 12,000-gallon gasoline AST was re-piped and aboveground piping was reconnected at AST, vacuum assist hoses and nozzles were changed out to balance vapor recovery hoses and nozzles, drain check valve was removed, a vapor pad was installed, and an end-mount dispenser was installed. The 12,000-gallon gasoline tank was reported onsite until October 23, 2017. This is the last date the AST was reported in San Diego Fire Department records, not necessarily the date in which the tank was removed. The 12,000-gallon gasoline tank was re-piped again by October 23, 2017. In a permit dated May 22, 2019, a new 240-gallon waste oil AST was listed for installation. On January 8, 2020, the following tanks were listed as "Permit/Bring to Code": three motor oil ASTs with a 275-gallon, 240-gallon, and 100-gallon capacities. The last document provided by the Fire Department for Avis was the permit from 2020 in which it was confirmed five tanks remained onsite, the tanks detailed in this paragraph excluding the 6,000-gallon diesel AST removed in 2017.

3202 N Harbor Drive – Hertz Rental Car

The following information was reported on City of San Diego Fire Department Hazardous Material Permit Applications from varying dates. On April 29, 1998, a new 4,000-gallon diesel AST was reported onsite. This tank was not included in any other Fire Department record. On August 22, 2002, two new 500-gallon motor oil ASTs were reported onsite. Three tanks, for which the Fire Department did not provide date of

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installation, were reported to remain onsite on August 5, 2004. This indicates the tanks were onsite before 2004. These tanks consist of two 10,000-gallon unleaded gasoline USTs and one 12,000-gallon unleaded gasoline UST. In the August 5, 2004, Hazardous Waste Permit Application, it was also reported that existing product was removed from these tanks, eight VR II lines were vented and replaced with new pipes, an existing tank and dispenser sumps were removed, and new sumps were installed. The document does not specify which existing tank was removed. On August 27, 2014, it was reported the three USTs onsite were re-piped and had new dispensers. On October 23, 2017, two 280-gallon waste oil ASTs were cleaned and disposed. Information on when these two tanks were installed is not provided. On the same date, one 3,600-gallon diesel AST, one 500-gallon waste oil AST, and one 500-gallon motor oil AST were cleaned and secured onsite. It is likely the 3,600-gallon AST is the same as the 4,000-gallon diesel AST reported in 1998. It is also likely the two 500-gallon ASTs are the same as those reported in 2002. However, this information is not confirmed in the documentation provided.

3280 N Harbor Drive – National Rental Car

The following information was reported on City of San Diego Fire Department Hazardous Material Permit Applications from varying dates. On May 11, 1995, two new 10,000-gallon regular unleaded gasoline ASTs, one new 280-gallon motor oil AST, one new 280-gallon used oil AST, and one new 120-gallon automatic transfuel AST were reported onsite. On February 28, 2003, two 10,000-gallon unleaded gasoline USTs were reported onsite. It is not clear when the second 10,000-gallon UST was installed. Other activities reported in 2003 included removal of dispensers for access to Under-Dispenser-Containment (UDC's), installation of SSI penetration fittings on product lines and electrical conduits in the UDC's and turbine sump and sealing and/or raising of the J-box in the turbine sump. On July 30, 2004, a new 1,000-gallon diesel AST was reported onsite, and reported to be removed in the December 9, 2005 permit application. The tank would be an aboveground tank with one nozzle, protected by k-rails. On September 20, 2005, a new 4,000-gallon diesel AST was installed, a CSI-Hoover AST with one nozzle. This tank was listed as removed in the March 2, 2017 permit application. Finally, three previously unreported tanks were listed as existing on April 9, 2010: one 400-gallon new oil AST, one 400-gallon used oil AST, and one 120-gallon new oil AST. The 120-gallon new oil AST might be the same as the 120-gallon automatic transfuel AST installed in 1995.

3380 N Harbor Drive – SDHP Headquarters

The following information was reported on City of San Diego Fire Department Hazardous Material Permit Applications from varying dates. On August 13, 2013, the Local Enforcement Agency, City of San Diego Fire Rescue Department, conducted an annual explosives inspection for fire and safety hazards. One violation was reported during this inspection (Code F3301.1) for explosive fireworks. Annual explosives

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inspections were also conducted on August 25, 2015, September 9, 2016, and February 1, 2017, with no reported violations.

2980 N Harbor Drive- General Dynamics Convair

The following information was reported on a City of San Diego Fire Department Hazardous Material Permit Application dated April 26, 1995. The application states that one 2,000-gallon underground water tank was removed.

4.4 PHYSICAL SETTING SOURCE(S)

Table 4-1 presents information concerning the physical setting of the Subject Property. This information was obtained from published maps.

Table 4-1: Physical Setting

DATA	GENERAL INFORMATION
USGS TOPOGRAPHIC QUADRANGLE	Based on a review of the USGS Point Loma, California 7.5-Minute Series (Topographic) Quadrangle Maps dated 2018, the Subject Property is located at approximately 0 to 20 feet above mean sea level (msl) (EDR Historical Topo Map Report). The topographic relief is generally flat or gently sloping toward the San Diego Bay in the Subject Property vicinity.
SOIL TYPE	The Subject Property is located on reclaimed tidelands formed by the placement of hydraulic fill between 1940 and the mid-1960s. Based on information in the EDR Radius Map™ Report with GeoCheck®, the vicinity of the Subject Property is designated as urban land with variable soil textures (Appendix A-1). Boring logs prepared for groundwater monitoring wells installed as part of a groundwater investigation at the Tow Basin Site (Haley & Aldrich, 2007) indicate that the site soils consist of medium- to fine-grain sand to silty sand to depths of approximately 25 feet bgs.
OIL AND GAS WELLS	Kleinfelder reviewed the State of California CalGEM Well Finder database (https://maps.conservation.ca.gov/doggr/wellfinder/#openModal) for oil and gas wells that may be located on the Subject Property and in the Subject Property vicinity. The Subject Property is not depicted within the boundaries of a known oil or gas field. In addition, no oil or gas wells are depicted on the Subject Property, or in the immediate vicinity of the Subject Property. Results of the well search is provided in Appendix C-1.

Information about the regional geology is presented in Table 4-2. This information was obtained by Kleinfelder from published data and maps, interviews with public agencies, and/or previous investigations performed by Kleinfelder in the Subject Property vicinity.

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Table 4-2: Regional Geology and Hydrogeology

PHYSICAL PARAMETER	INFORMATION/COMMENTS
REGIONAL PHYSIOGRAPHY AND GEOLOGY	The Subject Property is located within the Peninsular Ranges Geomorphic Province. The Peninsular Ranges consist of a series of ranges separated by northwest trending valleys, subparallel to faults branching from the San Andreas Fault. The Peninsular Ranges extend into lower California and are bound on the east by the Colorado Desert. The geology is similar to the Sierra Nevada Geomorphic Province, with granitic rock intruding the older metamorphic rocks (California Geological Survey [CGS], 2002).
REGIONAL HYDROGEOLOGY	The Subject Property is not located within a named groundwater basin. Areas to the west of Interstate 5 do not have designated beneficial uses for groundwater are excepted from the sources of drinking water policy (CRWQCB, 1994).
DEPTH TO GROUNDWATER AND DIRECTION OF ANTICIPATED FLOW	Boring logs prepared for groundwater monitoring wells installed as part of a groundwater investigation at the Tow Basin Site (Haley & Aldrich, 2007) indicate that groundwater was encountered between 8.77 and 9.91 feet bgs. The anticipated direction of groundwater flow in the vicinity of the Subject Property is to the south, southwest, and southeast, toward the East Basin of San Diego Bay.
REGIONAL GROUNDWATER QUALITY PROBLEMS	Regional groundwater quality problems were not specifically identified in the vicinity of the Subject Property.
WATER SUPPLY	Water is supplied to the Subject Property by the City of San Diego.
FLOOD ZONE DESIGNATION	According to *The EDR Radius Map™ Report with GeoCheck®,* the Subject Property is not located within a flood zone (Appendix A-1).

4.5 USER PROVIDED INFORMATION

Kleinfelder understands that the SDUPD has requested a Phase I ESA to establish existing conditions on the Subject Property prior to redevelopment. Information regarding the current owners/occupants of the Subject Property is summarized in Table 4-3.

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Table 4-3: Owner / Occupant Information

ENTITY	NAME
OWNER	San Diego Unified Port District owns the Subject Property.
OCCUPANT(S)	The Subject Property is occupied by numerous tenants listed below, by address: 3180 North Harbor Dr Avis Rental Car (Parcel 007-036) 3202 North Harbor Dr Hertz Rental Car (Parcel 007-035) 3280 North Harbor Dr National Rental Car (Parcel 007-034) 3032 North Harbor Dr SDCRAA PMC Trailers (Parcel 007-038) 3380 North Harbor Dr Tow Basin (Parcels 007-027/SDHP and 007-053/Avis) SDHP Headquarters (Parcels 007-028) Unspecified Address Parking Lot Site (Parcels 007-024, 007-025, 007-021)

Summaries of interviews of key individuals with knowledge of the Subject Property ("Key Subject Property Managers") are provided in Section 8. The following sections present information provided to Kleinfelder by the Client.

4.5.1 Title Records

Chain-of-title (COT) information was not provided by the Client for this Phase I ESA.

4.5.2 Environmental Liens and Usage Limitations

According to information provided in EDR's regulatory agency database search report (Appendix A-7), no liens pertaining to the Subject Property are listed in the Federal Superfund Liens List maintained by US EPA, and no known recorded land-use environmental deed restrictions pertaining to the Subject Property are listed in the State Liens Database. Kleinfelder's review of the *EDR Environmental Lien and AUL Search* report (Appendix A-7) indicates no environmental liens or activity and use limitations (AULs) are associated with the Subject Property. *The EDR Environmental Lien and AUL Search* report did not include a Deed. A copy of the lien search report is provided in Appendix A-7.

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4.5.3 Other Information/Documents Provided

The SDUPD maintains files of activities conducted on their leaseholds in their Administrative Office located at 3165 Pacific Highway, San Diego, California. Kleinfelder reviewed documents related to environmental activities conducted on the Subject Property, historic lease and TUOPs, and documents related to Subject Property site improvements after General Dynamic's departure from the site in the 1990s as part of this Phase I ESA. The information, obtained from these sources is summarized in Sections 5 and 6.

4.5.4 Value Reduction

As part of the ASTM Standard Designation E1527-13 process, information is to be gathered regarding the prospective purchase price of the Subject Property relative to its fair market value. If a value reduction is apparent, that reduction must be identified with respect to whether the difference could be attributed to environmental degradation of the property. However, the Client (SDPUD) owns the Subject Property, and this Phase I ESA is not being conducted as part of a property transaction.

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5 SUBJECT PROPERTY LAND USE AND TENANCY

The Subject Property is located on an approximately 35-acre parcel of filled tidelands located south of the SDIA across Harbor Drive. The history of the Subject Property was researched to identify uses. Historical land use was researched to the first developed use in approximately 1942. Table 5.1 summarizes the availability of information reviewed during this assessment.

Table 5-1: Historical Information Sources

SOURCE	YEARS REVIEWED	SOURCE / AVAILABILITY
LEASES AND TUOPS	1941-2023	SDUPD Administrative Files
SANBORN FIRE INSURANCE MAPS	Not available	EDR
AERIAL PHOTOGRAPHS	1939, 1940, 1949, 1953, 1964, 1966, 1970, 1979, 1985, 1989, 1990, 1994, 1997, 2002, 2005, 2009, 2012, 2016, and 2020	EDR, San Diego Historical Society
CITY DIRECTORIES	1903 through 2020 (select years)	EDR
HISTORICAL TOPOGRAPHIC MAP REPORT	1904, 1930, 1942, 1953, 1967, 1975, 1991, 1994, 1996, 2012, 2015, and 2018	EDR

5.1 LAND OWNERSHIP AND TENANTS

The placement of fill to form what is now Lindbergh Field and the Subject Property began in the late 1930s. A map of the major dredging projects between 1935 and 1960 suggests that the fill comprising the current HDTF was completed by 1942 (Figure 5-1). Placement of fill to construct Harbor Island, including the parking lot areas adjacent to the east side of Harbor Island Drive and the Lockheed Marine Terminal and Railway, occurred between 1953 and 1964 (Figure 5-2).

The City of San Diego Harbor Commission originally owned the filled tidelands that became the HDTF, until the creation of the SDUPD by the California State Legislature in 1962. Initial leases for the HDTF (approximate SDUPD Parcel Nos. 007-000, 007-27, 007-028, 007-029, 007-030, 007-034, 007-035, 007-036, 007-037, 007-038, 007-053 and 008-003) were executed with Frontier Enterprises in 1941. In 1944, the City of San Diego executed a 39-year lease with Consolidated Vultee Aircraft Corporation that included the HDTF parcels, as well as four other non-contiguous parcels on Pacific Highway. The HDTF was named Parcel No. 5. The 1944 lease superseded the 1941 lease with Frontier Enterprises. Between 1944 and

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1979, the lease was amended (1948) to remove of the northwest corner of the HDTF parcel (approximate SDUPD parcel 007-028, currently the location of the SDHP Headquarters Site) for the IAS, the lease was transferred to the SDUPD when it was created in 1962, and the Tow Basin Site (approximate SDUPD parcels 007-027 and 007-053) was subleased to Lockheed Aircraft Corporation (1970).

In 1979, the SDUPD executed a new lease with General Dynamics Corporation, the successor to Consolidated Vultee Aircraft Corporation, for 13 parcels including parcels on Pacific Highway, an easement from the SDIA taxiways to the HDTF, and the HDTF. The HDTF was named Parcel No. 8 in this lease and did not include the Tow Basin parcels or the northwestern parcel identified as being occupied by Lockheed Aircraft Corporation. This is the same parcel removed from the 1944 lease in 1948 for the IAS and currently occupied by the SDHP. This lease was amended in 1983 to change the land use to exclusively manufacturing and the term of the lease from April 1, 1983, to March 31, 1989, with the option for six additional 5-year terms and one additional 4-year term (through 2023).

When General Dynamic vacated the HDTF Site in 1995 and terminated their lease, the SDUPD executed 20-year sub subleases with Avis, Hertz, and National Rental Car companies. These sub subleases included SDUPD Parcels 007-036 and 007-0037 (Avis), 007-035 and 007-037 (Hertz), and 007-034 and 007-037 (Vanguard/National/Enterprise). The leases were written for exclusive use of parcels 007-036 (Avis), 007-035 (Hertz), and 007-034 (National), and shared use of parcel 007-037 (rental car access road/Liberator Way). In November 2003, the sub subleases converted to leases with the SDUPD when the SDUPD and the SDIA separated. These leases were renegotiated in 2005 and 2013 extending the lease dates to 2022 (Avis and National) and 2023 (Hertz).

The SDUPD also executed a number of TUOPs for intermittent rental car operations on the eastern portion of the HDTF facility (Port Parcel No. 007-038) and the Tow Basin Site (Port Parcels 007-027 and 007-053). These permits were issued primarily for temporary automobile storage associated with the rental car operations.

A summary of available leases and TUOPs associated with the former HDTF including the Tow Basin Site are provide in Table D-1 in Appendix D. Copies of the referenced leases and TUOPs are provided in Appendix D.

5.2 SANBORN INSURANCE MAPS

Sanborn Fire Insurance Maps provide historical land use information for some metropolitan areas and small, established towns. Kleinfelder requested EDR to search its library of Sanborn Fire Insurance Maps

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for maps of the Subject Property. EDR indicated that no Sanborn maps were found for the Subject Property. A copy of the Certified Sanborn® Map Report provided by EDR is included in Appendix A-2.

5.3 AERIAL PHOTOGRAPHS

A review of historical aerial photography may indicate past activities at a property that may not be documented by other means or observed during a reconnaissance visit. The effectiveness of this technique depends on the scale and quality of the photographs and the available coverage. Aerial photographs were obtained from several historical photograph collections through EDR and the San Diego Historical Society archives and span a period of 81 years. A tabulation of the aerial photographs reviewed by Kleinfelder is presented in Table 5-2. Copies of the aerial photographs provided by EDR and obtained from other sources are included in Appendix A-3.

Table 5-2: Historical Aerial Photographs Reviewed

YEAR	APPROXIMATE SCALE	SUMMARY
1939	Not reported	**Subject Property:** The aerial is depicted as a photograph cutout provided by Consolidated Aircraft Corporation which shows San Diego from the southeast. The Subject Property is depicted as an empty coast and labeled as the future harbor drive test facility. **Surrounding Area:** The surrounding properties to the east can be seen and is labeled as the current U.S Coast Guard Facility. To the north is an undeveloped shoreline followed by Lindbergh Field. General Dynamics can be seen southeast of the Subject Property and north of the U.S Coast Guard Facility, beyond which are residential developments and local roads. The future Convair Lagoon was depicted west of the U.S Coast Guard Facility. A pump discharge/inlet can be seen to the west of the property as well as a channel which appears to be holding water on a lagoon to the northwest.
1940	Not reported	**Subject Property:** The Subject Property is depicted on a photograph cutout and depicts the site as the future Harbor Drive Test Facility. No developments are present. **Surrounding Area:** The surrounding area remains essentially unchanged. Skyscrapers and largely developed areas can be seen in the foreground in the southeast direction.

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Table 5-2: Historical Aerial Photographs Reviewed (continued)

YEAR	APPROXIMATE SCALE	SUMMARY
1949	1” = 500’	**Subject Property:** The Subject Property appears to be comprised of a largely paved lot with structural developments in the form of Building 37 towards the north-northeast and what appears to be heavy equipment staging west of the structure and extending approximately 1,000 feet along the northern perimeter. What appear to be two plumes of smoke can be seen south of Building 37. The eastern and southern portions of the Subject Property depict features characteristic to those of an engineered coastline. The seaplane ramp was observed on the southeast coastline. Two small, isolated structures were observed adjoining the south coastline, and are likely support areas or storage containers. The west portion of the shoreline is recessed from the site boundary approximately 500 feet and lacks any characteristic features associated with Building 901, historically known as the IAS, is in an accessible area from Harbor Drive via a driveway toward a paved lot overseeing an undeveloped portion of the coast further west. **Surrounding Area:** The surrounding areas depict the San Diego Bay to the south, east, and west. A paved road running parallel to the Subject Property of what is present day Harbor Drive is depicted to the north. To the north just beyond Harbor Drive is what appears to be an aircraft manufacturing facility for the former Teledyne Ryan facility which was known to be operational since 1935 as a flight school and later evolved into an aircraft manufacturing facility. Numerous aircraft hangers and engineering, or production structures are scattered throughout the property along with three parked aircrafts next to the Lindbergh Field. A series of very large commercial structures on the northeast portion, likely offices for employee-use are situated next to a parking lot. The northwest portion appears to be undeveloped and mostly used as dirt roads for service vehicles.

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Table 5-2: Historical Aerial Photographs Reviewed (continued)

YEAR	APPROXIMATE SCALE	SUMMARY
1953	1” = 500’	**Subject Property:** The quality of the aerial photograph is poor. The Subject Property is depicted as an aircraft servicing facility and is described as the Convair Seaplane Facility in a photo taken from the Convair archives. Eight structures are present on the eastern portion of the site, specifically, existing Building 37, and Buildings 52, 76, 42, 80, 44, 57, and 57A. Two aircrafts can be seen parked along the southern portion of the Subject Property over a striped lot specifically to transport aircraft to and from the site toward Harbor Drive, and north towards Lindbergh Field. Ten open lot aircraft parking spaces were observed. Patches of darkened pavement can be seen within the aircraft parking spaces along the south site boundary. Several small crafts are shown on the southeast ramp, however, the clarity of the aerial makes it difficult to define what the object is. A small portion of the southeast corner adjoining Buildings 44 and 57 depict fill expansion of the existing shoreline. A small structure and pier can also be seen west of Building 901. These structures are likely associated with the San Diego Speedboat Club. **Surrounding Area:** The surrounding area is similar to the previous map except for the western and eastern shorelines now depict a pier protruding from the newly engineered coast. The Teledyne Ryan facility to the north is now depicted with fewer scattered structures where the former aircrafts were parked in the previous aerial and features two new driveways and open lots to compliment the aircraft hangers. The employee-parking to the northeast doubled and a very large commercial building running in series to the existing structures toward the east. Additional small structures can be seen scattered throughout the northwest portion of this facility.

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Table 5-2: Historical Aerial Photographs Reviewed (continued)

YEAR	APPROXIMATE SCALE	SUMMARY
1964	1” = 500’	**Subject Property:** The Subject Property area to the west and south has been filled to create Harbor Island and the East. The existing structures are present and clearer, specifically Buildings 37, 52, 76, 42, 80, 44, 57, and 57A. A circular feature is visible to the south of the test slab adjoining Building 76, and also depicted in an aerial photo by General Dynamics from this same time period. This feature is likely a sump constructed to collect liquids from the test slab associated with Building 76. Numerous automobiles are parked around the test slab and the nearby structures. The 12 aircraft parking areas seen in the previous aerial are no longer present as they have been restriped for vehicular parking and replaced by Buildings 59, 67, 66, 68, 74, 77, 62, 21, 22, 23, 24, 60, and 923. Building 923, the Tow Basin facility, was used as a small-scale aquatic basin used to develop and test hull designs for seaplanes and submarines. The facility, when it was used as a tow basin, was depicted as a concrete pool approximately 300 feet long by 12 feet wide and 6 feet deep (3 feet above ground and 3 feet bgs) with a capacity of approximately 160,000 gallons. Typical use for the Tow Basin involved pulling aquatic prototype equipment through the water using the overhead tramrail and the test carriage system. Various equipment or ancillary structures can be seen west of Building 67 with a concrete pad to the north at the entrance of the structure. A section of coast can be seen south of Buildings 62, 66, and 77 and likely associated with low tide and not any form of current fill exchange. Six horizontal tanks can be seen east of Building 62 and connect to Building 77 and 66. Two water intake structures appear to connect to Buildings 66 and 62 from the San Diego Bay and were likely used for water cooling purposes. Numerous scattered storage crates are located west of Building 62 and east of Building 59. Three horizontal aboveground storage tanks are visible to the southeast of Building 60. Buildings 68 and 74 are adjacent to the north of Building 60. They are small in comparison and contain striped parking areas for vehicles to the east. An aircraft is situated to the north of building 74. Buildings 21, 22, 23, and 24 are joined in the central portion of the site, and feature spaces for automobile parking in the surrounding area.
1964	1” = 500’	**Surrounding Area:** A length of approximately 500 feet separates the Subject Property from the East Basin running to the south along the San Diego Bay. The San Diego Speedboat Club pier to the west is no longer present and has been replaced by new fill material. The associated structure is still present. No apparent structures are depicted; however, signs of planned road features can be seen in the form of a roundabout at the end of the bottleneck where the island splits into opposite directions. The facility to the north has further developed its structure count and capacity, as numerous small and large aircrafts can be seen parked along newly paved surfaces. Additional vehicular parking complements the addition of buildings to the northeast.

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Table 5-2: Historical Aerial Photographs Reviewed (continued)

YEAR	APPROXIMATE SCALE	SUMMARY
1966	1” = 500’	**Subject Property:** The Subject Property remains essentially the same as the previous aerial except for a large upright silo in the test slab south of Building 76. An ancillary structure with a small boat can be seen adjacent to the ramp to the southeast. Storage crates surround the southern portions of Buildings 21, 22, 23, and 24. The scattered containers to the west of Building 62 are now organized in rows; however, due to the quality of the image, it is unclear what these materials represent. The aerial was taken during a high tide period since the exposed coast south of Buildings 62, 66 and 77 seen in the previous photograph is now absent. The structure south of Building 60 is now replaced by a supply storage lot. A fenced enclosure is also depicted next to this structure and may be a designated hazardous materials storage area. The quality of the photograph is not clear enough to identify the scattered materials to the east of Building 60 and the northern portion west of Building 24. A large dark patch can be seen in the southwest lot adjoining Building 24; however, not enough detail is in the image to identify what it is. Building 923 appears to have been reroofed. A small pier adjacent to this structure connects to San Diego Bay. The westernmost portion of the Subject Property is largely undeveloped and remains empty. **Surrounding Area:** The surrounding area remains essentially unchanged from the previous aerial except for the continuing planned development of the island to the south in the form of outlined parking areas. The facility to the north is essentially unchanged; however an aircraft terminal can be seen to the northwest with ongoing construction.

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Table 5-2: Historical Aerial Photographs Reviewed (continued)

YEAR	APPROXIMATE SCALE	SUMMARY
1970	1" = 500'	**Subject Property:** The Subject Property remains essentially the same as the previous aerial except for a portion of the concrete pads adjacent to Buildings 37 and 21 appear to have been seal coated with asphalt. Building 37 and 42 appear to have been reroofed with a thermoplastic polyolefin roofing material. The elongated structure northwest of the ramp located on the eastern portion is now absent. Scattered storage of materials occupies the majority of the paved surface on the northwest portion; however, due to the poor clarity of the image, these items could not be specifically identified. The pier south of Building 923 is no longer present. The ancillary structure to the east of Building 57 is now absent. Building 922 was also depicted west of Building 60 over what appears to be a newly seal-coated asphalt lot. **Surrounding Area:** The surrounding area remains essentially unchanged from the previous aerial except for the development of access ramps from Harbor Drive to the north and west toward the harbor on the south. A structure to the southwest is depicted as a pier and railway parking lot, and a distinct structure. A notable "X" on the roof is depicted on this structure associated with the Lockheed Martin Marine Systems Marine Terminal and Railway, which operated as a facility used to service and maintain research submarines. The shoreline further west beyond a newly constructed road appears to be engineered for future developments. The aircraft terminal to the northwest appears to have been completed, and numerous active aircrafts can be seen docked on the terminals and parked vehicles are seen in the parking area. The facility to the north has further developed to incorporate a very large structure where a portion of vehicle parking used to be. Two new structures are seen east of the aircraft terminals. The surrounding areas to the east are essentially the same.
s1979	1" = 500'	**Subject Property:** The clarity of this photograph is poor. The Subject Property remains essentially the same as the previous aerial except for landscaping in the northern portion of the site. The presence of Building 59 could not be determined from this photograph. The westmost portion of the site, west of Building 923, is now depicted as a parking lot for automobiles with an entrance apron connecting the main road to the west. Building 62 is absent in this aerial, as are the rows of materials west of the structure. **Surrounding Area:** The surrounding area remains essentially unchanged except for the continued development of the harbor to the south in the form of additional vehicular parking and the addition of a small ship dock. A new pier is located to the east. The surroundings to the west now depict a large hotel complex with automobile parking surrounding the east and south portions of the site.

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Table 5-2: Historical Aerial Photographs Reviewed (continued)

YEAR	APPROXIMATE SCALE	SUMMARY
1985	1" = 500'	**Subject Property:** The clarity of the image improved since the previous photograph which reveals additional details about the Subject Property. The Subject Property remains essentially the same as the previous aerial, except for the absence of Buildings 62 and 59. Concrete pads remain in place of the missing structures along with scattered materials around the perimeter of these features. The scattered materials seen in previous photos are now less prevalent. A designated parking area where material was previously stored in the northwestern portion now contains a few automobiles. The southeastern shoreline where a section of coast was exposed is no longer present from this point onwards. The two water intake structures connecting to Building 62 appear absent or inactive. The concrete pad enclosure south of Building 60 is now empty. Building 924 is depicted as a new structure west of existing Building 922. **Surrounding Area:** The surrounding area remains essentially unchanged from the previous aerial except for the pier to the east is further developed with additional ancillary structures. The north facility and aircraft terminal continues development in the form of additional structures and the striping of its paved surfaces.
1989, 1990, 1994	1" = 500'	**Subject Property:** The Subject Property remains essentially the same as the previous aerial except for the addition of a pier extending from the Seaplane Ramp was located on the southeast portion. The concrete pads where Buildings 62 and 59 resided appear to be paved over with asphalt. Scattered debris can be seen in the northwestern portion of the site and east of Buildings 60, 68, and 74. **Surrounding Area:** The surrounding area remains essentially unchanged except for the resort marina depicted along the entire southern harbor island.
1997	1" = 500'	**Subject Property:** The Subject Property is divided into parcels as it is depicted on Figure 1-2 with a shared driveway running along the south perimeter and into the site. A majority of the prior structures are no longer present except for Buildings 21, 22, 23, 24, 901, 922, and 924. The sump south of Building 76 is no longer present. The pier extending from the seaplane ramp is no longer present. A rental car parking lot (SDUPD Parcel 007-038) is depicted in the east corner of the site. A parking lot with several small structures occupies the northeast section associated with Avis Rental Car System Inc. (SDUPD Parcel 007-036). Buildings 21, 22, 23, and 24 occupy the central portions of the Subject Property along with several irregular structures and a paved parking surface and are associated with The Hertz Corporation (District Parcel 007-035). The structure to the southwest where Buildings 60, 68, and 74 formerly occupied is now depicted with an irregular-shaped building associated with National Rental Car Inc. (SDUPD Parcel 007-034).

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Table 5-2: Historical Aerial Photographs Reviewed (continued)

YEAR	APPROXIMATE SCALE	SUMMARY
1997	1" = 500'	**Surrounding Area:** The surrounding area remains essentially unchanged, except for the removal of the roundabouts to the northwest along Harbor Drive. A construction area is shown to the northwest, and the presence of a new alternate ramp is shown toward the airport terminal parking. A newly paved driveway to the north and west of Building 901 is present.
2002	1" = 500'	**Subject Property:** The Subject Property remains essentially the same as the previous aerial, except for the absence of Building 923 (Tow Basin Site). A parking structure was added in the central portion of the site associated with Hertz Rental Car Inc. (SDUPD Parcel 007-035). **Surrounding Area:** The surrounding area remains essentially unchanged, however, the previous construction area to the east is no longer shown and is vacant.
2005, 2009	1" = 500'	**Subject Property:** The Subject Property remains essentially the same, except for the western most section no longer depicts the paved parking surface and remains as vacant. **Surrounding Area:** The surrounding area remains essentially unchanged, except for the section of cleared land to the northwest is now depicted as a parking lot for automobiles.
2012	1" = 500'	**Subject Property:** The Subject Property remains essentially the same, except for the western-most section is once again depicted as a parking lot; however, it is disconnected from the main portion of the site due to a lack of pavement south of Buildings 922 and 924. Two additional structures associated with National Car Rental (SDUPD Parcel 007-034) were observed. **Surrounding Area:** The surrounding area remains essentially unchanged, except for the boat pier to the south of the marina resort being absent. The facility to the north also removed a large portion of the structures to the northeast and now remain as concrete pads and parking surfaces.
2016, 2020	1" = 500'	**Subject Property:** The Subject Property remains essentially the same, except for the area to the west, being depicted as a vehicle storage lot. The irregular-shaped building east of the two new structures in SDUPD Parcel 007-034 mentioned in the previous photo is no longer present. Additional structures can be seen on the west portion of existing Building 901. **Surrounding Area:** The surrounding area remains essentially unchanged except for a large increase in vehicle parking for the facility to the north due to the removal of many structures.

Note: Aerial photographs only provide information concerning indications of land use, and no conclusions regarding the release of hazardous substances or petroleum products can be drawn from the review of photographs alone.

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The aerial photographs reviewed indicate that the site was used for industrial purposes from the early 1940s through the mid-1990s and then for rental car operations thereafter. The prior industrial activities likely involved the use of a variety chemicals and petroleum products that may have been discharged to the site and impacted the underlying soil and groundwater. Similarity, activities associated with the rental car operations, such as storage and dispensing of petroleum fuels and vehicle maintenance activities, could have resulted in release to the site. Based on the aerial photographic evidence, these historic activities represent a REC. Additional details of past site activities, chemical usage, stormwater waste management practices, and previous investigations are provided in Section 6.

5.4 CITY DIRECTORIES

City directories provide information regarding property occupants by address. EDR provided a City directory image report included in Appendix A-4. Listings for the Subject Property and adjacent properties are summarized in Tables 5-3 and 5-4, respectively.

Table 5-3: City Directory Listings – Subject Property

YEAR(S)	OCCUPANTS
3202 Harbor Drive	
2000	Cellular Phone Rental, Hertz District, Hertz Rental Car, Rentals, Sales, Sharetech
2006	Hertz Rental Car
3380 Harbor Drive	
1955	Allison Division of General Motors, Institute of the Aeronautical Sciences, Modern Enterprises
1960	Airsupply Co. (A Division of Garrett Corporation), Garrett Corporation, I A S Institute of the Aeronautical Sciences, Institute of the Aeronautical Sciences
1961	Aeroquip Corporation Aircraft Parts, Airsupply Aero Eng Company, Crest Aviation Aircraft Dealers, Garrett Corporation Aircraft Supplies, Havens Industries Research, Institute of the Aeronautical Sciences, Thompson Ramo Woolridge Inc. Aircraft Parts
1966	Lockheed Aircraft Company, Lockheed California Company, Lockheed Missiles & Space Company, Oceanic Division, Oceanography
1970	Division Oceanography, Lockheed Aircraft Company Oceanic, Lockheed Aircraft Services Company, Lockheed California Company, Lockheed Missiles & Space Company, Oceanography
1975	Laboratory Oceanography, Lockheed Aircraft Services Company, Lockheed Missiles & Space Company Ocean Laboratory

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Table 5-3: City Directory Listings – Subject Property (continued)

YEAR(S)	OCCUPANTS
1980	Laboratory Oceanography, Lockheed Missiles & Space Company Ocean Laboratory
1984	Lockheed Missiles & Space Company Ocean Laboratory
2000	No current listing

Additional addresses associated with the Subject Property were not listed on the City Directory Report:

- 1160 Harbor Island Drive
- 2980 North Harbor Drive
- 3032 North Harbor Drive
- 3112 North Harbor Drive
- 3202 North Harbor Drive
- 3208 North Harbor Drive
- 3280 North Harbor Drive
- 3280 1/3 North Harbor Drive
- 3380 North Harbor Drive

Table 5-4: City Directory Listings – Adjacent Properties

ADDRESS(ES)	SUMMARY OF OCCUPANT(S)
North	
3386 North Harbor Drive	SD Speedboat Club (1961) Ryan Aeronautical (1966)
3225 North Harbor Drive	Pacific Southwest Airlines (1975, 1980, 1984)
3665 & 3707 North Harbor Drive	San Diego International Airport [Ace Auto Park, Air California Airline, Airport Barber Shop, Hughes Airwest Airlines, American Airlines Inc, Sun Airlines, Imperial Airlines, Avis Rental Car Systems, Bar Chica Cocktail Lounge, Budget Rent A Car, Cabrillo Court Restrooms, Catalina Vegas Airlines, Delta Airlines, Southern California First National Bank, Hertz Corporation, Host International Gift Shop, Tele-Trip Co Inc, National Airlines Inc, National Rental Car, Pacific Southwest Airlines Inc, Port of San Diego (Lindbergh Field), San Salvador Cocktail Lounge, Swift Air Service Charter Service, Travelers Aid Society & Airport Paging, United Airlines, Western Airlines Inc] (1975, 1980, 1984, 2000)
3871 North Harbor Drive	Hertz Rental Car (1980, 1984)
3875 North Harbor Drive	Avis Rental Car Systems (1980, 1984)

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Table 5-4: City Directory Listings – Adjacent Properties (continued)

ADDRESS(ES)	SUMMARY OF OCCUPANT(S)
3225 North Harbor Drive	Pinner Construction Company (2000)
East	
2701-2710 North Harbor Drive	U.S Coast Guard Air Station, U.S Coast Guard Reserve Training Armory (1966, 1975, 1980, 1984) U.S Coast Guard aids to navigation, aviation control, commercial fishing safety, communication center, electronic support unit, exchange, medical, port operations, public works, shipping & receiving, and surface operations (2000) Teledyne Ryan Lab, Telesis Federal Credit Union (2000)
2716 North Harbor Drive	U.S Coast Guard Marine Safety Office, U.S Trans Coast Guard Report Oil Discharge (2000)
2798 North Harbor Drive	SIPCO SVS & Marine (2000)
Northeast	
2930 North Harbor Drive	General Dynamics (1966, 1975, 1980, 1984) Bigge Drayage Company (1980)
2710 North Harbor Drive	Teledyne Ryan Aeronautical (1975, 1980, 1984) Building U.S Coast Guard Office (2000)
Southwest	
2980 North Harbor Drive	Fluid Systems Division (UOP Reverse Osmosis Modules) (1975, 1980) Vacant (1984)
West	
3901 North Harbor Drive	Spanish Landing Park (1975, 1980, 1984)
880 Harbor Island Drive	Reuben E. Lee Seafood Restaurant (1975)
1380 Harbor Island Drive	Butterfield Stage Saloon Cocktail Lounge, Fashion Quarter Sheraton Hotel, Friend of Harbor Island No. 3 Gifts, Laguna Originals of San Diego Art Gallery, La Hacienda De Portola Restaurant, Sheraton Ballroom Dance Hall, Sundowner Lounge, Fuller Peter P, The Fun Desk, Harbor Island Hairstyling Beauty (1975)

Based on the City directories reviewed, the adjoining address to the north (Ryan Aeronautical) was an industrial airplane manufacturing facility. San Diego International Airport appears to be associated with a terminal airport for multiple airlines since the earliest recorded City directory of 1975, which featured car rental agencies Hertz Rental Car, Avis Rental Car, and National Rental Car during that year, then are shown

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as independent addresses after 1980. SD Speedboat Club was recorded only in 1961 and appears to be associated with a marine vehicle membership group.

The adjacent address to the east 2710 North Harbor Drive (U.S Coast Guard) appears to be associated with marine intelligence and security and was observed from at least 1966 as a Reserve Training Armory. It was eventually converted into a multi-discipline facility in 2000, as this facility occupied multiple addresses that recorded year. SIPCO SVS & Marine was recorded in the year 2000 and appears to be associated with marine surveying and consulting. The address 2930 North Harbor Drive appears to be associated with aircraft structural testing, engine run facility, and high-speed wind tunneling from its earliest recorded date of 1966 through 1984. Based on the Google Earth address location, 2930 North Harbor Drive is mapped south of Harbor Drive near the Convair Lagoon with other known even digit addresses and is likely associated with the Subject Property as the Harbor Drive Test Facility. Bigge Drayage Company was listed in 1980 and appears to be associated with crane services for infrastructure projects. Teledyne Ryan Aeronautical was recorded from at least 1975 through 1984 before changing addresses and then observed in 2000. This facility appeared to be associated with aircraft manufacturing. The adjacent address to the southwest (Fluid Systems Division) appears to be associated with water treatment. The adjacent address to the west (Sheraton Hotel) appears to be associated with hospitality and dining.

Two addresses were in the City Directory with recorded listings, specifically 3380 Harbor Drive and 3202 Harbor Drive. Three additional addresses were not recorded -- 3202 North Harbor Drive, 3380 North Harbor Drive, and 3208 North Harbor Drive. Allison Division of General Motors was found to be associated with the Subject Property as an aircraft engine manufacturer in the year 1955 under the address 3380 North Harbor Drive. Garrett Corporation and Air Supply Company appeared to be associated with the manufacturing of engines and numerous aerospace technologies, as well as aviation tool supply through 1961, and later evolved into Garrett Corporation Aircraft Supplies, which appeared to be associated with aircraft parts sales. Crest Aviation Aircraft Dealers, observed in 1961, appears to be associated with aircraft sales and acquisition. Thompson Ramo Woolridge Inc. Aircraft Parts, listed in 1961, appeared to be associated with the manufacturing of turbine blades for jet engines. Havens Industries Research was also listed in 1961 and appeared to be associated with reverse-osmosis water treatment. Lockheed California Company appeared in 1966 under multiple business names operating many aeronautical disciplines associated with security and defense. This facility appeared to have operated a missile defense facility with oceanographic laboratories through 1984. In the year 2000, no other listings appeared for this address.

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By the year 2000, the address 3202 Harbor Drive listed Cellular Phone Rental, Hertz District, Hertz Rental Car, Rentals, Sales, and Sharetech, which appeared to be associated with automobile and cellular service renting facilities. Hertz Rental Car was also listed in 2006.

5.5 HISTORICAL TOPOGRAPHIC REVIEW

Kleinfelder obtained information regarding the Subject Property and its vicinity from topographic maps provided by EDR. A summary of the information gathered from topographic maps for this assessment is provided in Table 5-5 and copies of the maps are included in Appendix A-5.

Table 5-5: Historical Topographic Maps Reviewed

YEAR	SCALE	SUMMARY
1904	15-minute	**Subject Property:** The Subject Property is depicted as within an area marked as Lands of San Diego and in the San Diego Bay. The Subject Property is located approximately 0.5 mile from the nearest land surface to the northeast and is aquatic in nature. **Surrounding Area:** The Subject Property is bounded by the San Diego Bay. Peninsula Point is depicted to the northwest approximately 1 mile from the Subject Property. Railroads can be seen to the northeast labeled as S.C.R.R (Surfline). The eastern portion is largely developed with many structures and piers depicted along the shoreline. A land mass approximately 1-mile south is depicted with a road running through its perimeter as well as a small port.
1930	15-minute	**Subject Property:** The Subject Property remains essentially unchanged from the previous photograph. **Surrounding Area:** Unmarked islands bound the property to the northwest at a distance of approximately 150 feet. The Subject Property is bound to the east by Lindbergh Airport at a distance of approximately 150 feet via fill expansion. Local railways run adjacent east across the airport. A U.S. Marine Base is depicted to the north approximately 1,700 feet, beyond which are access roads and railways, and further is a notation depicting the San Diego area. The existing developments to the east and northwest have improved significantly in size and expansion. The piers to the east are more akin to ports, as they have also expanded significantly. The land mass to the south has become further developed with additional roads, expanded ports, and numerous structures.

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Table 5-6: Historical Topographic Maps Reviewed (continued)

YEAR	SCALE	SUMMARY
1942	7.5-minute	**Subject Property:** The Subject Property remains essentially unchanged from the previous photograph. **Surrounding Area:** The small islands to the northwest are absent and notations on the map depict a submerged marsh as the Dutch Flat, beyond which is the U.S Naval Reservation and Peninsula Point, approximately 1,700 feet away. The Lindbergh Airport is renamed as the Municipal Airport in this map, and old Highway-101, Pacific Highway, is depicted to the east, and further on are local road frontages. Toward the east, the U.S Coast Guard can be seen south adjacent to the Municipal Airport. The Civic Center, Municipal pier, and Broadway pier can be seen along the shoreline toward the southeast. Fill expansion was observed on the land mass located approximately 0.75-mile south.
1953	7.5-minute	**Subject Property:** The Subject Property is within a heavily developed area and appears as part of a now expanded area created by fill expansion. The area depicted in the map notates new developments, namely two large structures on the east, and an irregular-shaped structure to the west. A small portion of the Subject Property on the west portion is not filled and is partially submerged. Notations on the southern portion of the Subject Property boundary adjoining the San Diego Bay depict a foreshore flat. Harbor Drive adjoins to the north. **Surrounding Area:** The surrounding area is heavily developed as indicated by the pink shading on the map, and the Lands of San Diego was notated as further north and northeast of the map. Lindbergh Field (Municipal Airport), and the Marine Corps Recruitment Depot runs adjacent north to the Subject Property and depicts several large commercial structures to the northeast. The U.S Coast Guard runs adjacent to the Subject Property in an area depicted within the San Diego Bay as a cable and pipeline area approximately 0.5-mile southeast. A second cable area approximately 1-mile southwest is depicted on the map. The island to the south, across the San Diego Bay is now depicted as a heavily developed area as noted by the pink shading toward the coast. A church, and two beacons were notated on the landmass marked as “Island,” however, this is likely an incomplete name. New developments were observed on the southeast in the form of Mole Pier, now being depicted, as well as two beacons running parallel to the shoreline near a third pipeline area approximately 1.5-miles southeast. An unnamed channel runs west of the Marine Corps Recruitment Depot for approximately 0.75-mile toward the north and acts to separate the developments to the west.

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Table 5-5: Historical Topographic Maps Reviewed (continued)

YEAR	SCALE	SUMMARY
1967	7.5-minute	**Subject Property:** The Subject Property depicts numerous structures throughout the site, and the region previously submerged to the west is now filled and part of an access way leading south, toward a newly filled area depicted as Harbor Island. Eleven structures of varying shape and size occupy the lower portion of the Subject Property. Eight structures occupy the north and eastern portions. A notation marked as Benchmark 13 is situated on the northwest corner of the Subject Property. **Surrounding Area:** Lindbergh Field is depicted as the SDIA, and features on the map indicate a terminal to the northwest and numerous structures and a control tower to the northeast. Spanish Landing Park is adjacent to the west. A newly filled area has expanded the usable land to the southwest in the form of a landmass depicted as Harbor Island. This feature runs approximately 1.5 miles parallel to the Subject Property. Local road frontages provide access from a newly constructed offramp on Harbor Drive along an intersection used to enter and exit the airport. The island located approximately 0.75-mile south depicts numerous lights along the shoreline. Highway access was expanded to the northeast, further which is a heavily developed area. The U.S. Marine Corps Recruit Depot has moved further north adjacent from Beeson Field and the airport and depicts numerous structures in that area. A structure with a port is located southwest adjacent to the Subject Property. (Continued)
1975	7.5-minute	**Subject Property:** The Subject Property remains essentially unchanged except for the addition of two new structures which are highlighted in purple on the map. **Surrounding Area:** The surrounding area remains essentially unchanged from the previous map except for the addition of new structures on the properties adjacent to the west in Spanish Landing Park, and along Harbor Island to the southwest. A boating resort or landing is depicted on the west basin north of Harbor Island. The U.S. Coast Guard Reservation adjacent to the east has several new structures depicted in pink. The airport to the north has added several new structures west of the existing cluster of buildings. Developments can be observed further north and the surrounding areas.
1991	15 -minute	**Subject Property:** The map format appears slightly different from the previous map but the features that are shown appear to be similar. The Subject Property remains essentially unchanged except for the demolition of several structures on the south and southeast portion. A large structure in the north portion is absent and three smaller structures running diagonally occupy this space. The large structure to the south near the central portion of the property is also absent, and four smaller structures now occupy that space. **Surrounding Area:** The surrounding area remains essentially unchanged from the previous map except for the addition of a boat resort on the east bay north of Harbor Island. The landmass located 0.75-mile south across the San Diego Bay is revealed to be a U.S Navy occupied island (North Island) and depicts the military reservation boundary on this area and other applicable locations on the map.

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Table 5-5: Historical Topographic Maps Reviewed (continued)

YEAR	SCALE	SUMMARY
1994	7.5-minute	**Subject Property:** The map format appears similar to the 1994 topographic map. The Subject Property remains essentially unchanged except that the small structures in the central portion appear to be missing. Existing developments on the eastern portion are still present as well as the developments to the west. The features seen on this map are identical to the features on the 1975 map. **Surrounding Area:** The surrounding area remains essentially unchanged from the previous map except that the structures present of North Island to the south are depicted as a pink shaded area. The boat resort on the East Basin adjacent to the south is not present. Structures observed in the previous map are replaced with a pink shaded area. This map is almost identical to the 1975 map. (Continued)
1996	7.5-minute	**Subject Property:** The map format appears in a similar format from previous maps. The Subject Property remains essentially unchanged except that no structures are depicted on this map and instead shaded pink to indicate a highly developed area. **Surrounding Area:** The surrounding area remains essentially unchanged from the previous map except that Harbor Island is now shaded pink. A large complex building is located west adjacent. The intersection offramps from the airport appear to be demolished. The airport to the north has new terminals and are shaded black. The east and west basin running south of the Subject Property are occupied by a boat resort or boat landings seen in previous maps. Surrounding areas to the north of the airport are highly developed with a hospital and several schools. Areas to the northeast of the highway are highly developed.
2012	7.5-minute	**Subject Property:** The map format changes do not reveal useful information related to structures or developments on the Subject Property or its surroundings. Local road frontages are depicted on this map, and it appears that a driveway from an intersection located northeast of the property wraps around the east and southern perimeter. **Surrounding Area:** The surrounding area remains essentially unchanged from the previous map, except that features on the map, which previously depicted structures and developed areas, are no longer present. Harbor Island Drive bounds the Subject Property to the west. East Basin is bound to the south. Part of North San Diego Bay is bound to the east and most of the south. North Harbor Drive adjoins the north, beyond which is the Dutch Flat and SDIA.
2015	7.5-minute	**Subject Property:** This map is similar to the previous year except that the Rent-A-Car is seen occupying the Subject Property. **Surrounding Area:** The surrounding area remains essentially unchanged from the previous map.

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Table 5-5: Historical Topographic Maps Reviewed (continued)

YEAR	SCALE	SUMMARY
2018	7.5-minute	**Subject Property:** This map is similar to the previous year except that Rent-A-Car is no longer seen occupying the Subject Property and instead a white star over a blue box is depicted on the property. **Surrounding Area:** The surrounding areas remain essentially unchanged from the previous map except for minor format changes and descriptions of roads and arteries.

Note: Topographic maps only provide information concerning indications of land use, and no conclusions regarding the release of hazardous substances or petroleum products can be drawn from the review of photographs alone.

The available past use information summarized in this section confirms the historical industrial and rental car operations use of the Subject Property. These uses are considered a REC due to the nature of these uses, the chemicals and petroleum products associated with these uses and the potential for the release of these chemicals and petroleum. Additional details are provided in Sections 6 and 7.

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6 SUBJECT PROPERTY HISTORY AND ACTIVITIES

6.1 FORMER HDTF HISTORY AND ACTIVITIES 1940S THROUGH 1990S

Between the early 1940s and the mid-1990s the Subject Property was occupied by Consolidated Vultee Aircraft Corporation, the predecessor to Convair and General Dynamics, and various Lockheed entities (Lockheed Missiles & Space Company [LMSC], Lockheed Engineering & Science Company [LESC], Lockheed Advanced Marine Systems Construction [LAMSC]). Development of the Subject Property for what would become the HDTF began between 1942 and 1943 after the property was paved (Groundwater Technology, 1992). The original footprint of the HDTF comprised the approximated SDUPD parcel numbers listed in Table 6-1 below (Figure 1-2).

Table 6-1: Approximate Current SDUPD Parcel Numbers Comprising the Former Harbor Drive Test Facility

007-027[1]	007-034	008-003
007-000[1] (SW)*	007-035	007-038
007-053[1]	007-036	007-029
007-028[2]	007-037	007-000 (SE)*
007-030[2]	007-038	

*SDUPD Parcel Number 007-000 appears twice in the Port of San Diego Boundary Map website, one parcel at the southwest (SW) corner of the former HTDF and one at the southeast (SE) corner of the HDTF.

[1] Former Tow Basin parcels (approximate)

[2] Former ISA parcels (approximate)

Parcels 007-027, 007-000 (SW), and 007-053 comprise the Tow Basin Site. The history and activities of these parcels are discussed in Section 6.3. Parcels 007-028 and 007-030 were removed from the original Consolidated Vultee lease in 1948 for the Institute of Aeronautical Sciences (IAS). These parcels were later leased by various Lockheed entities through the early 1990s and more recently by the SDHP. The history and activity of these parcels is discussed in Section 6.4.

The following is a summary of the buildings and activities conducted at the HDTF (excluding the Tow Basin and SDHP parcels) between the early 1940s and approximately 1996, the period of time Consolidated Vultee Aircraft Corporation/Convair/General Dynamics occupied the site. A site plan showing the approximate locations of the former HDTF buildings and other features is provided in Figure 6-1.

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6.1.1 Buildings 1940-1996

The 1992 Baseline Environmental Study prepared by Groundwater Technology (Groundwater Technology, 1992) and the 1994 Phase I Environmental Baseline Assessment prepared by Brown and Caldwell (Brown and Caldwell, 1994a) contain summaries of the buildings constructed on the HDTF and the activities conducted in the buildings. The Phase I Environmental Baseline Assessment also included the former Lindbergh Field Plant (LFP) located on Pacific Highway, the current location of the SDIA Consolidated Rental Care Center (CONRAC) facility. The assessment divided the LFP and HDTF into 15 areas. Areas 13 through 15 comprised the former HDTF. The following is a summary of information from these documents as well as other references.

Building 37

The HDTF was originally constructed as a seaplane base but was used into the late 1940s to test aircraft structural integrity and propeller engines. At the time, the facility was referred to as the "Convair Ramp." Building 37 was constructed on the northeast corner of the HDTF (Figures 6-1 and 6-2) in 1942 and used to conduct research on the R3Y fly boat, replace B-36 propeller engines with jet engines, test Seadart 5 and Patrol Bomber Y (PBY) aircraft, as well service, maintain, paint, and mothball aircraft from 1940 through the 1950s. The southern portion of the building was subleased to Union Oil Products (UOP) and housed a large reverse osmosis system to purify sea water. The annex on the north portion of the building housed air compressors and other machinery. During the late 1970s and early 1980s, portions of the building were used for manufacturing high energy electromagnets. By the early 1990s the building was being used by Convair retirees to restore old aircraft.

A Ramp Area Installation Drawing from 1954 (Appendix E) shows a transformer located on the northwest corner of the building. The 1992 Baseline Environmental Study (Groundwater Technology, 1992) indicates two transformers (37A and 37B) were located at Building 37, both of which were removed in December of 1986. Transformer 37A reportedly did not contain PCBs and the transformers at location 37B contained PCBs at concentrations of 110, 190, and 0 parts per million (ppm). According to the Baseline Environmental Study, these transformers were removed in 1986. The Phase I Environmental Baseline Assessment (Brown and Caldwell, 1994a) indicates two PCB-containing transformer locations at the exterior northwest corner of Building 37 with an additional PCB-containing transformer location between Buildings 37 and 52, and 100-feet northwest of Building 37. The Phase I Environmental Baseline Assessment indicated that these transformers were removed in the mid-1980s. A map showing the location of the HDTF transformers is provided in Figure 6-3.

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During the Phase I Baseline Assessment a 75-foot-deep well was discovered approximately 15-feet west of the main doors of Building 37. The well had an 18-inch diameter outer steel casing and an inner 8-inch diameter polyvinyl chloride (PVC) plastic well casing. Analysis of water samples collected by Convair did not contain "detectible hazardous constituents" (Brown and Caldwell, 1994a). It was assumed the well was used as reverse osmosis feed water.

Due to the long history of industrial activity at Building 37 and the past presence of PCB containing transformers, Building 37 is considered a REC.

Building 42

Building 42 (Hydrodynamics Building) was located on the far eastern portion of the HDTF facility (Figure 6-4) and was used for pressure testing aircraft components from the 1940s to the early 1960s. According to the 1994 Phase I Environmental Baseline Assessment (Brown and Caldwell, 1994a), Building 42 was constructed in 1944. The 1992 Baseline Environmental Study (Groundwater Technology, 1992) indicates Building 42 was constructed in 1952. Aerial photographs of the site indicate that Building 42 was constructed sometime between 1949 and 1953 (Appendix A). Engineering drawings for a Seaplane Ramp and Floating Wharf dated 1953 (Drawing 582908, Appendix F) show a ramp extending from the south side of Building 42 into the Bay. In the late 1950s a 110-foot-long hydrostatic test tank was constructed along the waterfront southwest of Building 42 (Figure 6-4). This facility was filled with fresh water and used to pressure test aircraft sections. Engineering Drawings for the hydrostatic test facility, dated 1956, are provided in Appendix F. No chemicals were used within Building 42 or the hydrostatic test facility (Groundwater Technology, 1992). Drums of hazardous wastes were, however, stored east of Building 42 along the seawall (Brown and Caldwell, 1994a). In a 1953 photograph that appears to have been taken along the seawall (Appendix L) drums and stained soil are visible.

Due to the potential for a release to have occurred, the drum storage site along the seawall is considered a REC.

Buildings 52 and 76

Building 52, located just west of Building 42 (Figure 6-5), was constructed in approximately 1952 (Groundwater Technology, 1992). Within the building, aircraft were subject to static and dynamic loads at different temperatures. Building 76 was built in 1958 as an office and structures test laboratory instrumentation area supporting the activities in Building 52. Some small-scale assembly of electromagnet components was performed in the building during the early 1980s. A 90-foot by 130-foot concrete test pad, located south of Building 76 was used to stress test aircraft. A 5,000-cubic-foot sump was constructed at the southwest corner of the test pad in the 1960s. The sump was reportedly (Brown and Caldwell,

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1994a) designed to capture fluid runoff from the aircraft tested on the test pad but never used. Engineering drawings from 1958, for a High Temperature Structures Research Laboratory, appear to be plans for what would become Building 76 and a testing facility located on what appears to be the test pad (Appendix F). The mechanical and structural sheets from these drawings (Sheets M4, S7, and S9) show plans for a 5,000-cubic-foot sump tank with dimensions of 25 feet in diameter and 10.5 feet deep connected to trench drains around the perimeter of the structure foundation. An aerial photograph from the late 1950s included in the 1992 Baseline Environmental Study (Groundwater Technology, 1992), (Figure 6-6) show Building 52 and Building 76 with the test slab and large circular surface feature that appears to be the sump. No building appears to be constructed on the test slab. The aerial photo from 1966 shows a large circular structure that appears to be a tank, sitting on the southwest corner of the test slab.

A 1959 site plan (Appendix E) shows an equipment slab east of Building 76. Large-capacity hydraulic pumps were reportedly located on this slab and a below grade catch sump with visible staining was located outside the southeast corner of Building 52 (Brown and Caldwell 1994a).

Observations from the 1994 Phase I Baseline Assessment (Brown and Caldwell, 1994a), indicated that the south interior wall of Building 52 was visibly stained and what appeared to be pooled hydraulic fluid was present in troughs sloping to the south of the building. The exterior wall and slab in the area were also stained. An asphalt-bermed area, which appeared to be a collection basin for surface discharges from inside Building 52, was located at the southwest corner of the building. (Brown and Caldwell, 1994a). Additional discussion of the remediation activities conducted on the south site of Building 52 is provided in Sections 6.1.6.2 through 6.1.6.5.

Three transformer sites were located outside of Buildings 52 and 76 (Figure 6-3). One site was outside the southwest corner of Building 52 with non-PCBs transformers, one site was located at the northeast corner of Building 52 with PCB transformers, and one site was outside the southeast corner of Building 52, adjacent to the Building 76 equipment slab, with as many as six transformers -- three confirmed to contain PCBs and three unknown (Groundwater Technology, 1992). These transformers were removed in 1984 and 1986 and the PCB containing transformers replaced with two non-PCB transformers.

Three USTs were located between Building 42 and Building 52 (Figure 6-7). These tanks were installed in approximately 1952 and removed in approximately 1986 (Groundwater Technology, 1992). At the time these tanks were removed, holes were observed in the tanks and visual evidence of soil contamination was observed. Investigation and remediation activities were initiated in 1986 and a leaking underground storage tank case opened with the San Diego County DEH (Case H14919-001). The case was closed in

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1996. A summary of the investigation and remediation activities is provided Section 6.1.6. A summary of former and existing USTs and ASTs, and the approximate locations at the HDTF, is provided in Figure 6-8.

Due to the past remediation activities associate with Building 52 and the presence of a PCB transformer at the southwest corner, the south side of Building 52 is considered a REC.

The southwest exterior of Building 52 is considered a REC due to the potential for spill within the building to have been discharged outside.

The Building 76 equipment slab, contain hydraulic pumps and PCB containing transformers is considered to be REC due to the potential for the release of hydraulic fluids and PCBs.

The former PCB containing transformer site located at the north east corner of Building 52 is considered a REC.

The former UST excavation between Building 42 and 52 are considered a REC due to the potential for residual petroleum hydrocarbons to be present is the subsurface.

Seaplane Ramp

In 1942, a 200-foot-wide concrete ramp was constructed into San Diego Bay (Convair Lagoon) at the east end of the HDTF Site to launch PBY aircraft produced through World War II. Site plans from the 1940s and 1950s (Figure 6-7 and Appendix E) identify a fuel pit (or fuel dump) located shoreside of the ramp at the southwest corner. The pit was used as a fueling station for R3Ys while they were on the water. Fuel was provided from the USTs located near Building 52 and by fuel tanker trucks. The pit does not appear on site plans beginning in the 1960s (Appendix E). In addition, a site plan from the 1950's (Appendix E) shows a transformer or substation located adjacent to the fuel pit (Figure 6-3). This electrical equipment likely contained PCBs.

In the mid-1950s a pier with floating wharf barges was installed along the west edge of the ramp (Figure 6-7). Engineering drawings from 1953 for the seaplane ramp and floating wharf barges are included in Appendix F (Drawing Set 582908). These drawings include plans for a gasoline fueling pit on the western most wharf barge (Drawing No. 582916 and 582919 within Drawing Set 582908). The drawings also show an engine test facility located along the seawall west of the ramp (Figure 6-9). This facility is located near the site of the fuel pit seen on the site plans from the 1940s and 1950s in Appendix E and on Figure 6-7. Based in the relative position of this building to other building shown on the drawing, this building appears to be Building 67.

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A 1953 photo of what appears to be the northeast edge of the Seaplane Ramp shows stained soil and drums stored on the ramp (Figure 6-10). However, drums of hazardous waste were also reportedly (Brown and Caldwell, 1994a) stored along the seawall at the Convair Marina east of Building 42. This photo could be the drums storage area at the former Convair Marina.

Due to the potential releases to have occurred from drums to stored on the Seaplane Ramp the northeast portion of the Seaplane Ramp is considered REC.

Buildings 60, 68, and 74

Building 60, the Fuel and Oil Systems Evaluation Lab, was constructed in 1954 and used to test the F-106 fuels system. The building was located on the far west end of the HDTF (Figure 6-1). The main bay of Building 60 contained a large sunken asphalt patch in the concrete floor that covered a 13.5-foot-deep concrete pit in which the fuel systems were tested. The concrete pit was filled and paved over with asphalt in the 1970s (Brown and Caldwell, 1994a). Engineering drawings for the Fuel and Oil Systems Evaluation Lab dated 1954 (4PE-18920) include plans for the pit (Appendix F). These plans show a sump in the center of the pit with a sump pump and galvanized steel piping leading to the west exterior of the building. The plan calls for the 2-inch diameter galvanized steel pipe to be stubbed up and capped in the vicinity of an existing 15-inch diameter reinforced concrete drainpipe (Appendix F, Drawing 4PE-18920. Sheet 7 of 12). This galvanized pipe was reportedly (Brown and Caldwell, 1994a) connected to the drainpipe (i.e., storm drain).

A site plan from the same drawing set (Appendix F, Drawing 4PE-18920, Sheet 1 of 12) shows a fuel tank located southeast of Building 60 and details for tank saddles (Appendix F, Drawing 4PE-18920, Sheet 5 of 12). Reportedly (Brown and Caldwell, 1994a), two 5,000-gallon and one 2,500-gallon ASTs were present at this location from the mid-1950s until the late 1960s or early 1970s. The drawings also include plans for fuel line trenches extending from the east side of the building. Details of these trenches (Appendix F, Drawing 4PE-18920, Sheet 5 of 12) suggest that the bottom of these trenches were bare earth.

A site plan from 1959 (Figure 6-11) identifies a Control Temperature Test Chamber located at the southwest corner of Building 60, Building 68 (Acoustical Test Lab), and Building 74 (Acoustical Facility) located northwest of Building 60. Buildings 68 and 74 were constructed in 1957 and used until the mid-1960s (Brown and Caldwell, 1994a). Historic site plans reportedly show an area southeast of Building 60 used for storage of flammable solvents and a large concrete slab labeled as a “Preservation Slab on Tools” may have been preserved with a light coat of oil on this slab. What appeared to be an oil/water separator was located on the west half of the slab. Drainage from the tool preservation likely drained to the separator for treatment. The separator outlet was reportedly connected to Building 60’s ejector pump.

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These site plans were referenced in the Brown and Caldwell Environmental Baseline Assessment (Brown and Caldwell, 1994a), but could not be located as part of this study.

Drawing 4PE-19784, Sheet 1 of 1 (Appendix F) identified an electrical substation (Substation #5) located south of Building 60 along the sea wall. This substation is also identified on site plans from the 1940s through the 1980s (Appendix E). The transformer at this location reportedly contained PCBs and was replaced with a non-PCB transformer in 1986 (Groundwater Technology, 1992). The Phase I Baseline Assessment (Brown and Caldwell, 1994a) also indicates that the PCB transformer was removed in the mid-1980s.

The Building 60 Preservation Slab, the Building 60 Fuel Lab Drain System and the Building 60 Fuel Lab Sump and Internal Pit are considered RECs due to the potential for petroleum hydrocarbons or other chemicals to have been released from these locations.

Building 66

Building 66, the High-Pressure Air Facility/Air Flow Laboratory, also known as the Propulsion Lab, was constructed in 1955 on the south side of HDTF along the center portion of the Seawall (Figure 6-1). Up until the 1970s the facility was used to perform low pressure pneumatic system development work and air test flows. It was converted to a cruise missile acoustic laboratory in the 1970s and served in that function until 1992. Engineering drawings dated 1955 (4PE-19520) are provided in Appendix F. The building includes a control room on the north side, an enclosed test cell area adjacent to the control room to the south, and a concrete slab. A spill trench along the south edge of the concrete slab is connected to a 12-inch-diameter concrete storm sewer to the west of the building (Drawing 4PE-19520, Sheet 1 of 9).

The engineering drawings show an existing electrical substation along the seawall to the southeast of Building 66. It was unknown if the transformer at this location contained PCBs (Groundwater Technology, 1992); however, it was replaced and relocated off the seawall in 1981. A site plan from the 1980s also shows a PCB-containing transformer located directly south of Building 66 (Appendix E). These PCB-containing transformers represent a REC.

The engineering drawings also show an existing engine test concrete slab to the east of Building 66. This appears to be the motor test slab associated with Building 81 (Figure 6-1). Four to six ASTs were reportedly (Brown and Caldwell, 1994a) located east of Building 66 in the 1960s; however, these ASTs are not visible on the site plans or aerial photographs from this period, nor are they listed in the Summary of ASTs and USTs at LFP or the HDTF provided in the 1994 Phase I Baseline Assessment.

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A system of trenches between Buildings 66 and 77 were reportedly (Brown and Caldwell, 1994a) used for electrical, water, and compressed air services for the instrumentation control and monitoring cables. The trenches may also have been used to convey fuel lines from ASTs to rocket motor firing and engine run tests in Building 66. The trenches had 2-inch and 3-inch weep holes at the corners likely to allow accumulated rainwater to drain from the trench.

The trenches between Building 66 and 77 and the associated buildings are considered a REC due to the potential for petroleum hydrocarbons to have been released from the trenches and associated buildings.

Two pumps located near the seawall pumped water from the bay to Building 66 and 62 for cooling the wind tunnel equipment (GTI, 1992a). These appear to be the water intake structures shown on Figure 6-1. The water was reportedly discharged to the Bay, but the documents reviewed did indicate where the discharge point were.

Drawing 4PE-19784, dated March 1956, Sheet 1 of 1 (Appendix F) identifies three "eliminated" pits to the north of Building 66. The purpose for these pits is unknown. The pits represent a REC because of their unknown use.

Building 67

Building 67 (Figure 6-1) was constructed in approximately 1954 and was an engineer-run test facility that could accommodate two 30,000-pound thrust turbojet engines. During the 1980s it was used for pneumatic and hydraulic testing of cruise missiles.

Building 62

The High-Speed Wind Tunnel (Building 62) was constructed in 1956. The building was located west of Building 66 and 77 along the seawall (Figure 6-1). The facility was used between 1956 and 1969 to test model components at speeds from Mach 0.5 to Mach 5 (Brown and Caldwell, 1994a). Based on a summary of a PLOC investigation found in the Decontamination and Demolition Project Specifications (Brown and Caldwell, 1995a and 1995d), USTs were reportedly located northeast of the building (see Section 6.1.6.2 for details of the PLOC Investigation). After 1969, the building was sold and ultimately removed in 1977. Architectural drawings dated 1955 and 1966 and engineering drawing 6635 (undated) showing an addition to Building 62 are provided in Appendix F. A site plan from the 1950's (Appendix E) shows a transformer or substation located along the shoreline south of Building 62. This electrical equipment likely contained PCBs and identified as a REC.

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Building 63

Building 63 (Rocket/Burner Test Facility) was constructed in 1952 west of Building 67 (Figure 6-1) and was used to test small-scale rocket engines. The rockets burned a variety of fuels including gasoline, hydrogen, and alcohol. A low temperature test chamber located north of Building 63 used methanol as a cooling agent and contained a six-ton carbon dioxide storage tank. Both buildings were removed in 1978.

Based on a summary of a PLOC investigation found in the Decontamination and Demolition Project Specifications (Brown and Caldwell, 1995a 1995d), USTs were also reportedly located north of Building 63 (see Section 6.1.6.2 for details of the PLOC Investigation) and adjacent to the low temperature test chamber.

Building 21, 22, 23, and 24

Buildings 21 through 24 were located west of Building 37 on the north side of the HDTF (Figure 6-1). Buildings 22, 23 and 24 were constructed in 1960. Building 21 was added in 1961. During the 1960s and 1970s, these building were primarily office buildings, storage and engineering, and testing facilities. In the early 1960s, Building 23 was used for fuels testing and 55-gallon drums of acetic acid, pyridine, and heptane were reportedly used in the area (Brown and Caldwell, 1994a). Due its past use for fuels testing and chemical storage, Building 23 is considered a REC.

From the end of the 1960s until the mid-1970s, Buildings 21 through 24 were subleased to Gulf General Atomic Division (Groundwater Technology, Inc, 1992). From 1975 to 1983 they were subleased to UOP, and then reoccupied by General Dynamics in 1993 (Brown and Caldwell, 1994a). Facility records found during the Phase I Baseline Assessment (Brown and Caldwell, 1994a) suggested that a 2,000-gallon AST light oil storage tank was located west of Building 24 (Figure 6-8).

Site plans from the 1992 Baseline Environmental Study (Groundwater Technology, 1992) for the 1950s, 1960s, and 1970s (Appendix E) show two PCB containing transformers or substations located north of Building 21 through 24 -- one located northeast, and one located northwest of the facilities (Figure 6-3). Drawing 4PE-19784 from 1956 (Appendix E) shows two substations located approximately at the same location. However, the Summary of PCB Elimination Program table (Groundwater Technology, 1992, Table 1) does not identify any transformers in the vicinity of Buildings 21 through 24 but does identify four transformers in the vicinity of Building 37. The Phase I Baseline Assessment (Brown and Caldwell, 1994a) identifies four substation/transformer sites northwest, north, and northeast of Building 37, but does not identify any substation/transformer sites in the vicinity of Buildings 21 through 24 (Figure 6-3).

Due its past use for fuels testing and chemical storage, Building 23 is considered a REC.

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Building 77

Building 77, the Ignitron (Ignition) Building, was built in 1957 just west of Building 66 (Figure 6-1). Ignitron tubes in the building supplied power to an Electronic Cooling Test Chamber located between Buildings 77 and 66. At the time of the 1994 Phase I Baseline Assessment, a major electronic power distribution transformer was on the roof of the building.

The Electronic Cooling Test Chamber was used to test aircraft avionics under different pressure and conditions. Engineering drawings for the Electronic Cooling Test Chamber (Stand) are provided in Appendix F. Drawing 4PE-20267, Sheet 6 of 6 (Appendix F) includes plans for an underground fuel tank. The location of the tank is not visible on the drawings. This UST is not discussed in either the Phase I Baseline Assessment (Brown and Caldwell, 1994a) or the Baseline Environmental Study (Groundwater Technology, 1992). A 1959 site plan (Figure 6-7) shows a tank located just east of Building 77.

In 1988, Convair replaced a storm drain located immediately east of Building 77 and approximately 280 feet of storm drain piping. Soil samples collected during the project indicate that the sample contained PCBs at concentrations ranging between 0.65 mg/kg and 13,000 mg/kg; however, the available documentation did not clarify if the soil sampled was excavated soil or soil left in place (Brown and Caldwell, 1994a). Convair correspondence to the CRWQCB stated that, “All remaining storm drain catch basins and pipe are below EPA threshold levels” (Brown and Caldwell 1994a).

Buildings 44, 57, and 57A

Building 44, referred to as the Power Plant Test Facility (Brown and Caldwell, 1994a), the Block House Test Cell, the Engine Test Lab, and the Ion Accelerator Lab (Groundwater Technology, 1992) was built in the mid-1950s (Figure 6-1). In the 1960s, Building 44 was converted from an engine testing laboratory to an ion accelerator (Groundwater Technology, 1992).

Three USTs were located north of Building 44, two 10,000-gallon tanks and one 2,000-gallon tank containing JP-4 jet fuel (Brown and Caldwell, 1994a). The tanks provided fuel for the silencer and engine buildings (Buildings 44, 67, 63 and 66). The tanks were installed in approximately 1957 and removed in 1986 (Groundwater Technology, 1992). The approximate locations of these tanks are shown on site plans from the 1950s and 1960s (Appendix E, Figure 6-7 and 6-8). During removal of the tanks, it was noted that one of the three tanks had a small hole in the side and that the impacted soil was immediately excavated. These three USTs were included San Diego County DEH Case H14919-001 along with the three 10,000 gallon UST located between Buildings 42 and 52. This case was closed in 1996. Although the case was closed, the UST site north of Building 44 is considered a REC due to the potential presence of petroleum hydrocarbons.

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Building 57 was constructed east of Building 44 in the early 1960s (Figure 6-1) and housed a Dynamitron ion accelerator for solid state research and testing. Operations in the building ceased in the early 1960s. During the Phase I Baseline Assessment (Brown and Caldwell, 1994a), a corroded steel pipe was observed to exit the northeast corner of the building and discharge to a nearby storm drain. It was postulated that the steel pipe originated at a floor drain inside the building. A fuel pit located east of Building 57, adjacent to the seaplane ramp was used as a fueling station for R3Ys while they were on the water. Fuel was provided to the pit from the USTs at Building 52 and by fuel tankers. Fuel lines ran underground along the seawall from the USTs at Building 52 (Brown & Caldwell, 1994). Records documenting the removal of this piping was not found as part of this study. A geophysical survey performed on Parcel in 2021 (Tetra Tech, 2021d) did not identify any underground structures between the former Building 52 UST location and the fuel pit. These fuel pit and fuel lines are considered RECs.

Engineering drawings dated 1960 (Drawing 4PE-22104, Appendix F) include site plans for the construction of the proposed ion accelerator building in three phases, which included an Accelerator Room (Phase I), a Test Room (Phase II), and a Lab Room (Phase III). Engineering drawings 4PE-22144, also dated 1960, include detailed plans for Ion Accelerator Building (Phase I). Sheet 1 of 27 of these drawings includes a topographic survey with the Phase I building footprint. The northeast corner of the building appears to be located very close to an existing storm drain. This storm drain is also visible on Sheet 4 of 27. Sheet 14 of 27 shows a new cast iron downspout from the roof of the building discharging to the existing storm drain. It is likely that the steel pipe observed during the Phase I Baseline Assessment was this downspout. Details of this downspout are on Sheet 16 of 27. Based on the available site plans and aerial photographs, it appears only Phase I of the Ion Accelerator Building was built.

Drawing 4PE-22144, Sheet 13 of 27, shows a series of existing utility trenches around Building 44 and in-between Buildings 44 and 57. The utilities identified include; air lines, electric lines, storm drains, telephone lines, fire sprinkler lines and domestic water lines.
Drawing 4PE-22144, Sheet 4 of 27 also shows an existing substation southeast of Building 57 and an existing winch northeast of the building. The substation is visible on a site plan (Appendix E and Figure 6-3) from the 1950s next to the fuel pit adjacent to the Seaplane Ramp. The Ion Accelerator Building is not present on the 1950s site plan (Figure 6-9) but is present on a 1960s site plan (Figure 6-14); however, the substation and fuel pit are gone. The winch is not identified on any other site plans.

Building 57A, located adjacent to Building 57 to the west (Figure 6-1), was used for engine testing. Drawing 4PE-22414, Sheet 2 of 27, also refers to the building as Sound Suppressors.

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Building 59

Building 59 was constructed in 1959 south east of Building 60 along the seawall (Figure 6-1). This building, referred to as the Hyper-ballistic Gun Facility was used to test heat transfer and aerodynamic characteristics of scale model wings speeds ranging from Mach 8 to Mach 17. Compressed gases were used to create hypersonic shock waves for the testing. The building was comprised of three parts, an optics room, a control room, and a gun room. Engineering Drawings for the Hyper-ballistic Gun Facility are provided in Appendix F.

Building 81

Building 81 (Ram Jet Facility) was constructed between Building 66 and Building 63 in 1962 (Figure 6-1) and demolished in 1978. The building was used for developing and testing ram jets. Alcohol was used as the primary test fuel (Brown and Caldwell, 1994a). Building 81 was also referred to as the Rocket Radiation Test Facility; however, it was noted that no radioactive materials were used during tests (Groundwater Technology, 1992).

Site plans from the 1960s, 1970s, and 1980s show a transformer located outside of the southwest corner of Building 81 (Appendix E, Figure 6-3). This appears to be the same transformer/substation shown on the engineering drawings for Building 66.

Building 80

Building 80 was located east of Building 52 and 76 (Figure 6-1 and 6-7). This building was constructed in 1967 and was a welding and hydraulics shop that supported the structures testing laboratory in Building 52 (Brown and Caldwell, 1994a). An outdoor storage area south of the building was used for hazardous materials storage from the 1980s to 1993 (Figure 6-1). An un-numbered building southeast of Building 80 was used to test aircraft avionic resistance to vibration.

Due to the potential for releases to have occurred, the welding and hydraulics shop and the hazardous materials storage area are considered a REC.

6.1.2 Chemical Use at HDTF 1940-1996

A wide variety of chemicals and fuels were used at the former HDTF. The RCRA database from 1991 listed the facility as a RCRA Site (EPA ID 98139192) generating at least 1,000 kilograms/month of non-acutely hazardous waste and 1 kilogram/month of acutely hazardous waste (Groundwater Technology, 1992). A summary of the chemicals used by building from information provided in the Baseline Environmental

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Study is provided in Table 6-2. Figures containing the source information are provided in Appendix E (Site Plans 40- 80s). Additional chemical use records are provided in Appendix G.

Table 6-2: Summary of Chemicals Used at the Former Harbor Drive Test Facility

Building	Details	Chemical	Time range
37	Maintenance	Petroleum, Oils, Lubricants, Fuels	1940s
		Oxygenated Solvents, Unknown, Paint	1950s-1960s
	Assembly	Halogenated Solvents, Oxygenated Solvents, Other/Unidentified Solvents, Paint	1940s-1950s
		Halogenated Solvents, Oxygenated Solvents, Other/Unidentified Solvents, Adhesives, Sealants, Maskants, Dye Penetrants, Paint	1960s
		Other/Unidentified Solvents, Adhesives, Sealants, Maskants, Dye Penetrants, Paint	1970s-1980s
52	Assembly	Halogenated Solvents, Oxygenated Solvents, Other/Unidentified Solvents, Coolants, PCB	1950s
60	Laboratory	Petroleum, Oils, Lubricants, Fuels	1950s-1960s
		Fuels, Bases	1970s
61	Acid-storage	Acid	1960s
80	Machining/Metal	Metals, Petroleum, Oils, Lubricants	1960s-1980s
61	Next to Building 61	Acids	1960s
Adjacent to Seaplane Ramp	Fuel Pit	Fuels, Unknown	1940s-1950s
North of Building 44	3 USTs	Fuels	1950s-1980s
Next to building 603 ASTs	3 ASTs	Fuels	1950s-1960s
Next to building 52	3 USTs	Fuels	1950s-1970s
Building 76 Test Slab	Sump Tank	Unknown	1960s-1980s
Various Locations	9 Substations/ Transformers	Coolants, PCBs	1950s-1970s
Various Locations	5 Substations/ Transformers	Oil	1980s
Yard Area	3 Pits	Unknown	1950s
Yard Area	Materials Storage	Metals	1970s-1980s

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6.1.3 Historic Waste Management Practices

Wastes generated at the HDTF include oils, fuels, solvents, paints, paint sludges, and ACMs (Brown and Caldwell, 1994a). Waste disposal practices prior to the early 1980s were not well documented. Although onsite burial of waste was a common practice, the Phase I Baseline Assessment (Brown and Caldwell, 1994a) indicates that "no evidence whatsoever has been found to suggest that onsite disposal practices were conducted at Convair." However, a site plan from the 1950s (Appendix E) shows three pits in the central portion of the HDTF north of Buildings 62 and 66. A site plan from 1956 (4PE-19784) also shows the three pits and notes that they have been eliminated. The purpose for the pits is unknown.

Records of hazardous waste generation, handling, and disposal practices are not available prior to 1978 (Groundwater Technology 1992). Wastes were stored at various locations on the HDTF that changed throughout the site history. The approximate locations of former hazardous waste storage areas found in the available documentation are shown in Figure 6-1. Wastes were generally stored in drums in bermed and un-bermed areas. Site plans from the 1970s and 1980s (Groundwater Technologies, 1992, Appendix E) identify one hazardous waste storage area adjacent to the northeast edge of the Seaplane Ramp. The Phase I Baseline Assessment (Brown and Caldwell, 1994a) identified a hazardous waste storage area south of Building 80 (Figure 6-1) and storage of drums at the former Convair Marina located east of Building 42. A 1953 photo (Figure 6-10) shows drum storage on what appears to be the Seaplane Ramp; however, this could be the drums storage area at the former Convair Marina.

Waste disposal records reviewed as part of the Phase I Baseline Assessment for the period after the early 1980s indicate that "all" wastes were shipped offsite for disposal. The disposal facilities included:

- Casmalia Resources in Santa Barbara, California
- IT Corporation's facilities in Martinez and Westmoreland, California
- BKK Corporation's landfill in West Covina, California (1980-1984)
- Omar Rendering in Chula Vista, California (mid-1965 through 1977)
- The County of San Diego's Otay Sanitary Landfill (1970s through 1980)
- The City of San Diego's Mission Bay Landfill (mid to late 1950s)
- Ocean disposal of encapsulated cyanide wastes

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6.1.4 Historic Stormwater Management

From the 1950's, stormwater from the site was captured in catch basins connected to a series of north-south trending, 12- and 15-inch diameter cast iron pipe (CIP) storm sewers that discharged directly to the Bay (Figure 6-12). In addition, non-stormwater discharges to the storm drain system may have occurred from wastewaters generated by activities within and outside the site buildings (e.g., Building 57). The subsurface storm sewer system is shown on Drawing 4PE-19874 (dated 1956) and 4PE-29914 (Appendix F). Many of the catch basins were located in close proximity to buildings and test areas (e.g., Building 60, the motor test slab/Building 81) and in some cases under buildings (e.g., Building 62.) No information was available regarding efforts to contain and treat stormwater from the site during the time Consolidated Vultee/Convair/General Dynamics occupied the site.

In 1988, Convair replaced a storm drain located immediately east of Building 77 and approximately 280 feet of storm drain piping. Soil samples collected during the project indicated that the sample contained PCBs at concentrations ranging between 0.65 and 13,000 mg/kg; however, the available documentation did not clarify if the soil sampled was excavated soil or soil left in place (Brown and Caldwell, 1994a). Convair correspondence to the CRWQCB stated that "All remaining storm drain catch basins and pipe are below EPA threshold levels" (Brown and Caldwell 1994a).

A laboratory report dated January 1988 (QAL, 1988), for what appears to be sediment samples collected by IT Corporation under CRWQCB supervision at the HDTF storm drain outfalls to Bay is provided in Appendix H. Drawing 4PE-29914 (Appendix F) shows the site storm drain system with the outfalls labeled (HD-1 through HD-13). The results of the sediment sample analyses indicate that the sediment contained up to 33 mg/kg PCBs (Aroclor 1254), and elevated concentrations of metals including copper, chromium, lead, mercury, and zinc. Another laboratory report that appears to be for sediment samples collected by General Dynamics Convair Division is also provided in Appendix H (ATI, 1988). These sediment samples were collected in February 1988 at selected outfalls following the sampling performed by IT Corporation. The samples were analyzed for copper, lead, mercury, and zinc and one sample was analyzed for PCBs. The sample analyzed for PCBs was from the location having the highest PCB concentration (HD-7) from the IT Corporation sampling. The results of the metals analyses for the General Dynamics Convair Division samples were inconsistent with the results of the metals analyses for the IT Corporation sampling; some metals were present at higher concentrations and others at lower. The sample analyzed for PCBs had a higher concentration of Aroclor 1254 (130 mg/kg) than the sample collected by IT Corporation. The storm drain that outfalls at HD-7 runs between Buildings 66 and 77 where PCBs were reported during the 1988 storm drain replacement project.

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Documents obtained from the SWRCB's SMARTS indicate that General Dynamics first filed a Notice of Intent (NOI) for coverage of the HDTF under the State's Industrial General Stormwater Permit (Water Quality Order No. 91-13-DWQ) in 1992 (Appendix I). A subsequent NOI was filed in 1993 for coverage under Orders No. 91-13-DWQ and 92-12-DWQ.

Annual reports were filed with the SDRWQCB for the permit years 1992-1993 through 1998-1999. By the 1995-1996 permit year, stormwater discharges were only occurring from the eastern portion of the site encompassing Buildings 52, 40, and 80. A site plan from the annual report for that year indicates that the remainder of the property was leased to rental car companies.

General Dynamics filed a Notice of Termination (NOT) for coverage under NPDES General Permit Nos. CAS000001 and CAG612001 for Discharges of Stormwater Associated with Industrial Activity in August of 1997. The NOT indicates that industrial activities were terminated on December 30, 1995.

An NOI was sent to General Dynamics in 1998 by the SWRCB (Appendix I) noting that the prior Industrial General Permit had expired, and a new General Permit (WQ Order No. 97-03-DWQ) had been adopted. The NOI appears to have been marked up by General Dynamics and returned to the SWRCB. The markings say that the site was closed in 1995 and demolished in 1996 and that a closure notice was filed with the "Local Board" in 1996.

6.1.5 Historic Areas of Environmental Concern

The Phase I Baseline Assessment (Brown and Caldwell, 1994a) identified areas of potential environmental concern and categorized them as LOIs, DLOCs, PLOCs, and LOCs. LOIs were considered locations where chemicals or fuels may have been used, but a release was not possible or highly unlikely and no further action was anticipated. DLOCs were locations where a small quantity release was possible and would be investigated and addressed during the site demolition planned for 1996. PLOCs were locations where a significant release could have occurred, but nothing documented. LOCs were locations where known releases were being addressed at the time of the Phase I Baseline Assessment. In total, 32 LOIs, 10 DLOCs, 8 PLOCs, and 1 LOC were identified at the HDTF. A summary of LOIs, DLOCs, PLOCs and LOCs, the reason for their classification, and the proposed resolution are provided in Table J-1 in Appendix J. The approximate locations are shown on Figures 6-13a and 13b.

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6.1.6 Previous Investigation and Remedial Actions

This section discusses the investigation and remedial actions conducted to address the areas of potential concern identified by the Phase I Baseline Assessment.

6.1.6.1 Building 44 and 52 UST Removal (PLOC 44-2 and LOC 52-4)

In October 1986, 5, 10,000-gallon steel UST and one 2,000 gallon steel UST containing JP-4 jet fuel were removed from the HDTF. Three 10,000-gallon USTs were removed from a location between Buildings 42 and 52 (Figure 6-14) and two 10,000 gallon and one 2,000 gallon UST was removed from a location north of Building 44 and northeast of Building 67. During the removal, all three of the UST between Building42 and 52 had large perforations and the soil in the excavation was impacted with fuel from the USTs. One of the 10,000-gallon USTs removed from the location north of Building 44 had one small hole, but there was no observes soil impact.

Impacted soil observed at the Building 42/52 location was excavated at the time of the UST removal and removed from the site (GTI, 1992b). Underground Storage Tank Case No. H14919-001, including all six USTs, was opened with San Diego County DEH Site Assessment and Mitigation Division on October 13, 1986 (County of San Diego, 1996). Between December 1986 and August 1993, six phases of investigation were conducted by IT Corporation and Groundwater Technology at the Building 42/52 location to assess the extent of soil and groundwater impacted by the jet fuel release. There are no records of any investigation performed at the Building 44 location.

During the investigations at the Building 42/52 location, a total of 28 soil borings were drilled and sampled and 6 groundwater monitoring wells installed. This investigation found that concentrations of TPH as jet fuel (TPH_{jf}) were present in the site soil at concentrations ranging from below 5 mg/kg to 22,525 mg/kg. The highest soil concentrations were found immediately down gradient of the former UST pit, within the capillary fringe, at a depth between approximately 8.5 and 11 feet below the ground surface. Elevated concentrations of TPH_{jf} were present within the capillary fringe at concentrations up to 4,200 mg/kg more than 90 feet south of the former tank and at concentrations up to 2,900 mg/kg more than 80 feet southeast of the former tanks pit. The direction of groundwater flow varied from south to southeast (GTI, 1992b, GTI, 1993). Elevated concentrations of TPH_{jf} and TPH as gasoline (TPH_g) were present in groundwater samples collected from monitoring wells immediately down gradient (south and southeast) of the former tank pit. Samples collected from groundwater monitoring wells further downgradient (approximately 115 feet south and 100 feet southeast) did not contain concentrations of TPH_{jf} or TPH_g at concentrations exceeding the laboratory reporting limit of 100 micrograms per liter.

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In May 1994, General Dynamic (Brown and Caldwell, 1994b) prepared a remedial action plan (RAP) to address the impacted soil and groundwater associated with the UST release at Building 52. The RAP described plans to install and operate a combined soil vapor extraction/air sparging system to address petroleum hydrocarbon impacted soil within the vadose zone and capillary fringe. The plan called for the installation of 20 air sparging wells and the use of existing groundwater monitoring wells as vapor extracting wells.

The air sparging/vapor extraction system was installed and began operation in October 1994 (Brown and Caldwell, 1995e). By October 1995, the vapor extraction system had reportedly removed 1,720 pounds of hydrocarbons and the air sparging system had promoted the biodegradation of 10,853 pounds of hydrocarbons. Initial estimate of the mass of hydrocarbon in the subsurface ranged between 10,000 and 13,000 pounds. In August 1995, 12 soil boring were drilled and sampled to assess the progress of the remediation activities. The results of the soil sample analyses indicated that concentration petroleum hydrocarbons exceeding the current screening value of 1,000 mg/kg were present in the soils down gradient of the former tank pit and west and northeast of Building 80. Based on these results, four of the soil borings were converted to additional sparge points and one additional sparge point and one additional combined sparge point/vent well was installed and incorporated into the remediation system (Brown and Caldwell, 1995e). In February 1996, three additional sparge points were installed on the west side of Building 80 (Brown and Caldwell, 1996a).

On August 19, 1996, The County of San Diego, DEH Site Assessment and Mitigation Division, issued a "No Further Action" letter (County of San Diego, 1996) for Case No. H14919-001. The case closure summary indicates that six USTS, five 10,000-gallon, and one 7,000-gallon, containing JP-5 were removed from the site in 1986, contradicting the information in prior reports. The case closure summary includes a Brown and Caldwell figure titled, Final Verification Sampling Results June 1996 (Figure 6-15). The figure indicates that two small pockets of soil, east of Building 80, with TPH concentration exceeding 1,000 mg/kg, were still present. The source document for the Final Verification Sampling Results June 1996 figure could not be found during this study.

Quarterly groundwater monitoring began in February 1991 and continued until the Second Quarter 1993 when the San Diego County DEH Services Site Assessment and Mitigation Division approved a General Dynamics request to change to an annual schedule (Brown and Caldwell, 1994b). The last annual groundwater monitoring report (Brown and Caldwell, 1996b) indicated that dissolved concentrations of TPH_g were present in the groundwater samples collected from a well just downgradient of the former tank pit in February 1996. The groundwater figure (Figure 6-16) and data set included in the 1996 Annual Report is also included in the Case Closure Summary (County of San Diego, 1996) suggesting that no

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additional groundwater monitoring was conducted after February 1996 and the case was closed based on the February 1996 groundwater data.

6.1.6.2 Potential Location of Concern Investigation

In 1995, Brown and Caldwell conducted an investigation of the PLOCs identified in the Phase I Environmental Baseline Assessment (Brown and Caldwell, 1994a) and five additional PLOCs added as the result of records review and discussions with the SDUPD.[4] A report titled *Harbor Drive Test Facility PLOC Testing Results,* dated May 1995, was prepared documenting the results of the investigation. The report is referenced in a Phase III Release Investigation Report for Building 52 (Brown and Caldwell, 1995c) but could not be located during this study. A summary of the PLOC testing results is included in demolition specifications prepared for LFP and HDTF (Brown and Caldwell 1995d). The full investigation summary provided in the demolition specifications is provided in Appendix J. Table 6-3 below summarizes the results of the PLOC investigations.

Table 6-3: Summary of PLOC Investigation Results

PLOC Number	Investigation Activities	Results
37-5 Compressor House	Four soil samples collected from two hand auger borings.	TRPH concentrations ranged from 29 to 110 mg/kg. PCBs were not detected in the samples.
44-2 Former Underground Storage Tanks	Four soil samples collected from two borings and analyzed for TPH_d.	TPH_d not detected in the samples.
52-1 Former Structures Testing Equipment	Three soil samples collected from one hand auger location and analyzed for TRPH and PCBs.	TRPH concentrations ranged from 29 mg/kg to 1,300 mg/kg. PCBs were not detected in the samples. *Site recommended for Phase III Assessment*
57-1 Fuel Pit	No soils samples were collected.	Site converted to DLOC.
60-6 Fuel Lab Sump and Internal Pit	Five samples were collected from three hand auger borings and analyzed for TRPH and PCBs.	TRPH concentrations ranged from 45 to 320 mg/kg. PCBs were not detected.
62-1* Underground Fuel Tank	Five soil samples collected from two hand auger borings and analyzed for TPH_d.	TPH_d not detected in the samples.
63-1* Underground Fuel Tank	Three soil samples collected from one hand auger boring and analyzed for TPH_d.	TPH_d not detected in the samples.

[4] *An April 7, 1995 letter between Mr. Roy Gilmore of General Dynamics and the SDUPD was referenced in other documents but not found during this study.*

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Table 6-3: Summary of PLOC Investigation Results (continued)

PLOC Number	Investigation Activities	Results
63-3* Trench Between Building 63 and 66	Two soil samples collected from one hand auger boring and analyzed for TPH_d.	TPH_d not detected in the samples.
66-3 Trenches Between Building 66 and 77	No soils samples were collected.	Site converted to DLOC
66-5* Trench between Buildings	Seven soil samples collected from three hand auger locations and analyzed for TPH_d	TPH_d concentrations ranged from 15 to 26 mg/kg in two soil samples.
76-2 Hydraulic Pumps	Three soil samples collected from one soil boring and analyzed for TRPH and PCBs.	TRPH concentrations ranged from 35 to 510 mg/kg. PCBs were not detected in the samples.
77-2 Polychlorinated Biphenyl-Contaminated Storm Drain	Eight soil samples collected from four hand auger borings and analyzed for PCBs	PCBs were not detected in the samples.
HD-1* Harbor Drive Storm Drain Outfalls	Six sediment samples were collected from the six East Basin Outfalls and analyzed for lead	Lead concentrations ranged between 5.5 to 24 mg/kg in three samples. Lead not detected in three samples.

* PLOC added at the request of the SDUPD
TPH_d Total Petroleum Hydrocarbons as Diesel
TRPH Total Recoverable Petroleum Hydrocarbons
PCB Polychlorinated biphenyl
mg/kg milligram per kilogram

Based on the findings of this investigation, one PLOC (52-1) was recommended for a Phase III Investigation and two PLOCs were converted to DLOCs (57-1 and 66-3). No further investigation was recommended for the remaining PLOCS.

6.1.6.3 Phase III Release Investigation, Building 52

Based on the findings of the PLOC testing described above, a Phase III investigation was conducted to assess the vertical and lateral extent of TRPH in the soils surrounding Building 52, including PLOCs 52-1 and 76-2. Twelve hand auger borings were drilled around the perimeter of Building 52 and in the vicinity of the staining on the south wall of Building 52 (i.e., PLOC 52-1). The hand auger borings were approximately 7.5 deep except for two borings along the west wall where a concrete slab was encountered at approximately 1.5 feet below the ground surface, and one boring in the vicinity of the staining on the south wall that was advanced to 8.5 feet. A total of 32 soil samples were collected and

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analyzed for TRPH. TRPH concentrations in the samples ranged from "not detected" to 480 mg/kg. The highest concentrations were reported in the shallow soil samples (1.5 feet below the ground surface) collected near the southwest corner of the building. A figure showing the results of the Phase III and prior investigations is provided in Appendix K. The Phase III Report (Brown and Caldwell, 1995c) concluded that the extent of TRPH impacted soil exceeding the current screening level of 1,000 mg/kg was limited to the immediate vicinity of the south wall where staining was observed (e.g., PLOC 52-1) to a depth of three feet or less and recommended the soil be remediated by excavation.

6.1.6.4 Partial Building Dismantling and Soil Removal at Harbor, Building 52 (PLOC 52-1)

In February 1996, the southwest portion of Building 52 was dismantled, and the floor removed to expose the TRPH impacted soil identified during prior investigations (Brown and Caldwell, 1996c). Approximately 50 cubic yards of impacted soil was removed from an excavation measuring approximately 28 feet long by 16 feet wide and three feet deep. A total of 28 confirmatory soils samples were collected from the excavation sidewalls and bottom and analyzed for TRPH. Nine of the soil samples collected contained TRPH at concentrations exceeding the current 1,000 mg/kg screening level. The TRPH concentrations of the nine samples ranged between 1,700 mg/kg and 71,000 mg/kg. Seven of the nine samples were collected from the north excavation wall directly beneath the south edge of the remaining structure. A site plan showing the results of the confirmation samples is provided in Figure 6-17. Based on the results of the confirmation soil sample analyses, it was concluded that the soil impacted with TRPH exceeding the 1,000 mg/kg screening level remained beneath the southwest portion of Building 52 and to the west of the excavation. Further dismantling of southwest portions of Building 52 and additional excavation was recommended to remove the remaining TRPH impacted soil.

6.1.6.5 Phase IV Soil Removal and Verification Sampling, Building 52 (PLOC 52-1)

Building 52 was demolished during July and August 1996 and the southern portions of concrete floor overlying the remaining TRPH impacted soil removed (Brown and Caldwell, 1996d). Phase IV soil removal and verification sampling to further address the TRPH impacted soil identified during the Partial Building Dismantling and Soil Removal conducted April 1996 (Brown and Caldwell, 1996d) was performed September 1996 (Brown and Caldwell 1996d). Several phases of excavation and confirmation sampling were performed beneath the southern portion of Building 52 resulting in an excavation approximately 4 feet in depth and removal of approximately 25 cubic yards of TRPH impacted soil. The results of the final confirmation soil sample analyses (Samples F-22, F-25 and F-27, Appendix K) indicated that TRPH-impacted soil exceeding the 1,000 mg/kg screening level had been removed. A figure depicting the

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Phase IV excavation area and confirmation soil sample results is provided in Figure 6-18. Soil containing residual concentrations of TRPH ranging from 18 to 460 mg/kg were apparently left in place.

6.1.6.6 Demolition Locations of Concern Remedial Activities

Documentation supporting the assessment and remediation of the DLOCs identified in the 1994 Baseline Assessment (Brown and Caldwell, 1994a) and DLOCs designated following the HDTF PLOC investigation conducted in 1995, was not found during this study. A SDUPD Inter-Staff Communication (Communication) dated July 19, 1996 (SDUPD, 1996a) discussing site assessment and remediation processes for the former LFP and the HDTF states that "GD [General Dynamics] will be conducting environmental monitoring and investigation during and after demolition." The Communication also states that GD has prepared a Subsurface Monitoring Plan (SMP) and a Subsurface Investigation Plan (SIP) to monitor and investigate areas with low potential for contamination and those with significant potential for contamination, respectively, during site demolition activities. The Communication also indicates that the SMP will address 107 areas and the SIP will address 17 areas within the LFP and HDTF, although specific locations are not identified. Neither the SMP nor SIP were found during this study.

An August 15, 1996, SDUPD Inter-Staff Communication provides a summary of the GD Demolition and Remediation Progress (SDUPD, 1996b). This Communication indicates that aboveground structures have been demolished at the HDTF and that removal of below ground structures will begin once surface debris has been removed. The Communication also identifies two locations where contamination releases have been identified:

- Former Hydraulic Pumps adjacent to Building 52.
- Removal of three 10,000-gallon USTs in 1986, subsequent remediation activities completed between 1986 and the site closure in 1996.

The first location appears to be LOC 52-4 and second location appears to be PLOC 52-1, both discussed in previous sections.

A SDUPD Inter-Staff Communication Memorandum dated October 17, 1996 (SDUPD, 1996c) states that "[a]bove grade structures at the HDTF have been demolished, [d]ebris and concrete have been removed from the site, and that GD [General Dynamics] has addressed known contamination releases at this site [Harbor Drive Test Facility] and is preparing a final report to be submitted to the SDUPD prior to leasehold surrender".

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6.1.7 Areas of Potential Concern and RECs

Based on the available information discussed in the previous sections, the following areas of potential concern have been identified:

UST Pit between Buildings 52 and 42 (LOC 52-4) – This site was closed in 1996 with petroleum hydrocarbon concentrations in soil exceeding 1,000 mg/kg. Residual concentrations of petroleum hydrocarbons at this location could exceed current USEPA or DTSC risk screening values for petroleum hydrocarbons or petroleum relates chemicals and pose a risk to worker health and safety during site development. This location is identified as CREC HDTF-1.

Building 76 Equipment Slab (LOI 76-1 and PLOC76-2) – Three soil samples were collected from one hand auger boring located near the former equipment slab containing hydraulic pumps east of Building 76. TRPH concentrations in the soil sample ranged between 35 and 510 mg/kg. It does not appear any further investigation or remediation was conducted at this location. In addition, the transformer site near the southeast corner of Building 52, adjacent to the east edge of the equipment slab, contained PCB transformers that may have leaked (Groundwater Technology, 1992). This site was identified as an LOI and never investigated. Due to the limited extent of investigation, the elevated concentration of TRPH reported in the PLOC investigation soil samples and the potential for PCBs to have been released, this location is identified as HDTF REC-2.

South Side of Building 52 (PLOC 52-1) – Records available for the petroleum hydrocarbon remediation on the south side of Building 52 indicate that residual concentrations of petroleum hydrocarbons, up to a concentration of 460 mg/kg, were left in place. No record of regulatory closure was found for this site. Residual concentrations of petroleum hydrocarbons at this location could exceed current USEPA or DTSC risk screening values for petroleum hydrocarbons or petroleum relates chemicals and pose a risk to worker health and safety during site development. This location is identified as HDTF REC-3.

Trenches Between Buildings 44 and 67 (DLOC 44-1) – Trenches between Buildings 44, 57, 57A, and 67 contained fuel piping from the former ASTs and USTs located north of Building 44. Investigation and remediation of these trenches should have been conducted during the facility demolition; however, documentation of these activities could not be found as part of this study. The fuel piping between these buildings and the associated building are identified as HDTF REC-4.

Building 44 USTs (PLOC 44-2) – The three USTs at this location were in place for approximately 29 years. It is likely they were single wall steel tanks. Documentation for the removal of these tanks and associated

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piping is limited, although one tank was reported to have been leaking. The PLOC investigation associated with the location was limited to two borings. Documentation regarding the depth and location of these borings was not available. Given the significant potential for the release of petroleum hydrocarbons from these USTs and the limited investigation performed, this location is identified as HDTF REC-5.

Building 57 Fuel Pit (PLOC 57-1/DLOC 57-1) – The fuel pit located east of Building 57 and adjacent to the seaplane ramp was a fueling station for R3Ys while they were on the water. Fuel was provided to the pit from the USTs at Building 52 and by fuel tankers. The site was designated as a PLOC; however, during the PLOC investigation, it was redesignated as a DLOC. Documentation that this fuel pit and associated piping was addressed during the site demolition activities was not available. In addition, a 1950's site plan (Appendix E) shows a transformer or substation located adjacent to the fuel pit (Figure 6-3) This electrical equipment likely contained PCBs. Due to the potential for the release of petroleum hydrocarbons and PCBs associated with the location, it is identified as HDTF REC-6.

Building 60 Preservation Slab (DLOC 60-3) – Oils or other preservation chemicals used at this location drained to an oil water separator. Leakage from the oil water separator and discharges of oils and chemicals around the slab perimeter are likely. Documentation that this location was addressed during the site demolitions activities is not available. This location is identified as HDTF REC-7.

Building 60 Fuel Lab Drain System (DLOC 60-5) – Discharges from the Building 60 pit and sump entered a drain that ran along the south half of the building interior and connected to the storm drain on the west side of the building. The assessment of releases from this drain system were to be addressed during the site demolition; however, documentation of these activities is not available. This location is identified as HDTF REC-8

Building 60 Fuel Lab Sump and Internal Pit (PLOC 60-6) – Fuel systems tested at this location likely resulted in the release of petroleum hydrocarbons to the pit which were collected in the sump and pumped to the building exterior. Leakage from the sump and piping may have occurred impacting the surrounding soil. The PLOC investigation involved the collection of five soil samples from three hand auger borings. These boring were likely not advanced below the pit bottom, approximately 13.5 feet below the surface, and would not have encountered releases from the pit. For this reason, this location is identified as HDTF REC-9

Building 37 (DLOCs 37-1, 37-2, 37-3, 37-6, and 37-7) – Building 37 was the first building to be constructed at the HDTF in the early 1940s and one of the last to be demolished in the 1990s. Over this more than 50-year period, the building was used for aircraft storage, maintenance, and testing; the manufacturing of

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electromagnets; and other industrial activities that likely resulted in the release of hazardous materials or petroleum hydrocarbons. Building 37 was identified as a DLOC; however, documentation that any issues were addressed during the demolition activities is not available. Also, as many as 3 PCB-containing transformers may have leaked at the northwest corner of the building when they were removed in the 1980s. These transformers were identified as LOIs and never investigated. Due to the number of potential environmental issues associated with Building 37, the entire building footprint is identified as HDTF REC-10

Building 52 Southwest Exterior (DLOC 52-7) – Piping connecting to the building interior discharged to an asphalt berm outside the southeast corner of the building. Spills from inside the building were likely collected in the berm outside. This location was identified a DLOC; however, documentation that any issues were addressed during the demolition activities is not available. This location is identified as HDTF REC-11.

Building 80 Welding and Hydraulics Shop and Hazardous Materials Storage Area – Discharges of hydraulic fluids, wastes from welding activities, and hazardous wastes from the drum storage area outside Building 80, and from the HMSY adjacent to the northeast edge of the seaplane ramp, are likely to have occurred. The welding and hydraulics shop was identified as a DLOC; however, documentation that this location was investigated during the demolition activities was not found during this study. The hazardous waste storage area adjacent to the seaplane ramp was not identified as an LOI, PLOC, or DLOC by Brown and Caldwell (Brown and Caldwell, 1994a), but it appears on several historic site plans in the Baseline Environmental Study (GTI, 1992). Documentation that this area was previously investigated was not found during this study. These locations are identified as HDTF REC-12.

Storm Drain System (HD-1) – For much of the time the HDTF facilities were in operation, stormwater runoff from the site conveyed to a series of catch basins connected to north/south trending storm drains that discharged directly to the San Diego Bay. Hazardous materials and petroleum hydrocarbons from spills and releases carried to the catch basins and storm drain system by stormwater runoff may have leaked from the catch basins and storm drains impacting the surrounding soil. In 1988, an incident of soil being impacted by PCBs from the storm drain system near Building 77 was documented. Due to heavy industrial use of the site, the likely conveyance of hazardous materials and petroleum hydrocarbons to the storm drain system and the documented instance of impact to soil surrounding the storm drain system, the site storm drain system identified as HDTF REC-13.

Drum Storage Areas (Seaplane Ramp and DLOC HD-6) – Drums and stained soil visible in the 1953 photograph of what appears to be the Seaplane Ramp (Figure 6-10) suggests that hazardous materials

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and/or petroleum hydrocarbons were stored on the ramp and released to the surrounding soil. However, this photo could also be showing the drum storage area along the seawall at the Convair Marina. No documentation was found that any investigation had been performed around the Seaplane Ramp or the Convair Marina during the site demolition. Based on this evidence, the potential drum storage areas on the Seaplane Ramp and along the seawall at the Convair Marina are identified as HDTF RECs-14a and 14b.

Abandoned Pits (HD-2) – A site plan from the 1940s identifies three pits in the central part of the HDTF yard. These pits were identified as LOIs and never investigated. Due to the unknown use of these pits, further investigation is warranted. The pits are identified as HDTF REC-15.

ASTs Between Buildings 66 and 67 (LOI 66-2 and 67-2) – Four to six ASTs were reportedly located between Buildings 66 and 67 in the 1960s. The location where these ASTs were located was identified as an LOI and never investigated. No documentation was found pertaining to the installation or removal of the tanks or the condition of the tanks and associated piping. Given the potential for the release of petroleum hydrocarbons to have occurred during transfer of fuel to these tanks and releases to have occurred from these tanks, this location is identified as HDTF REC-16.

Buildings 66 and 77 (PLOC 66-3/DLOC-66-3) – The trenches between Buildings 66 and 77 likely contained fuel lines from ASTs reportedly located between Buildings 66 and 77. These trenches had weep holes that would have allowed accumulated liquids (e.g., stormwater, leaking fuel) to drain from the trenches. This location was designated as PLOC 66-3 but was converted to a DLOC. Documentation that this location was investigated during the site demolition activities is not available. PCB-containing transformers were also reportedly located south and southeast of Building 66. There are no records indicating if PCBs were released from these transformers. Due to the potential for petroleum hydrocarbons to have been released from the trenches and within the associated buildings, and for PCBs to have been released from the PCB-containing transformers, Building 66 and 77, the area between the buildings and the area south and southeast of Building 66 where the transformers were located are, identified as HDTF REC-17.

Building 62 USTs (PLOC 62-1) – PLOC 62-1 was added to the PLOC Investigation based on negotiations with the SDUPD. This location was apparently added based on SDUPD knowledge of USTs having been located northeast of the building. During the PLOC Investigation, five soil samples were collected from two hand auger borings. Petroleum hydrocarbons were not detected in the soil samples collected during the investigation. Based on the limited extent of the PLOC Investigation and the potential for petroleum hydrocarbons to have been released from the USTs, this location is identified as HDTF REC-18.

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Building 63 USTs (PLOC 63-2) – PLOC 63-2 was added to the PLOC Investigation based on negotiations with the SDUPD. This location was apparently added based on SDUPD knowledge of USTs having been located north of the building. During the PLOC Investigation, three soil samples were collected from one hand auger boring. Petroleum hydrocarbons were not detected in the soil samples collected during the investigation. Based on the limited extent of the PLOC Investigation and the potential for petroleum hydrocarbons to have been released from the USTs, this location is identified as HDTF REC-19.

Concrete Sump (LOI -5) – The 5,000 cubic foot sump located at the southwest corner of the Building 76 test pad was reportedly designed to capture fluid runoff from the test pad, but never used. There is no documentation that this sump was removed or that soil around and beneath the sump have been tested. Because of the limited available information pertaining the sump, it is identified as HDTF REC-21.

Fuel Piping Between Building 52 USTs and the Fuel Pit - Records of investigation or removal of fuel piping reportedly running between the USTs between Buildings 42 and 52 and the fuel pit adjacent to the Seaplane Ramp along the seawall were not identified . Due to the potential for petroleum hydrocarbons to have been released from this piping, the corridor between the Building 42/52 USTs and the fuel pit is identified as HDTF REC-22.

Building 23 (LOI 23-1*)* – Building 23 was used for fuels testing and 55-gallon drums of acetic acid, pyridine, and heptane were reportedly used in the area (Brown and Caldwell, 1994a). Due its past use for fuels testing and chemical storage, Building 23 is identified as REC HDTF-23

Historic Transformer Locations – Twenty-eight existing and historic electrical equipment locations (transformers or substations) were identified by this study (Figure 6-3). During the site reconnaissance there was no visible signs of leak at location 1. The existing transformer (locations 2, 8, 10,12, 13, 14, 19, 22, and 24, Figure 6-3) were observed not to contain PCBs during the site reconnaissance. Some locations have been addressed as part of previous remedial efforts (locations 3, 4, 5, and 6) and others are included as part of RECs identified above (location 26, HDTF-6; location 25, HDTF-2; locations 15, 16 and 17, HDTF-17; locations 20 and 21, HDTF-10) or were known not to contain PCB transformers (location 23). The remaining locations (locations 7, 9, 11, 18, 27 and 28) were known to or suspected to have PCB-containing transformers and there are no records of investigations associated with these six locations. These locations are identified as REC HDTF-24.

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6.2 RENTAL CAR FACILITY HISTORY AND ACTIVITIES 1990 THROUGH 2023

In 1995, following General Dynamic's departure from the HDTF, the SDUPD executed sub subleases with Avis Rental Car Systems LLC, National Rental Car System, Inc., and Hertz Corporation for the operation of automobile rental businesses including the rental, servicing, maintenance, and storage of automobiles. These sub subleases involved SDUPD Parcels Nos. 007-034 (Enterprise), 007-035 (Hertz), 007-036 (Avis), and 007-037 (Rent-A-Car Road/Liberator Way), which was shared by the three rental car companies. Available records indicate that SDUPD Parcel 007-038 was used by Hertz and National for vehicle storage under a series of TUOPs.

The sub subleases stipulated that construction activities necessary for the rental car operations would commence on or before March 15, 1995, and that construction plans for improvements to the parcels be submitted and approved by the SDUPD Director. Kleinfelder requested and received records of available rental car agency construction plans from the SDUPD Engineering and Construction Department. These and other records were used below to develop the history of the rental car facilities from 1995 through 2023.

6.2.1 Avis Rental Car Site

6.2.1.1 Buildings and Activities

From 1995 through approximately 2016, the Avis leasehold was used as a retail rental car facility, and vehicle storage and maintenance yard. In 2016, after the completion of the Consolidated Rental Car Facility (CONRAC) on the northside of the SDIA, the retail component of the facility was moved to the CONRAC and the site was used for vehicle storage and maintenance. The storage and maintenance components of the operation include vehicle servicing and repairs, minor body work and painting, car washing, and fueling. The facility includes (or has included) ASTs containing gasoline and diesel fuel and fuel dispensing islands. The facility also stores hazardous wastes associated with the maintenance and servicing operations.

A site plan including the Avis, National and Hertz sub subleases, dated May 11, 1995 (Document 007-037-0417 in Appendix F), includes in a construction package for improvements to Harbor Drive and the Rental Car Access Road. This document indicates that improvements to the Avis sub sublease include a maintenance building, a service office, a service area, a guard booth, and preferred customer express check in booth, employee parking, on stand parking, check-in area, bus lane, carwash, fuel island, and

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visitor parking. The plans also include existing Building 37 and existing Building 21 as part of the Avis facility.

In an aerial photo from 1997 (Appendix A-3), Building 37 appears to have been demolished and several new structures constructed along the northern portion of the site. A small structure also appears to have been constructed in the south-central portion of the site. These structures, which appear to be the same structures currently present on the site (See Section 7), include a fueling canopy, an aboveground storage tank canopy, a carwash, a storage building and maintenance shop, and an office building. Building 21 on the west side of the parcel remains as the customer service office (Figure 6-19).

A site plan from September 21, 1999, titled Diesel AST (Document 007-036-1347, Appendix F) contains plans for the installation of a 6,000-gallon diesel AST northeast of the existing carwash and adjacent to what appears to be another AST. The site plan appears to show a bus travel route through the site for fueling at the new diesel AST.

Demolition plans prepared by Stantec Architecture, dated June 26, 2023 (Document 2007713020, Appendix F) show the existing site features. The structures and site features appearing on these plans appear to be the same as those seen in the 1997 aerial photograph.

During the Site reconnaissance conducted on September 21, 2023, a 12,000-gallon AST containing gasoline was observed beneath the AST canopy and a smaller uncovered concrete containment was observed to the east of the AST canopy (see Section 7). According to Avis site representatives, the 12,000-gallon AST was on site and there was no tank in the smaller containment; however, CA AST database records reviewed as part of this study indicate there was a 6,000-gallon diesel AST and a 12,000-gallon gasoline AST at this location in 2012. The smaller containment was the location of the 6,000-gallon diesel AST. According to Avis Site representatives, the 6,000-gallon diesel AST was removed in November of 2018.

The Avis AST, fueling canopy, former carwash area and associate facilities such as oil water separators and sumps are identified as REC Avis-1. The Maintenance Building, hazardous waste storage area, outdoor storage areas associated facilities such oil water separators and a vehicle engine wash facility (see Section 7.2.1) are identified as REC AVIS-2.

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6.2.1.2 Chemical Use

The San Diego County HMMD database lists the following as being used or stored at the Avis facility: one 12,000-gallon unleaded gasoline AST, one 6,000-gallon diesel fuel AST, antifreeze, windshield washer fluid, air freshener concentrate, oil/lubricant, degreaser cleaner, carwash detergent, vehicle wash, waste solvent, waste oil and mixed oil, oil containing waste, used antifreeze, sump sludge, lead acid batteries, and used oil filters.

Under the CA HAZNET database, the following are listed as hazardous waste onsite:

- 1999,2000: Aqueous solution with total organic residues less than 10 percent (CA Waste Code: 134)
- 1997, 1998, 1999: other organic solids (CA Waste Code: 352)
- 1998: Unspecified organic liquid mixture (CA Waste Code: 343)

6.2.1.3 Waste Management Practices

Wastes are currently stored in tanks and drums in a covered outdoor hazardous waste storage area on the west side of the maintenance building and in covered plastic secondary containment pallets at the northwest corner of the maintenance building. During the Site reconnaissance conducted on September 21, 2023, these areas were observed to be poorly maintained with visible signs of spills outside the containment areas (see Section 7). Uncontained drums of motor oil and used antifreeze were also observed under a canopy on the northeast corner of the maintenance building. San Diego County HMMD inspection records reviewed as part of this study, indicate the facility has been cited for a variety of administrative violations over the years. None of the citations reviewed were indicative of a release.

6.2.1.4 Stormwater Management

Stormwater flows to onsite catch basins connected to underground storm drains that discharge into the San Diego Bay/East Basin (Figure 6-29). At the time of the Site reconnaissance conducted on September 21, 2023, Best Management Practices (BMPs) did not appear to be in place around the catch basins to prevent stormwater impacted by the site operation, from entering the catch basins. Stormwater discharges from the site are currently regulated under the General Municipal Permit (SDRWQCB Order No. R9-2013-001, NPDES Permit No. CAS0109266) and the SDUPD Jurisdictional Urban Runoff Management Program.

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6.2.1.5 Previous Investigations and Remediation

SDCRAA Phase I ESA, 2021

In 2021, the SDRAA performed a Phase I ESA and Geophysical Investigation on the southern portion of the Avis leasehold to evaluate the site for use by the SDCRAA during the Terminal 1 redevelopment project (Tetra Tech, 2021a and Tetra Tech, 2021b). These documents also included the southeastern portion of the Hertz Leasehold.

The geophysical survey identified several anomalies on the Avis Site potentially associated with past HDTF activities (Figure 6-20). These included:

- An EM anomaly with a possible buried vault northeast of former Building 44, under the northwest corner of the former Seaplane Ramp, and a possible buried vault within a ground penetrating radar (GPR) anomaly west of the EM anomaly. The EM anomaly and potential buried vaults are identified as REC HDTF-20.
- Several GPR anomalies interpreted to be debris areas, one of which was located within the footprint of the former JP-4 USTs associated with Building 44. This are identified as HDTF REC-5

Based on the findings of the Phase I ESA and the geophysical investigation, the entire footprints of former Building 44, the northern portions of Building 57 and 57A, and Building 67 were identified as RECs. Additional RECs included the system of trenches between Buildings 44, 57, 57a, and 67, the former fuel pit, and the location of the former USTs north of Building 44. These buildings including the former pipelines between the are identified as HDTF REC-4.

6.2.2 Hertz Rental Car Site

6.2.2.1 Buildings and Activities

From 1995 through approximately 2016, the Hertz leasehold was used as a retail rental car facility, and vehicle storage and maintenance yard. In 2016, after the completion of the CONRAC on the northside of the SDIA, the retail component of the facility was moved to the CONRAC, and the site was used for vehicle storage and maintenance. The storage and maintenance components of the operation include vehicle servicing and repairs, minor body work and painting, car washing, and fueling. The facility includes three USTs containing gasoline and diesel fuel, an AST, and fuel dispensing islands. The facility also stores hazardous wastes associate with the maintenance and servicing operations (Figure 6-21).

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A site plan including the Avis, National and Hertz sub subleases, dated May 11, 1995 (Document 007-037-0417, Appendix F), includes in a construction package for improvements to Harbor Drive and the Rental Car Access Road. This document indicates that improvements to the Hertz sub sublease include a parts building, underground gasoline tanks, an entry area, and multiple parking spaces. The site plan contains several unlabeled features -- one adjacent to the underground gas tanks that appears to be a fueling canopy, and another "U" shaped feature in the southwest corner that appears to be a parking canopy and kiosk. The plan also shows an administration building and a maintenance facility which appear to be existing Buildings 22 and 23, respectively. These features are not visible on a 1994 aerial photograph (excluding existing Building 22 and 23) but are visible on the 1997 aerial photograph (Appendix A-3).

Aerial photographs from 1997 and 2002 show that a large rectangular structure was added south of Building 22 and 23 sometime during this time period. This structure appears to be a parking canopy shown in later drawings (Document C101_C102, Appendix F).

On December 13, 2011, SDUPD approved a project for improvements to the carwash facility (Document 007-035-2962, Appendix F). The proposed project involved the expansion of existing restrooms and lunchroom for a total of 256-square feet of expansion area. The project also included installation of new non-structural interior partitions, new ceiling and lighting replacement, new storefront partitions, and a new roof over the lunchroom expansion. Project work included demolition of existing walls, doors, plumbing fixtures, restroom accessories, a ramp located in the storefront, the storefront, a portion of a fabric awning canopy, mechanical platform, water heater, and fan coil unit above the existing women's bathroom. The project also involved building the following new elements: a concrete ramp, concrete sidewalk, plumbing and restroom fixtures, flooring, ceiling tiles, doors, and new fabric for the awning.
On December 3, 2012, SDUPD approved a project involving the demolition of two canopies and a customer service building (Document 007-035-3024, Appendix F). Based on site plans found in a 2012 SWPPP (SDUPD, 2012), this project appears to be associated with the "U" shaped structure visible in the 1997 aerial photograph. Copies of the site plans are provided in Appendix F (Document C101_102).

In August 2014, the SDUPD approved a project involving the temporary relocation of Dollar/Thrifty rental car operations to the southeast portion of the Hertz leasehold (Document 007-035-3185, Appendix F). The project included installation of two temporary 24-foot by 60-foot modular customer service buildings on the southeast corner of the lot, a new customer entrance and exit, vehicular security equipment along the Rent-A-Car access road (Liberator Way) and water and sanitary services for the modular buildings. The project also included installation of a new 25-foot by 50-foot canopy and two new fuel pumps adjacent to the existing fuel area in the northwest corner of the site. The modular building and fuel canopy were intended to be removed after the CONRAC facility was completed in 2016. Project plans prepared by

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FTC&H dated June 11, 2014, are provided in Appendix F (Document G140335). Based on Google Earth© imagery, the improvements to the southeast portion of the leasehold appear to have been completed by February 2015 and removed by November of 2016. It does not appear the new fuel canopy was installed based on Google Earth© images or the images provided in Appendix A-3.

Demolition plans prepared by Stantec Architecture, dated June 27, 2023 (Document 2007713021, Appendix F) show the existing site features. The structures and site features appearing on these plans appear to be the same as seen in 2016 aerial photography (Appendix A-3). During the Site reconnaissance conducted on September 21, 2023, three USTs were identified, two south of the fuel canopy and one east of the fuel canopy (Figure 6-21). The UST east of the fuel canopy is not shown on the 2023 demolition plans. In addition, one 4,000-gallon AST labeled DEF was observed within a concrete containment area south of the carwash (see Section 7).

The Hertz USTs and AST, fueling canopy, carwash area and associate facilities such as oil water separators and sumps are identified as REC Hertz1-1. The Maintenance Building (former Building 23), hazardous waste storage area, and associated facilities such an oil water separator and a vehicle wash area (see Section 7.2.2) are identified as REC Hertz-2.

6.2.2.2 Chemical Use

The CA AST database indicates that a 5,360-gallon AST is located onsite (contents not listed). During the Site reconnaissance conducted on September 21, 2023, an AST labeled DEF was observed. The volume of this tank was estimated to be 4,000 gallons. Based on discussions with Mr. Paul Ahumada of Hertz, the tank originally contained diesel fuel and was later used to contain DEF, a solution of urea and water. One 12,000-gallon and two 10,000-gallon USTs containing regular unleaded gasoline were also listed in the San Diego County HMMD database.

The San Diego County HMMD database listed the following as being used or stored at the Hertz facility: two 280-gallon waste oil ASTs, three 55-gallon drums of waste oil, oils/lubrication, hydrocarbon solvents unspecified oil containing waste, organic liquids with metals/waste antifreeze, used lead acid batteries, and used oil filters.

6.2.2.3 Waste Management Practices

Wastes are currently stored in tanks and drums in an indoor hazardous waste storage area at the northwest corner of the maintenance building (Figure 6-21). During the Site reconnaissance conducted

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on September 21, 2023, these areas were observed to be in relatively good condition with a few signs of minor spills evident on the storage area floor (see Section 7). San Diego County HMMD inspection records reviewed as part of this study, indicate the facility has been cited for a variety of administrative violations over the years. None of the citations reviewed were indicative of a release.

6.2.2.4 Stormwater Management

Stormwater flows to onsite catch basins connected to underground storm drains that discharge into the San Diego Bay/East Basin. At the time of the Site reconnaissance conducted on September 21, 2023, BMPs did not appear to be in place around the catch basins to prevent stormwater impacted by the site operation from entering the catch basins. Stormwater discharges from the site are currently regulated under the General Municipal Permit (SDRWQCB Order No. R9-2013-001, NPDES Permit No. CAS0109266) and the SDUPD Jurisdictional Urban Runoff Management Program.

6.2.2.5 Previous Investigations and Remediation

All Phase Environmental Asbestos and Lead Paint Investigations, 2012

In 2012, All Phase Environmental, Inc. (APEI) prepared a report titled "Asbestos Testing of Hertz Rental Car Facility." APEI performed a survey for ACMs of several commercial buildings at the Hertz Rental Car Facility (APEI, 2012a). The sampling was performed on October 24, 2012. Not all structures were inspected as part of this testing. The structures inspected included the main office building, the Club Gold booth and awning, the exit booth building and awning, and the return booth and awning.

Bulk samples were taken of suspect ACMs including both interior and exterior materials. APEI inspected all areas of the property buildings that could be accessed without demolition except for the roof of the main office building. The survey was performed in accordance with Asbestos and Hazard Emergency Response Act (AHERA) sampling protocol modified to include exterior materials and to meet the requirements for an Asbestos Testing required prior to building demolition or renovation for the tested buildings except the main office building.

The following building descriptions were provided within the Asbestos Report from November 6, 2012:

- Main Office Building: The main office building consists of a two-story commercial office building of approximately 14,000-square feet. This building also consists of two single story, high ceiling, automotive repair bays. The main office building is concrete and steel construction with a slab on grade concrete foundation. Its exterior walls are painted concrete. Interior construction of the

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main office building consists of gypsum board wall. Ceilings are finished with gypsum board and drop ceiling tiles. Floor finishes include floor tile, carpeting, ceramic tile, and rubber floor tread. APEI was not provided with the original construction date of this building.

- Club Gold Booth and Awning: The Club Gold both consists of a one-story office building of approximately 1,000-square feet. This building also consists of two awnings extending from the office that are approximately 6,300-square feet each. This building is a steel structure with sheet metal walls and ceilings on concrete slabs. Interior construction of the Club Gold booth consists of gypsum board walls. Ceilings are finished with gypsum board and drop ceiling tiles. Floor finishes include carpeting and rubber traction flooring. APEI was not provided with the original construction date of this building.
- Exit Booth Building and Awning: The exit booth building consists of three small, one-story booths below a common awning of approximately 1,080-square feet. This building is a steel structure with sheet metal walls and ceilings on concrete slabs. The interior construction and finish for this building is unfinished except for the flooring which in some cases includes rubber traction flooring. APEI was not provided with the original construction date of this building.
- Return Booth and Awning: The return booth building consists of one small, one-story booth below a common awning of approximately 23,306-square feet. This building is a steel structure with sheet metal walls and ceilings on concrete slabs. The interior construction and finish for this building is unfinished except for the flooring which in some cases includes rubber traction flooring. APEI was not provided with the original construction date of this building.

Asbestos testing was performed by APEI in preparation for renovation of the buildings inspected. A sink was tested (Sample 11-1) and found to contain 2% chrysotile asbestos. This material is non-friable and was found to be in good condition. Only one sink was identified with this material. For various reasons, the roofing of the main building, and fire doors were not tested. Therefore, a rolled asphalt roof sheeting material and roof penetration tar, and fire doors, were assumed to contain asbestos. Dozens of samples were collected throughout the buildings tested, which came back as non-detect for asbestos.

In conclusion, ACM was found, but in their current condition, the identified and presumed ACMs were not considered a threat to the health of tenants in the buildings. It was recommended that a third-party consulting firm, such as APEI, be hired to observe ACM removal, perform removal visual inspections, perform area air monitoring, and clearance air monitoring for asbestos abatement projects where tenants will remain in a building during the removal of ACMs.

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In 2012, APEI prepared a report titled “Lead Based Paint Inspection of Hertz Rental Car Facility” (APEI, 2012b). APEI performed a survey for lead-based paint of several commercial buildings at the Hertz Rental Car Site at the SDIA located at 3202 North Harbor Drive. The sampling was performed October 31, 2012, by a State of California Certified Lead Sampling Technician. The inspection included visual observations, sampling of accessible suspect surfaces, and analysis for suspect lead-based paint.

According to the Lead Based Paint Inspection report, at the time the report was written (2012), the facility consisted of one multistory office building, two single story buildings, ten metal canopies used for loading, unloading, and parking of rental car fleet, and five small kiosk buildings used as lot attendant spaces. The exterior of the facility buildings consists of concrete or metal construction materials. The exterior of the office and maintenance buildings are painted white in color with trim painted black in color. The metal canopies are painted black in color, and the kiosks are covered in yellow vinyl wrap materials. The primary exterior doors, door jambs, and windows are of an aluminum extruded construction with a brown and/or black anodized finish. The interior walls and ceilings are constructed of drywall materials. The interior walls are painted in a variety of colors with the primary color being beige/white. The baseboards, ceilings, doors, and door casings are painted white in color. The floors are carpeted over bare concrete on the first floor and over wood on the second floor with ceramic and vinyl flooring materials in other areas.

A total of 324 X-Ray Fluorescence analyzer (XRF) readings, including calibrations, were taken during the inspection. The buildings inspected were the main office building, the Club Gold booth and awning, the exit booths and awning, the return booth and awning, and the exterior wall only of the maintenance building. Suspect surfaces containing lead were not identified in the areas inspected. No further recommendations were made in the report. A map showing location of tested areas is provided in the report.

SDCRAA Phase I ESA, 2021

In 2021, the SDRAA performed a Phase I ESA and Geophysical Investigation on the southwestern portion of the Hertz leasehold to evaluate the site for use by the SDCRAA during the Terminal 1 redevelopment project (Tetra Tech, 2021a and Tetra Tech, 2021b). These documents also included the south portion of the Avis leasehold.

The geophysical survey identified three GPR anomalies on the Hertz Rental Car Site potentially associated with past HDTF activities. These included (Figure 6-20) two anomalies on the east side of the site and one near the southwest corner of the site.

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Based on the findings of the Phase I ESA and the geophysical investigation, the entire footprint of former Buildings 63, 66, 77, and 81 were identified as RECs. The findings of these studies support RECs HDTF-2, HDTF-3. HDTF-4, and HDTF-14 identified by this study. In addition, the location of the replaced storm drain and catch basin east of Building 77 was identified as a REC. Two former UST areas located north of former Building 66 were also identified as RECs on the report Site Plan (Figure 6-20). These UST areas were not discussed in the Findings section of the report nor were these UST areas identified by this study. The source of the information for the two UST areas is unclear.

6.2.3 National Rental Car Site

The National leasehold included SDUPD Parcel 007-034 (Figure 1-2). Documentation for this parcel appears under a variety of names including National Rental Car System, Inc, Vanguard Car Rental USA, Enterprise Holdings, Enterprise Rent-A-Car Company of Los Angeles, LLC dba National Rental Car, and Enterprise Rent-A-Car Company, Enterprise Holdings. Enterprise is the currently the owner of these brands. Parcel 00-034 is currently occupied by National (Figure 6-22).

6.2.3.1 Buildings and Activities

In an SDUPD Inter-Staff Communication from April 25, 1995, Property Engineering recommended approval of National Rental Car's proposed rental car facility at 2980 N Harbor Drive. The project included a single-story, concrete block building designed to be approximately 9,288 SF in size and to include a customer service counter, employee lounge, administrative offices, five auto maintenance bays, and two carwash bays. In addition, the plan was to include a detached 40- by 50-foot canopy-covered fuel island with four dual fueling positions and parking for 246 rental cars. The fueling facility was to be served by two 10,000-gallon USTs. Access to National's parcel was planned off Harbor Drive from a joint-use circulation drive constructed by the three rental car companies (i.e., Liberator Way). The fueling facility was to be served by an equipment room located in the corner of the maintenance facility. This room was to be used to hold lube oil, grease, window washer fluid, transmission fluid, and used motor oil. Underground lines would extend to the fuel islands and the maintenance bays.

The entire facility was planned to be enclosed with screened chain-link fencing. A bus entry was provided at the midpoint of the leasehold and three auto exit lanes and one bus exit lane were provided at the southwesterly corner. National repaved areas where the former GD buildings were located. Areas around the new building and fueling facility were overlayed with asphalt pavement. The remaining portion of the parcel was seal coated. New water and sewer service extending into the site at the northerly boundary was proposed requiring trenching across the existing access road and into the Harbor Drive landscaping.

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The existing storm drain near the building footprint was to be removed and a new storm drain be installed adjacent to the new building. National also indicated plans for the installation of two below grade sand and grease interceptors. A trash enclosure and an electric transformer were also planned to be located along the northerly fence line. The project was approved a by the SDUPD Property Department on May 1, 1995 (Document 007-034-353, Appendix F).

A site plan including the Avis, National and Hertz sub subleases, dated May 11, 1995 (Document 007-037-0417, Appendix F), includes in a construction package for improvements to Harbor Drive and the Rental Car Access Road. This document indicates that improvements to the National sub sublease include a customer service/maintenance building, two underground gas tanks, security booths, and parking spaces. (Document 007-037-0417, Appendix F). Based on Google Earth© aerial imagery, these improvements do not appear to have been completed by October 1996. In an aerial image from 1997 (Appendix A-3) the improvements appear to be complete.

On December 20, 1996, installation of inclement weather protection canopies over each of National's exit lanes adjacent to the guard booths was approved by SDUPD. National proposed installation of three new pyramid-shaped canopies. The canopies would be 10 feet 6 inches to the base of the frame (above the ground); the pyramids would be 10 feet wide by 10 feet deep, and 4 feet high above the framework (Document 007-034-774, Appendix F).

In SDUPD Inter-Staff Communication dated May 7, 2003, from SDUPD Architectural and Mapping Services recommends approval of various site improvements to the National Rental Car leasehold. The improvements included:

- A 622-square foot (originally 609-square feet) General Office area building addition adjacent to an expanded (348-square foot) and reconfigured service counter and custom lobby.
- A 440-square foot Women's Restroom addition.
- A remodeled/larger Men's restroom.
- A new exit kiosk to be constructed adjacent to the three existing customer exit kiosks.
- Restriping of the existing onsite parking and closing of the existing shuttle bus entrance/exit, relocating the new one adjacent to the existing customer exit kiosk.

The communication also indicates that an aboveground diesel fuel tank, previously conceptually approved by the Board, was eliminated (Document 007-034-1894, Appendix F).

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On February 24, 2005, SDUPD granted National Rental Car/Vanguard Car Rental USA administrative approval for the proposed installation of new manholes on both onsite USTs (Document 007-034-2177, Appendix F).

On September 15, 2005, SDUPD approved drawings submitted to install an aboveground diesel storage tank within National Rental Car adjacent to the SDHP Headquarters Site on Harbor Drive (Document 007-034-2244, Appendix F). Supporting SDUPD Inter-Staff communication accompanying the approval indicated that the tank will be a new 4,000-gallon aboveground double-wall tank and that the existing, temporary aboveground diesel storage tank will be removed from the parking lot. The exact location of the temporary tank was not identified nor did the project plans accompany the approval. During the Site reconnaissance conducted by Kleinfelder on September 20, 2023, a concrete patch was observed in the northeast corner of the site. This may have been the location of the temporary AST (see Section 7).

On May 10, 2011, the SDUPD Architectural and Mapping Services Departments approved plans for the installation of two new canopies. The first canopy was designed to cover a total of 20 existing parking spaces for their Emerald customers. To the east of this location, another canopy was proposed to cover 18 existing parking spaces similar to the first one (Document 007-034-2924, Appendix F). Based on Google Earth© imagery, these canopies, as well as an additional canopy over the exit plaza booths at the southwest corner, appear to have been constructed between April 2011 and October 2012. These features are also visible on the 2012 aerial photograph in Appendix A-3.

A SDUPD Project Review and Approval document dated April 26, 2012 (Document 007-034-2989, Appendix F) describes site improvements including the replacement of significantly damaged pavement outside the carwash facility, installation of two new submersible sump pumps to catch the water that escapes the wash bays and return it back to the carwash reclamation system, and the installation of new 30-foot by 66-foot canopy at the exit plaza booths.

Demolition plans prepared by Stantec Architecture, dated June 6, 2023 (Document 2007713019, Appendix F), for demolition of the site improvements prior to termination of National's lease identify existing features. These features appear to be substantially the same as the features appearing in the 2012 aerial photograph (Appendix A-3).

The maintenance facility, carwash area and associate facilities such as oil water separators and sumps are identified as REC National-1. The USTs and fueling canopy are identified as REC National-2. The AST containment that may have contained the 4,000 gallon diesel AST is identified as REC National-3.

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6.2.3.2 Chemical Use

Waste listed as being generated at the National facilities (3280 N Harbor Drive) include: inorganic solid waste, hydrocarbon solvents (benzene, hexane, Stoddard, etc.), waste oil and mixed oil, oil/water separation sludge tank bottom waste and still bottoms with halogenated organics. In addition, the CA UST database indicates the site stores unleaded gasoline in two underground storage tanks.

6.2.3.3 Waste Management Practices

Wastes generated at the National facilities (3280 N Harbor Drive) are currently stored in tanks and drums in an indoor hazardous waste storage room located at the northeast corner of customer service/maintenance building (Figure 6-22). During the Site reconnaissance conducted on September 20, 2023, these areas were observed to be well maintained with no visible signs of spills (see Section 7). HAZNET records reviewed as part of this study indicate these wastes are transported offsite for disposal. San Diego County HMMD inspection records reviewed as part of this study, indicate the facility has been cited for a variety of administrative violations over the years. None of the citations reviewed were indicative of a release.

6.2.3.4 Stormwater Management

Stormwater at the 3280 N Harbor Drive (SDUPD Parcel No. 007-034) flows to onsite catch basins connected to underground storm drains that discharge into the San Diego Bay/East Basin. At the time of the Site reconnaissance conducted on September 20, 2023, BMPS did not appear to be in place around the catch basins to prevent stormwater, impacted by the site operation, from entering the catch basins. Stormwater discharges from the site are currently regulated under the General Municipal Permit (SDRWQCB Order No. R9-2013-001, NPDES Permit No. CAS0109266) and the SDUPD Jurisdictional Urban Runoff Management Program.

6.2.3.5 Previous Investigations

No records of previous investigations were found for this site between 1996 and 2023.

6.2.4 San Diego Country /Regional Airport Authority Project Management Complex Site

Following GD's departure from the parcel and demolition and removal of the HDTF structures in 1996, this parcel was paved and used as a vehicle storage lot for the rental car companies. Based on historic

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TUOPs (Table D-1, Appendix D), it appears the parcel was initially used primarily by Hertz and later by National. More recently the site has been occupied construction trailers in support of the SDCRAA Airport Development Program (ADP)

6.2.4.1 Buildings and Activities

Aerial photographs (Appendix A-3) from 1997 to 2020 indicate that no structures were constructed on the parcel and that it was used for vehicle parking to varying degrees throughout this period. Google Earth© imagery indicate that the site was largely vacant beginning in late 2017 and remained that way until late 2021 when the SDCRAA PMC Office was constructed to support construction of the new SDIA Terminal 1 (i.e., the ADP).

Demolition plans prepared by Stantec Architecture, dated September 4, 2018 (Document 2014717042, Appendix F), indicate the locations of the remaining infrastructure and subsurface utilities including: storm drain structures and piping, yard light, paving, electric service, transformers, inactive fire hydrant, existing vault, and an existing fire hydrant. The demolition plan details which elements will be demolished and which will remain in place.

According to an Environmental Application dated September 4, 2018, planned demolition of the existing National Vehicle Storage lot (SDUPD Parcel No. 007-038) involved removal of any related improvements including yard lights, guard posts, footings, AC paving, and utility lines serving the site. The storage lot is to be returned to the SDUPD as bare land, free of debris (Document 2018-049, Appendix F).

On July 14, 2021, the SDUPD granted conditional approval for a SDCRAA Tenant Project Application for a proposed Temporary Office Trailer Complex on SDUPD Parcel 007-0038 (referred to as Parcel 1) located at 3032 North Harbor Drive. The SDCRAA proposed to construct and operate a temporary office trailer complex for employees and construction workers associated with the ADP project under a TUOP approved by the Board of Port Commissioners on April 13, 2021 (Document 72953, Appendix F).

The site improvements were completed approximately in late 2021 and included 104 temporary single-story modular trailers. These modular trailers were placed on the existing paved surface and connected to utility services. In total, the modular trailers created approximately 73,551-square feet of temporary office space, split across two structures, with the north and south structures measuring approximately 44,056-square feet and 29,495-square feet, respectively.

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Minor improvements to the Site included replacement of the perimeter chain link fence, two vehicular access gates, a pedestrian access gate, and installation of k-rail and an asphalt berm along the southwestern perimeter of Parcel 1. New utility service connections (electrical, water, and sewer) were provided to the SDCRAA PMC Office Trailers.

Several Field Directives were issued during the course of construction, which modified the project scope. These included:

- Field Directive No. 2020-137 FD-1 under Project No. 2020-137 (Document 73105, Appendix F) – Issued August 17, 2021, for the installation of 240 feet of conduit via small-bore Horizontal Directional Drilling for fiber optic cable to the SDCRAA PMC Trailer Complex.
- Field Directive No. 2020-137 FD-1 under Project No. 2020-137 FD-2 (Document No. 73265, Appendix F) – Issued October 19, 2021, for the construction of a new receiving pit located within the SDCRAA PMC Trailer Complex (Parcel 007-038) for the installation of fiber optic conduit.
- Field Directive No. 2020-137 FD-3 under Project No. 2020-137 (Document No. 73357, Appendix F) – Issued November 19, 2021, for the construction of approximately 15 feet of 12-inch diameter sewer line to be connected to an existing City of San Diego sewer manhole on SDUPD Parcel 008-002.

6.2.4.2 Chemical Use

No records were found indicating chemical use or hazardous wastes generated associated with the rental car or SDCRAA PMC operations at 3032 N. Harbor Drive (SDUPD Parcel No. 007-038).

6.2.4.3 Waste Management Practices

No records were readily available documenting waste management practices associated with the parcel.

6.2.4.4 Stormwater Management

Stormwater from 3032 N Harbor Drive (SDUPD Parcel 007-038) flows to onsite catch basins connected to underground storm drains that discharge into the San Diego Bay/East Basin. At the time of the Site reconnaissance conducted on September 20, 2023, BMPs did not appear to be in place around the catch basins to prevent stormwater impacted by the site operation from entering the catch basins.

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6.2.4.5 Previous Investigations

SDCRAA Phase I ESA, 2021

In 2021, the SDCRAA performed a Phase I ESA and Geophysical Investigation on SDUPD Parcel No. 007-038 to evaluate the site for use by the SDCRAA during the Terminal 1 redevelopment project (Tetra Tech, 2021c and Tetra Tech, 2021d).

The geophysical survey identified several anomalies on the on parcel potentially associated with past HDTF activities (Figure 6-24)[5]. These included:

- An EM anomaly in the southern portion of the Parcel under the former Seaplane Ramp interpreted to potentially be a UST.
- Several GPR anomalies, one south of former Building 52 under former Building 76, a cluster of GPR anomalies near the southwest corner of the Building 76 test slab and associated sump tank and the former hazardous waste storage area, a small GPR anomaly in the vicinity of the former USTs between former Buildings 42 and 52, and several small GPR anomalies under the former Seaplane Ramp.

Based on the findings of the Phase I ESA and the geophysical investigation, the entire footprints of former Buildings 42, 52, 76 and 80, were identified as RECs. Additional RECs included:

- The former sump located south of Building 76 at the southeast corner of the test slab.
- Four PCB transformers, two of which were identified to have leaked, near Buildings 52 and 76.
- The former hazardous material and drummed hazardous waste storage south of Buildings 76 and 80.
- The location of USTs formerly located between Buildings 42 and 52.
- The catch basins and storm drain system.

Based this and additional documentation reviewed as part of this study, including the findings of the PLOC Investigation (Brown and Caldwell, 1995a, 1995d, Appendix J), the Phase III Release Investigation Report for Building 52 (Brown and Caldwell, 1995c), the Partial Building Dismantling and Soil Removal Report for Building 52 (Brown and Caldwell, 1996c) and the Phase IV Removal and Verification Sampling for Building

[5] *The Former Sump Tank is mislocated on Figure 6-24. The actual location was in the vicinity of the Candidate EM Anomaly.*

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52 (Brown and Caldwell 1996d), the southern portion of Building 52 was identified as REC HDTF-3, Building 80 and the hazardous material and drummed hazardous waste storage area south of Building 80 were identified as REC HDTF-12b, the PCB transformers near Buildings 52 and 76 were identified as REC HDTF-2, the location of the USTs between Building 42 and 52 were identified as REC HDTF-1, and the former sump located south of Building 76 at the southeast corner of the test slab was identified as REC HDTF-21.

Building 42 was not included as a REC because there was no reported chemical use within the building (Groundwater Technology, 1992). Building 76 was not included as a REC because it was used as office space and a structure test laboratory supporting Building 52.

6.3 TOW BASIN SITE HISTORY AND ACTIVITIES

The original HDTF lease between the City of San Diego and Consolidated Vultee Aircraft Corporation included the Tow Basin parcels (Figure 1-2) as well as the parcel currently occupied by the SDHP (approximate SDUPD parcel 007-028, Figure 1-2). As noted in Section 5.1, the parcel currently occupied by the SDHP was removed from the lease for the IAS in 1948. The facilities on the Tow Basin parcels were operated by Convair until approximately 1970 when LMSC purchased the building and used it for hull design tests until 1983. In 1983, the facility was purchased by Rohr Marine Incorporated (RMI) and used for similar purposes until RMI went bankrupt in 1986 and the SDUPD took ownership of the facility and leased it back to Lockheed until 1991 (BAS, 1997). Between 1991 and 2004, the Tow Basin site was the subject of multiple investigation and remediation activities to address environmental impacts associated with the Tow Basin operations and building. When the remedial activities were completed in 2004 and the Tow Basin building and associated infrastructure were removed, the site was graded and left vacant. Between 2004 and the present, the two Tow Basin parcels have been used for rental car parking storage. Currently, Parcel 007-027 is used by the SDHP for storage and Parcel 007-053 is used by Enterprise for vehicle storage.

6.3.1 Buildings

Building 61/923 (Tow Basin)

The Tow Basin parcels are approximately 1.2 acres and include one structure. Building 61, also known as the Tow Basin and Building 923, was constructed in approximately 1956. The building was approximately 13,000-square feet and included a 300-foot-long open top concrete tank filled with water used to test model boat hulls, submersible vehicles, and seaplanes. An overhead tramrail extended the length of the tank and included a test carriage operated by an electric motor. A hydraulic wave maker was located at the eastern end of the tank (Figures 6-25, 6-26 and 6-27). The building floor on the north side of the tank

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was asphalt and the floor on the south side of the tank was asphalt covered with concrete. Floor drains in the facility connected to the storm drain system (McLaren Hart 1991a). The western portion of the building contained a computer room and offices. The southeastern portion of the building contained a machine shop, a model build-up area, an electronics shop, and a paint application area. A scrap metal storage shed was located outside of the southwest corner and a drum storage area outside the northwest corner of the building. Five transformers were located within the building; three had labels indicating they did not contain PCBs and two had no labels (Figure 6-28).

Water to fill the tank was supplied by the City San Diego and treated with chlorine and acid (McLaren Hart, 1991a). Following the Santa Barbara oil spill in 1969, the Tow Basin was used to test oil skimming systems. To conduct these tests, the tank was lined with Visqueen plastic with joints sealed with duct tape and lacquer thinner, and filled with water and oil. Engineering drawings for Building 61 are provided in Appendix F.

6.3.2 Chemical Usage

According to the Baseline Environmental Study, no chemicals were used in the Tow Basin Building (Groundwater Technology, 1992). However, Drawing Number EFG419 (Appendix F) from 1955 show plans for a hydrogen peroxide barrel storage area at the seawall adjacent to the building, and the Phase I ESA (McLaren Hart, 1991a) indicates that the facility operations included drum storage, painting operations, leaking hydraulic equipment, and a machine shop (McLaren Hart, 1991b). In addition, the Phase I ESA also includes a list of materials used and stored at both the Tow Basin and the LESC leaseholds to the north (Appendix G). The LESC leasehold is the current location of the SDHP Headquarters. Both leaseholds had the same address of 3380 North Harbor Drive. These materials included a variety of compressed gasses, petroleum products, mercury and mercury wastes, halogenated solvents, paint sludge, waste oil and waste hydraulic oil.

6.3.3 Historic Waste Management Practices

Water from the Tow Basin was periodically drained and refilled. On average it was emptied about once per year (McLaren Hart, 1991a). Prior to 1990, water from the tank was discharged to the storm drain that discharged into the Bay (East Basin). The last reported draining of the tank was in 1990 when an acid wash was performed on the tank and the water discharged to the sanitary sewer (McLaren Hart, 1991a). The Phase I ESA (McLaren Hart, 1991a) also indicated that the facility operations included drum storage area near the northwest corner of the building (Figure 6-28). The Phase I ESA reported that discolored asphalt

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was seen at this location in a 1975 aerial photograph and was observed near a nearby storm drain catch basin.

6.3.4 Stormwater Management

Stormwater runoff from the site drained untreated to four storm drain catch basins (CB-4, CB-5, CB-6 and CB-7). CB-4 and CB-7 drained the eastern portion of the site (Figure 6-29). CB-4, CB-7, and a catch basin (CB-3) on parcel to the north (SDUPD Parcel No. 007-028) are connected to a north/south trending storm sewer that outfalls to the Bay (East Basin). CB-5 and CB-6 drained the western portion of the site. CB-5 was connected to a storm sewer that trended northwest and connected offsite to a 48-inch diameter City of San Diego storm sewer. CB-6 was connected to a storm sewer that trended north/south and discharged into the Bay. CB-5, CB-6, and their associated storm sewer lines were removed/abandoned during site remediation activities in 2003-04 (ERM, 2004). Three floor drains inside the Tow Basin tank and five floor drains inside the Tow Basin building also connected to the catch basins (Figure 6-29).

Stormwater runoff from the site currently flows to Catch Basins CB-4 and CB-7, located on the east side of the parcel, and discharge into the Bay through an outfall south of the site (Figure 6-29). Stormwater discharges from the site are currently regulated under the General Municipal Permit (SDRWQCB Order No. R9-2013-001, NPDES Permit No. CAS0109266) and the SDUPD Jurisdictional Urban Runoff Management Program. There are no catch basins on the western portion of the parcel. At the time of the site reconnaissance on September 20, 2023, no BMPs were in place around the catch basins.

6.3.5 Previous Investigations

6.3.5.1 Phase I Environmental Site Assessment, McLaren Hart, 1991

In 1991 McLaren prepared a Phase I ESA on behalf of LMSC to identify environmental concerns resulting from past and present facility operations and offsite operations that may have impacted the Tow Basin site prior to LMSC's lease termination with the SDUPD (McLaren Hart, 1991a). The Phase I ESA includes a summary of the site background and history and the finding of a site inspection, an aerial photograph review, and regulatory file review. The finding of the Phase I concluded the following:

- Water containing petroleum from the oil skimming testing performed following the Santa Barbara oil spill may have been discharged to the storm drain system without proper permitting.

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- The ceiling and floor tiles of the computer room and offices may contain asbestos, and a pre-demolition assessment should be performed.
- PCBs may be present in fluorescent light ballasts and electrical transformers in the building.
- The use and storage of solvents, lubricants, and adhesives in the machine shop, electrical shop, and model build-up area did not pose any concern.
- Lacquers, thinners, and solvents used in the painting area near the southwest corner of the building may have been released to the subsurface.
- Stained asphalt observed in the vicinity of the drum storage area at the northwest corner of the building may be indicative of a release from the drums and impacts to the underlying soil and storm drain sediments.
- LMSC activities conducted near the catch basin on the leasehold have not likely impacted the storm drain system since storing of hazardous materials was not observed in those areas.
- A fuel release from Lindbergh Field has caused impacts to soil and groundwater near the leasehold. However, the free product plume had not migrated to the leasehold.

6.3.5.2 Phase II Property Transaction Environmental Site Assessment, McLaren Hart, 1991

In 1991, McLaren Hart completed a Phase II Property Transaction Environmental Assessment (Phase II ESA) for the LESC and LMSC (Tow Basin Site) leaseholds prior to the anticipated early termination of their leases with the SDUPD (McLaren Hart 1991b). The Phase II ESA was intended to address the areas of concern identified during the Phase I ESA (McLaren Hart, 1991a). The scope of work for the LMSC (Tow Basin Site) leasehold included:

- Sampling of stained soil beneath the hydraulic wave maker pump on the east end of the building.
- Sampling of stained soil near the northwestern catch basin in the vicinity of the drum storage area.
- Soil and groundwater sampling outside the paint application area at the southeast corner of the building.
- Collection of grab sediment samples from two storm drain catch basins, one located in the vicinity of the drum storage area (CB-5), and one on the opposite (south) side of the building from the drum storing area long the same storm drain line CB-6).

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A total of three soil borings were advanced (SB-10, SB-13 and MW-3) and two soil samples collected from each soil boring at nominal depths of 1.5- and 5-feet bgs (total of six soil samples). The soil boring advanced in the vicinity of the paint application area was converted to a groundwater monitoring well (MW-3). In addition, one sediment sample was collected from CB-5 and CB-6. Depending on the location, the soil samples were analyzed for one or more of the following: TPH, VOCs, volatile aromatic compounds (VACs), PCBs, and priority pollutant metals including mercury. The sediment samples were analyzed for TPH, VOCs, mercury, copper, and nickel. The groundwater sample collected from MW-3 as part of a sitewide groundwater investigation involving both the LESC and LMSC leaseholds was analyzed for TPH, VOCs, PCB, mercury, copper, and nickel.

The soil samples collected from the three soil borings did not contain significant concentration of the analytes for which they were tested. The sample collected at a depth of 1.5 feet from the soil boing near the paint application area (MW-3) contained 19 ppm of TPH and both samples from this boring contained mercury and zinc at concentrations of 0.04 ppm and 1.7 ppm, respectively. The soil samples collected from the boring advanced in the vicinity of drum storage area contained acetone at concentrations of 69 parts per billion (ppb) (shallow sample) and 33 ppb (deeper sample), and mercury at a concentration of 0.08 ppm in both samples.

The sediment sample collected from the storm drain catch basin located in the vicinity of the drum storage area (CB-5) contained PCBs at a concentration of 6,900 ppm (Aroclor 1254) and copper, mercury, and nickel at concentrations of 37 ppm, 2.3 ppm, and 5 ppm, respectively. The sediment sample collected from the storm drain catch basin on the south side of the building (CB-6) contained PCBs at concentrations of 70 ppm (Aroclor 1254); copper, mercury, and nickel at concentrations of 33 ppm, 0.65 ppm, and 7 ppm, respectively; and acetone, methylene chloride, and toluene at concentrations of 100 ppb, 26 ppb, and 6 ppb, respectively. The PCB concentrations in both sediment samples exceed the applicable hazardous waste criteria for PCBs at the time and the mercury concentration in CB-5 exceeded 10 times the soluble threshold limit concentration (STLC) of 0.2 ppm, indicating that mercury may be present in hazardous concentrations. The groundwater sample collected from MW-3, installed in the vicinity of the paint application area, contained ppb concentrations of acetone and carbon disulfide.

The Phase II ESA concluded that while PCBs and mercury were reported in the storm drain catch basins at concentrations exceeding hazardous waste criteria, the soils surrounding catch basins were not impacted by PCBs and recommended that sediment from the catch basins be handled as an extremely hazardous waste. Phase II ESA also concluded that the VOCs found in the groundwater sample collected from MW-3 (acetone and carbon disulfide) were there result of laboratory contamination.

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6.3.5.3 LMSC and Port of San Diego Tow Basin Site PCB Assessment, McLaren Hart, 1991

In November of 1991 McLaren Hart, on behalf of LMSC, conducted a supplemental investigation involving additional sampling of sediments in catch basins. The McLaren Hart report documenting these activities could not be located as part of this study; however, the findings are summarized in the Metcalf & Eddy Remedial Action Plan for Tow Basin (Metcalf & Eddy, 1994).

The investigation involved collection of sediment samples from catch basins CB-4, CB-5, CB-6, and CB-7, and a collection of wipe samples from CB-5 and CB-6, and a collection of soil samples from two shallow hand auger soil borings. The sediment, wipe, and soil samples were analyzed for PCBs. The results of the sediment sample analyses indicated that the catch basins sediment contained between 0.27 mg/kg and 700 mg/kg PCBs. The highest PCB concentrations were found in the sample collected from CB-6. The catch basin wipe samples contained 140 µg/wipe and 1.4 µg/wipe for CB-5 and CB-6, respectively. One shallow soil sample contained PCBs at a concentration of 140 mg/kg. An additional phase of investigation involving collection of additional catch basin wipe samples, wipe samples from the Tow Basin walls, and samples of concrete, asphalt, and soil from the Tow Basin building floor, was conducted by LMCS in January/February 1992. This investigation found concentrations of PCBs in the CB-4 and CB-5 catch basin wipe samples of 1.8 and 1.5 µg/wipe, respectively, up to 64 µg/wipe in the building wall wipe samples, and up to 37 µg/wipe in the building floor wipe samples.

6.3.5.4 SDUPD Tow Basin Building Investigation, 1992

Following LMSC's investigation, the SDUPD contracted with Pacific Treatment Environmental Services (PTES) to conduct additional sampling within the Tow Basin building as well as the Tow Basin tank. The PTES report documenting these activities could not be located as part of this study; however, the findings are summarized in the Metcalf & Eddy Remedial Action Plan for Tow Basin (Metcalf & Eddy, 1994). Four sampling events using different sampling methods were conducted. Three of the sampling events were conducted between June and December of 1992 and involved collecting 27 samples from the building, tank floor, and walls and analyzed the samples for PCBs. The results of these sample analyses for these events ranged between 0.1 mg/kg and 4,053 mg/kg. The highest PCB concentrations (1,325 mg/kg to 4,053 mg/kg) were found in six floor and wall samples collected from the Tow Basin tank (Metcalf & Eddy, 1994). A fourth sampling event was conducted by PTES in June 1995. This sampling event involved collection of 16 concrete samples from the Tow Basin tank floor. Results of the sample analyses indicated PCBs (Aroclor 1254) were present in the samples at concentrations up to 1,500 mg/kg (Ninyo &Moore, 1997).

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6.3.5.5 Remedial Action Plan for LESC and LMSC, McLaren Hart 1991

Following completion of the Phase II Property Transaction Environmental Assessment (McLaren Hart, 1991b), the SDUPD requested that LESC conduct remedial activities to address the presence of chemicals detected in storm drain catch basin sediments. A RAP was prepared by McLaren Hart on behalf of LESC and LMSC (McLaren Hart, 1991c) to address the catch basin issues. The scope of work in the RAP included:

- Removal of sediment from CB-3, CB-4, CB-5, CB-6, and CB-7.
- Inspection of the catch basins for cracks and defects.
- Drilling and sampling of soil borings adjacent to CB-5 and CB-6.
- Drilling and sampling of soil borings adjacent to CB-4 and/or CB-7, as warranted by the inspection.
- Analysis of the soil samples for PCBs and mercury.

Drilling and sampling of soil borings adjacent to CB-3, located on the LESC leasehold north of the Tow Basin Site, was not proposed because a soil boring had already been drilled and sampled next to this catch basin.

According to a RAP prepared by Metcalf & Eddy, (Metcalf and Eddy, 1994) for the Tow Basin building, LMSC cleaned out CB-5 and CB-6, as well as CB-4 and CB-7, and the associated storm drain lines. LMSC submitted a report documenting the investigation and remediation of the storm drains outside the Tow Basin building (Metcalf and Eddy, 1994).

6.3.5.6 Site Assessment Building 923, Metcalf & Eddy, 1993

In July 1993, Metcalf & Eddy conducted an investigation of the Tow Basin building and tank on behalf of the SDUPD. The investigation involved the collection of 44 asphalt, concrete, paint, soil, and wipe samples from the Tow Basin building. The results of this investigation found the highest concentrations of PCBs, ranging between 150 mg/kg and 2,600 mg/kg were associated with Tow Basin tank paint and concrete surfaces. Lower concentration of PCBs, ranging from below 0.05 mg/kg and 15.2 mg/kg were found in the asphalt deck comprising the floor of the Tow Basin building (Metcalf & Eddy, 1993).

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6.3.5.7 California Department of Toxic Substances Control Voluntary Cleanup Agreement Hazardous Substance Account 94/95-025

In 1995, the SDUPD entered into a Voluntary Cleanup Agreement (VCA) with DTSC for Removal Action Oversight and Certification Services during the SDUPD's remediation of the Tow Basin Site, (DTSC, 1995) pursuant to California Health & Safety Code Section 25262. The VCA stipulated requirements for the preparation and implementation of a Removal Action Work Plan, and an additional response action, if necessary, for the protection of public health and the environment.

6.3.5.8 Preliminary Endangerment Assessment Equivalent Report, Ninyo & Moore 1997

In 1997, Ninyo & Moore, on behalf of the SDUPD, prepared a Preliminary Endangerment Assessment Equivalent Report (PEA) to assess the potential risks associated with the PCBs found at the Tow Basin Site. Using the existing site assessment data, the PEA scope evaluated six potential human exposure pathways:

1. Dermal contact with surfaces contaminated with PCBs within the Tow Basin building.
2. Inhalation of fugitive dust containing adsorbed PCBs within the Tow Basin building.
3. Inhalation or direct dermal contact with PCB-contaminated fugitive dust outside the Tow Basin building or such dust that settles upon the surfaces commonly contacted by humans.
4. Dermal contact with PCBs or PCB-contaminated sediments in the adjacent East Basin downstream of the stormwater discharge points.
5. Dermal contact with PCB-contaminated surface water in the East Basin.
6. Ingestion of fish or other edible marine organisms from San Diego Bay with bioconcentrate PCBs and other potential contaminants along the food chain.

The PEA concluded that "based on the current use of the property, the releases [of PCBs] do not appear to pose an immediate threat to public health or the environment, and therefore, expedited response action is not considered appropriate for this site." However, the document qualifies that it was beyond the scope of the study to assess the significance of PCBs in the East Basin.

The PEA further recommended the following actions relevant to the Tow Basin Site:

- Compare the as-built storm drain plans with a subsurface geophysical or video survey to verify routes and the storm drain integrity.

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- Evaluate upstream PCBs sources that may impact onsite storm drains.
- Enlist the oversight of DTSC to comply with the requirement of the Toxic Substances Control Act if the Tow Basin building and tank are to be demolished.

6.3.5.9 Imminent or Substantial Endangerment Determination and Remedial Action Order, Docket No. I &/ SE 97-98-009.

Pursuant to the findings of the PEA, DTSC issued Imminent or Substantial Endangerment Determination and Remedial Action Order No. I &/ SE 97-98-009 (ISE Order) to the SDUPD, GD, and LESC (Responsible Parties) requiring actions be taken to address the PCB impacts found at the Tow Basin Site and the adjacent Bay sediments. The Imminent or Substantial Endangerment Determination (ISE) Order required the Responsible Parties to conduct a Remedial Investigation/Feasibility Study consistent with the requirements of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), conduct Removal Actions, if necessary, to mitigate the release of hazardous substances from the Tow Basin Site, prepare a Baseline Risk Assessment, prepare a Remedial Action Plan and Remedial Design, and implement the final Remedial Action.

6.3.5.10 Harbor Island East Basin PCB Investigation, Bryan A. Stirrat 1997

In 1997, the SDUPD retained Brian A. Stirrat & Associates (BAS) to perform an assessment of PCBs in the existing storm drain system upstream from the Tow Basin Site and in Bay sediments in the East Basin. The assessment involved a video survey of the storm drain system on and upstream of the Tow Basin facility, sampling of sediments in manholes and catch basins upstream of the Tow Basin Site and sampling of sediments at storm drain outfalls and Bay sediments adjacent to the Tow Basin Site. The results of the investigation indicated that although the storm drain system within the Tow Basin Site was connected to storm drain systems that drained portions of Harbor Drive and the Airport to the north, no apparent sources of PCBs were emanating from the upstream facilities. Further, the study concluded that PCB concentration trends in the Bay sediment suggested that the source for PCBs in the Bay sediments was two storm drain outfalls at the Tow Basin Site.

6.3.5.11 PCB Investigation. CH2M Hill, 1998.

On behalf of the SDUPD, LMSC, GD, and CH2M Hill conducted an investigation of the Tow Basin building and tank to “determine whether the painted surfaces of the Tow Basin building is the source of PCBs reported in the building” and “determine if the concrete beneath the paint is contaminated with PCBs”.

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Sixteen core samples were collected from the Tow Basin building and tank and separated into two subsamples -- paint film mechanically removed from the surface of the concrete and the remaining concrete core. Two thin sections of the concrete cores were sliced from the core just beneath the painted surface and another below the first slice. The paint and concrete samples were analyzed for PCBs and six paint samples were analyzed for PCB congeners (19 congeners).

The 16 paint samples analyzed contained PCBs at concentrations up to 63,100 mg/kg (6.3 percent by weight). Apart from one sample, the paint samples collected from the Tow Basin tank (14 samples) contained PCBs at concentrations between approximately 3 and 6 percent. Based on available literature, the PCB concentrations and the PCB congener distribution appeared to be consisted with historic marine paint formulations. The two samples collected from the Tow Basin building walls also contained PCBs but at lower concentrations (approximately 0.05 to 0.5 percent); however, the PCB congener appeared similar to the paint samples collected from the Tow Basin tank. The concrete sample contained significantly lower (i.e., several order of magnitude) concentrations of PCBs and concentration decreased with depth.

The investigation concluded that the source of PCBs found at the Tow Basin Site was likely the paint used on the Tow Basin tank and walls of the interior walls of the building.

6.3.5.12 Remedial Investigation, Ninyo & Moore, 1999

A remedial investigation (RI) of the Tow Basin Site was performed by Ninyo & Moore in December 1998 in response to the requirements of the ISE Order. The focus of the RI was on sources of PCBs; however, other potential COCs, such as VOCs in soil and soil vapor and mercury, were investigated. The investigation was constrained to the Tow Basin Site and did not extend to Bay sediments. The RI investigation activities included the following:

- Collection of six paint samples from the Tow Basin building interior surfaces (four samples) and exterior surfaces (two samples) and analysis of the sample for PCBs and lead
- Collection of three sediment samples from onsite storm drain catch basins and analysis of the samples for VOCs, PCBs, and metals.
- Collection of six groundwater samples from temporary wells installed within potential VOC source areas and analysis of the samples for semi-volatile organic compounds (SVOCs), PCBs, and metals.
- Collection of five soil gas samples from a depth of five feet below the ground surface and analysis of the samples for VOCs.

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- Drilling three soil borings beneath three onsite stormwater catch basins, collection of six soil samples from beneath the catch basins and analysis of the samples for VOCs, PCBs, and metal.
- Drilling of three soil borings and collection of three soil samples for background metals concentration analysis.
- Drilling of six soil borings through the concrete and asphalt deck around the Tow Basin tank and collection of 11 soil samples from beneath the pavement for PCB analysis.
- Drilling of five borings through the bottom of the Tow Basin tank and collection of 10 soil samples for PCB and metals analysis.

The results of the RI sampling and analysis led to the following conclusions.

- VOCs were not detected in the soil, soil vapor, or sediment samples collected, and VOCs could be eliminated as COCs in soil, soil-vapor and sediment.
- VOCs, SVOCs (except for suspected laboratory contaminant bis(2-ethylhexyl) phthalate) and PCBs were not detected in the groundwater samples and metals were not detected at elevated concentrations and VOCs, SVOCs, PCBs, and metals could be eliminated as COCs for groundwater.
- Paint samples collected from the interior and exterior walls of the Tow Basin building contained PCB, but at lower concentrations than reported for the Tow Basin tank (CH2M Hill, 1998).
- Three of the 30 soil samples collected contained PCBs at concentrations of 0.027 mg/kg. These samples were collected from beneath the Tow Basin tank and the asphalt tank deck around tank.
- Relatively low concentration of PCBs was found in the catch basin sediment samples.
- Deterioration of PCB containing paint on the interior and exterior surfaces of the Tow Basin tank and building appear to be the source of PCBs. Paint residues may have been carried to catch basins during rainfall events and may have been carried to the storm drain system during draining of the Tow Basin tank.
- Mercury previously detected in onsite stormwater catch basins was not detected during the RI. Because no association was found between mercury and PCBs in the catch basin sediments, paint does not appear to be the source for mercury previously detected.

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6.3.5.13 Risk Assessment Report, Ninyo & Moore 2000

Using the result of the RI (Ninyo & Moore, 1999) and previous site assessment data, Ninyo & Moore performed a streamlined risk assessment (SRA) to evaluate the risk to human health and ecological receptors associated with the potential COCs at the Tow Basin Site (Ninyo & Moore, 2000). Assessment of risks associated with COCs found in groundwater were not included in the SRA because, in accordance with an agreement with DTSC, the Bay adjacent to the Tow Basin Site (East Basin) and hydraulically connected groundwater would be addressed as a separate operable unit.

Following an evaluation of the existing data, PCBs were identified as the principal COC. Lead, detected in paint samples from the site structures, was eliminated because the reported concentrations fell below the U.S Department of Housing and Urban Development threshold concentration (600 mg/kg) for "lead-based paint." Mercury and other potential metals of concern were eliminated as COCs because they were either not detected in the soil or sediment samples or were detected at concentrations below the concentrations in the three background soil samples collected as part of the RI. VOCs and SVOCs were eliminated as COCs because they were not detected in samples collected during the RI.

The SRA considered three conceptual exposure scenarios:

- Exposures associated with the current conditions (i.e., no action)
- Exposures during remediation
- Exposures after building decontamination and removal.

The SRA concluded that public health was not immediately threatened by the release of PCBs from the Tow Basin Site because the site is closed and public access to the site is limited by fences and locked gates. However, it was acknowledged that "No Action" was not a feasible alternative for administrative reasons. The potential for ongoing risk to ecological receptors was identified but not quantified.

Potential risks to workers and the community during the implementation of remedial actions were identified and the implementation of mitigation measures consistent with the finding of the SRA and the federal Occupational Safety and Health Administration.

Using an unrestricted residential or commercial future use scenario for dermal absorption, oral ingestion, and particulate inhalation of soil, a soil cleanup level for PCBs of 0.31 mg/kg was proposed.

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6.3.5.14 Soils Operable Unit Remediation, ERM, 2004

Following DTSC approval of the Final Remedial Action Plan (Ninyo & Moore, 2002) and the Final Remedial Design and Implementation Plan (ERM, 2003), Environmental Resources Management (ERM) performed remedial activities for the soils operable unit (OU) for the Tow Basin Site defined as the site soils, aboveground and underground structures, and associated piping (ERM, 2004). The remedial action was conducted in two phases. Phase I involved the removal of asbestos containing building materials and soft demolition. Asbestos was not identified as a COC for the soils OU; however, asbestos abatement was necessary prior to the implementation of subsequent remedial measures. Phase II involved removal of the of the paint from the Tow Basin building and tank by hydroblasting and confirmatory sampling of the underlying concrete for PCBs. Once it was confirmed that the concrete met the remedial action objectives for PCBs, the Tow Basin building and tank were demolished, and certain nonessential utilities removed. The demolition debris was hauled offsite. Following removal of the site structures and the storm drain, the underlying soil was sampled and soil exceeding the remedial action goals excavated and disposed of. The initial remedial action goals were 1.0 mg/kg for concrete and 0.22 mg/kg for soil. The remedial action goal for concrete was later revised to 50 mg/kg (ERM, 2004).

During Phase I, approximately 16 tons of ACMs were removed from the Tow Basin building and disposed of at Sycamore Landfill in San Diego, California, and Azusa Land Reclamation, in Azusa, California. In addition, approximately 24 tons of non-concrete materials (light fixtures, ceiling tiles, sheet rock, wood, and plumbing) were removed and disposed of at U. S. Ecology in Beatty, Nevada.

During Phase II, paint was removed from the inside walls, ceiling, roof, outside walls, tank, inside floor, and outside asphalt parking lot using hydroblasting. The waste stream from the hydroblasting, comprising water paint solids and some concrete material, was treated to remove the paint solids and concrete with temporary onsite treatment system. The treated water was collected in holding tanks, sampled, and discharged to the sanitary sewer system under a batch discharge permit. The solids were collected, containerized, and transported offsite for disposal. Approximately 114,433 gallons of wastewater were discharged to the sanitary sewer system and 142,477 pounds of PCB-containing solids transported offsite for disposal.

Following the paint removal, confirmation samples were collected, with DTSC oversight, to confirm the revised remedial action goal of 50 mg/kg for PCBs in concrete had been achieved. Sample locations were randomly selected in accordance with the requirements of Remedial Design and Implementation Plan (ERM, 2003). The initial round of confirmation sample indicated that the concrete surfaces on the building roof contained PCBs at concentrations exceeding the revised remedial action goals. The roof was

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hydroblasted again, and a second round of confirmation samples were collected. The second round of confirmation samples verified that PCB concentrations were below the revised remedial action goal.

Between November 2003 and January 2004, the building, footings and foundations, Tow Basin tank, and adjacent asphaltic concrete parking areas were demolished, and the debris hauled offsite. In addition, a sewer sump, located at the southeast corner, and associated piping was removed up to the property line and capped.

Stormwater catch basins CB-5 and CB-6 were jet washed and the resulting water and sediment vacuumed from the subsurface and sent to the onsite temporary wastewater treatment system. CB-5 and CB-6 and the storm drain piping from the CB-5 to the property line was removed and hauled offsite for disposal. The remaining storm drain piping from CB-5 was filled with concrete from the property line to the = nearest point of connection. The Implementation Report (ERM, 2004) does not indicate if the stormwater piping from CB-6 to the Bay was removed. However, the Final Remedial Design and Implementation Plan (ERM, 2003) indicates that the storm drain piping was to be removed to the property line and the remaining piping plugged and capped at the property line (Figure 6-29). Soil samples were collected from below the removed catch basins and piping and analyzed for PCBs. The results of the soil sample analyses indicated that PCBs were below the remedial action goal for soil.

Stormwater catch basins CB-4 and CB-7 were jet washed and the resulting water and sediment vacuumed from the subsurface were sent to the onsite temporary wastewater treatment system. The storm water piping between catch basins CB-4 and CB-7 were removed and the piping hauled offsite for disposal. Soil samples were collected from under the removed piping and analyzed for PCBs. The results of the soil sample analyses indicated that PCBs were below the remedial action goal for soil. The removed piping was replaced with 18-inch diameter PVC pipe.

Approximately 2,192 tons of debris from the building and utility demolition activities were hauled offsite for disposal at Otay Landfill in Chula Vista, California.

A total of 39 confirmatory soil samples were collected from beneath the Tow Basin building, tanks, drain inlets, drainpipes, and catch basins. One of the 39 samples contained PCBs at a concentration exceeding the remedial action goal for soil of 0.22 mg/kg. A statistical analysis involving the calculation of the 95th percent upper confidence limit (UCL) on the arithmetic mean of the data set was performed to assess if the overall data set met the remedial action goals. The resulting analysis indicated the 95th percent UCL value was 0.0913 mg/kg, meeting the remedial action goal.

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The excavations were backfilled with fill material from the Hanson Otay Quarry Pit. Samples of the backfill material were collected and analyzed for metals, pH, and asbestos. A geotextile was placed on the subgrade prior to backfilling and the site was final graded to drain toward catch basins CB-4 and CB-7. The site surface was finished with material like a Caltrans Class II aggregate base rock. The results of the backfill and compaction testing activities were documented in a Geotechnical Summary Letter prepared by Ninyo & Moore and included in the Implementation Report (ERM, 2004).

The Final Implementation Report (ERM, 2004) was submitted to DTSC in October 2004. In a letter dated November 30, 2004, DTSC approved the Final Implementation Report and agreed that the "soil remedial action for the soil operable unit is complete" and "no further remedial action is required for the site's soil" (DTSC, 2004). The letter also required the submittal of a groundwater and Bay sediment assessment investigation work plan within 60 days.

6.3.5.15 Groundwater Assessment 2006 through 2009

An initial draft of a groundwater assessment work plan was submitted to DTSC by TRC Solutions, Inc. in April 2005. DTSC provided a conditional approval (DTSC, 2006) of the work plan in August 2006 and the Final Groundwater Assessment Work Plan, incorporating DTSC's conditions, was submitted to DTSC in September 2006 (Haley & Aldrich, 2006). The scope of work described in the workplan included:

- A tidal study
- Installation of five groundwater monitoring wells
- Quarterly groundwater monitoring for one year
- Preparation of quarterly groundwater monitoring reports

In November 2006, four groundwater monitoring wells were installed on the Tow Basin Site and one well was installed upgradient (Haley & Aldrich, 2009). The locations of the groundwater monitoring wells are shown on Figure 6-30. Quarterly groundwater monitoring was performed between November 2006 and November 2007 (Haley & Aldrich, 2008b) and the results compared to the California Toxic Rule (CTR) values for enclosed bays and estuaries. As of the final quarter of groundwater monitoring, conducted November 2007, dissolved copper in the sample collected from monitoring well MW-4 was the only analytes reported at concentrations exceeding the CTR values. PCBs (Aroclor 1254) were reported in the sample collected from MW-4 at a concentration below the CTR value. PCBs were not detected in the other

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monitoring wells. VOCs were not detected above the laboratory detection limit in any of the monitoring wells (Haley & Aldrich, 2008b).

Following the fourth quarterly event, the sampling frequency was reduced to semiannual at MW-4 only. The remaining monitoring wells were abandoned (Haley & Aldrich, 2009). Two semiannual groundwater monitoring events at MW-4 were performed in August 2008 and February 2009. Following the second event, a semiannual groundwater monitoring report was submitted (Haley & Aldrich, 2009) concluding that groundwater quality beneath the site had not been impacted and requesting no further action.

In May 2009, DTSC (DTSC, 2009a) issued a letter stating the no additional groundwater monitoring was warranted at the Tow Basin Site and approving abandonment of MW-4. In December 2009, regulatory oversight for sediment cleanup in the East Basin was transferred from DTSC to the CRWQCB, San Diego Region (DTSC, 2009b) in accordance with California Environmental Protection Agency Site Designation Committee Resolution No. 95-02. In June 2010 (CRWQCB, 2010), the CRWQCB issued a letter concurring with DTSC's May 2009 "No Further Action" letter for groundwater issues on the "landside." The landside cleanup case, CRWQCB Case No. 2090016/DTSC Case No. 37870001, was closed in June 2010. Assessment and remediation of the impact to the Bay (East Basin) associated with the Tow Basin Site are ongoing under CRWQCB Cleanup and Abatement Order R9-2022-007, Case No. 2090016.

6.3.6 Areas of Concern and RECs Associated with the Tow Basin Site

Although the two Tow Basin OUs (soil and groundwater), were closed by DTSC and the SDRWQCB, the soils OU was closed with residual concentration of PCBs left in place. For this reason, the Tow Basin Site is identified as a CREC.

6.4 SAN DIEGO HARBOR POLICE HEADQUARTERS SITE HISTORY AND ACTIVITIES

6.4.1 Buildings and Activities

The SDHP currently occupies the building constructed by the IAS in 1948 (Building 901) and others constructed by Lockheed in 1968 (Building 922) and 1979 (Building 924). The parcel comprising the SDHP Headquarters Site was originally part of the Consolidated Vultee Aircraft Corporation lease for the HDTF. In 1948, the northwest corner of the Consolidated Vultee leasehold was removed from the lease for the IAS. This portion of the of the former Consolidated Vultee leasehold is currently approximately SDUPD Parcels 007-028 and 007-030 (Figure 1-2). In 1965, Lockheed Aircraft Corporation entered into a lease with the SDUPD. Lockheed occupied the site between 1965 and 1991. During this time period the lease

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was assigned to various Lockheed entities (Table D-1, Appendix D). On July 31, 1991, Lockheed surrendered its lease with the SDUPD and returned the parcels to the SDUPD. Figure 6-31 is a site plan of the buildings constructed during the IAS' and Lockheed's tenancy.

In the mid-1990s, the SDUPD entered into a lease with the SDHP who currently occupies the site. The three structures constructed during the IAS' and Lockheed's occupation remain on the site today and are in use by the SDHP.

Building 901

Building 901 is a two-story concrete block building constructed in 1948 (McLaren Hart, 1990) and used by the IAS, and a museum and restaurant until 1965. Lockheed purchased the building and began leasing the property in 1965 after which Buildings 922 (1968) and 924 (1979) were constructed. The building included office space and conference rooms, a lecture hall, drafting rooms, and laboratory space (Figure 6-31). Building 901 was primarily used for office space and design and operation of small submersible vehicles from 1965 to the early 1990s (McLaren Hart, 1991c). From 1978 to 1984, manganese nodules crushed in Building 922 were tested in a laboratory located in Building 901. The testing involved acid digestion of the crushed samples and analysis of the samples for nickel and copper content using an atomic adsorption analyzer. Assembly of cathodic protection devices and fiber optic connectors was also conducted in the building. An HMSY was located on the west side of Building 901 (Figure 6-31) from the mid-1980s to the early 1990s. Materials from on-site activities, as well as operations conducted and LESC's Kearny Mesa facility, were stored in the hazardous materials storage area. A San Diego Gas and Electric (SDG&E) transformer and electrical switch station were located near the southeast side of Building 901. A transformer, what appeared to be and empty transformer pad, and an emergency power generator were observed at the southeast corner of the building during the site reconnaissance on September 19, 2023 (see Section 7.2.6). There was no visual evidence of a release occurring from these features.

Following the start of SDHP's occupancy of the site in the mid-1990s, additional improvements were made to facilitate the Harbor Police operations (Figure 6-32). These include:

- Placement of modular buildings used for office and other administrative functions on the west, south, and east sides of Building 901 between 2000 and 2019.
- Construction of an explosives management facility west of Building 924 in approximately 2008.

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According to Captain Johnathan George of the San Diego Harbor Police, the explosives management facility is used to store explosives used in canine training. It is not used for explosives detonation nor has there ever been an accidental incident within the facility.

These improvements can be seen on the aerial photographs provided in Appendix A-3. The SDHP currently use Building 901 and the modular buildings for office space and storage. Further details of the current uses and activities of Building 901 as well as Buildings 922, 924, and the modular buildings are provided in Section 7.

Building 922

Building 922 is a steel frame "Butler" building installed in 1968 and was used for storage and periodic marine related experimental and commercial operations (McLaren Hart, 1990). Materials stored in the building have included shipping boxes, construction materials, steel beams, drummed petroleum products, lead ingots, power tools, electrical cable, steel frames, and residual chemicals. During the late 1970s and mid-1980s, the building was used to support the manganese nodule mining and analysis program. The south side of the building was used for U.S. Government property storage including electrical text equipment, raw metal stock, and chemicals (e.g., lithium hydroxide).

Sometime between 2009 and 2011 the SDHP added a vehicle maintenance canopy on east side of Building 922. Building 922 is currently used by the SDHP as a gymnasium.

Building 924

Building 924 is a steel-framed "Butler" building installed in 1979. The building formerly included office space, work benches, and a small machine shop (McLaren Hart, 1990). The building was used for the assembly of underwater fiber optic connectors from 1984 to the early 1990s. This process involved the use of small quantities of solvent and lubricants. A fenced area outside the west wall of the building may have been used for material storage. This storage area was converted to a dog kennel by the SDHP sometime prior to 2003. Building 924 is currently used by the SDHP as a drive-through equipment storage facility. Details of the current activities conducted in Building 924 are provided in Section 7.

6.4.2 Chemical Use

Chemicals used by Lockheed on site were likely included mercury ballast material, acids used for the digestion of manganese nodules, residues from the manganese digestion process containing metals, hydraulic oil and other petroleum products, potassium oxide, lead from lead ingots, small quantities of freon and paint, lithium hydroxide, and solvents (McLaren Hart 1990). However, the HMSY stored

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materials used at the Kearny Mesa facility. A summary of the types and quantities of materials stored in the HMSY at the time of the Phase I ESA (McLaren Hart,1990) is provided in Appendix G. Appendix G also includes an inventory of virgin chemical quantities stored and the storage methods, and a summary of chemicals noted during a San Diego County DHS (DHS) inspection (McLaren Hart, 1990). These tables include information for 3380 North Harbor Drive which included Lockheed facilities on SDUPD Parcel 007-028 as well as the Tow Basin Site.

During the Site reconnaissance conducted at the SDHP Headquarters Site on September 20, 2023, small quantities of chemicals including aerosol cans of spray lubricants, carburetor and brake cleaner, quart containers of oil, and containers of windshield wiper fluid were observed in a flammable storage locker in the vehicle maintenance area outside of Building 924. In addition, portable waste oil collection containers were observed within the maintenance area. A steel cabinet labeled “explosives” was observed in a storage area in Building 901. According to the SDHPD representative, the explosives were small diversionary devices called flash-bangs.

6.4.3 Waste Management Practices

Hazardous wastes from the LESC facility, as well as the Kearny Mesa facility, were stored in the HMSY west of Building 901. No records pertaining to the management and disposal of these wastes during the time Lockheed occupied the site were found during this study.

The SDHP Headquarters Site is listed as a RCRA non-generator as of June 2019. Prior to 2019, the San Diego HMMD database includes inspection reports containing a number of administrative violations relating to the storage and management of hazardous wastes. Diesel fuel is the only waste listed in these reports.

6.4.4 Stormwater Management

Stormwater runoff from this Parcel drains to three onsite stormwater catch basins (CB-1 through CB-3) connected to underground storm sewer lines discharging directly to the Bay (East Basin) or to City of San Diego storm sewer lines (Figure 6-33). The site did not appear to have been enrolled in the General Industrial Permit Order 91-13-DWQ and 92-12-DWQ during Lockheed’s tenancy. Stormwater discharges from the site are currently regulated under the General Municipal Permit (SDRWQCB Order No. R9-2013-001, NPDES Permit No. CAS0109266) and the SDUPD Jurisdictional Urban Runoff Management Program. At the time of the Site reconnaissance on September 20, 2023, no BMPs were in place around the catch basins.

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6.4.5 Previous Investigations

6.4.5.1 Phase I Environmental Site Assessment, McLaren Hart, 1990

Prior to the transfer of the Lockheed leasehold back to the SDUPD, the Lockheed Corporation retained McLaren Hart to prepare a Phase I ESA to identify environmental concerns that may have impacted the site and required resolution prior to LESC's evacuation of the leasehold. The Phase I ESA involved a review of the site background and history, a site inspection, aerial photograph review, and a regulatory agency file review.

The following are the findings of the Phase I ESA:

- Ceiling and floor tiles in Building 901 may contain asbestos.
- PCBs may be present in the fluorescent light ballasts located within Buildings 901 and 924 and in the mercury-vapor lamps in Building 922.
- The laboratory operations in Building 901 did not pose an environmental concern.
- The processing of manganese nodules in Building 922 did not pose an environmental concern.
- Oil staining noted outside the southwest corner of Building 922 was an environmental concern.
- Assembly of fiber optic connectors in Building 924 did not pose an environmental concern.
- Staining noted outside the southwest corner of Building 924 where hydraulic pumps and air compressors were located did pose an environmental concern.
- Staining observed in the HMSY may be indicative of impacted soil beneath the pavement in the HMSY.
- Stormwater runoff collected by the Sites stormwater catch basins may have contained chemicals from site operations and parked vehicles.
- Chemical releases from off-Site underground storage tanks identified in the vicinity of the LESC site (SDPH Headquarters) have not impacted groundwater beneath the site.

6.4.5.2 Phase II Property Transaction Environmental Assessment, McLaren Hart, 1991

Following completion of the Phase I ESA, McLaren Hart conducted a Phase II Property Transaction ESA for the LESC (SDHP Headquarters Site) and LMSC (Tow Basin Site) leaseholds prior to the anticipated early

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termination of their leases with the SDUPD (McLaren Hart, 1991b). The Phase II ESA was intended to address the areas of concern identified during the Phase I ESA (McLaren Hart, 1991a). The scope of work for the LESC leasehold included:

Hazardous Materials Storage Yard (Figure 6-34):

- Soil sampling at the drummed material storage area (Soil Borings 1 and 2)
- Soil sampling at the stockpiled equipment storage area (Soil Boring 3)
- Soil sampling at the reported paint stripper spill location (Soil Boring 4)
- Soil sampling at the reported hydraulic oil spill location (Soil Boring 5)
- Soil sampling at the areas of most significant oil staining located along the western fence line (Soil Borings 6 and 7)

Soil samples were collected from 1.5 and 4.5 feet bgs in each soil boring and analyzed for VOCs, TPH, mercury, copper, and nickel. The shallow soil samples were also analyzed for PCBs.

Buildings 922 and 924 (Figure 6-35):

- Soil sampling at an oil-stained area beneath the hydraulic oil pump near Building 924 (Soil Boring 8).
- Soil sampling at an oil-stained area outside the southwestern corner of Building 922 (Soil Boring 9).

Soil samples were collected from 1.5 and 4.5 feet bgs in each soil boring and analyzed for TPH and VACs. The shallow soil sample from Building 924 was also analyzed for PCBs.

Stormwater System (Figure 6-36):

- Grab sampling of sediments in three onsite storm drain catch basins (CB-1 through CB-3).
- Soil sampling from two soil borings (SB-11 and SB-12) installed adjacent to CB-2 and CB-3.

The catch basin sediment samples were analyzed for VOCs, PCBs, mercury, copper, and nickel. Soil samples were collected at 1.5- and 4.5-feet bgs in the borings drilled adjacent to the catch basins. The soil

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samples were analyzed for VOCs, mercury, copper, and nickel. The shallow soil sample from the boring located adjacent to CB-3 was also analyzed for PCBs.

In addition, three monitoring wells (MW-1 through MW-3) were installed to evaluate the groundwater conditions at both LESC and LMSC. MW-1 and MW-2 were located on the LESC Site (SDHP Headquarters Site) and MW-3 was located on the LMSC Site (Tow Basin Site) to the south. Soil samples were collected from the monitoring well borings during construction at depths of 1.5- and 5.5-feet bgs. The samples collected from the wells on the LESC Site (MW-1 and MW-2) were analyzed for TPH, VOCs, mercury, copper, and nickel. The soil samples collected from the well located on the LMSC facility (MW-3) were analyzed for TPH, VOCs, and priority pollutant metals. Groundwater samples collected from the groundwater monitoring wells were analyzed for VOCs, TPH, PCBs, mercury, copper, and nickel. TPH was reported in several shallow soil samples and in one deeper soil sample within the HMSY at concentrations ranging from 29 to 300 mg/kg. VOCs and PCBs were not reported in any of the samples collected from the HMSY. Copper was reported in six of the 14 soil samples collected the HMSY at concentrations ranging from 0.9 mg/kg to 2.5 mg/kg. Mercury was reported in the soil samples collected from the HMSY at concentrations ranging from 0.04 mg/kg to 0.07 mg/kg. Nickel was not reported above the laboratory reporting limit.

TPH was reported in the shallow soil samples collected outside of Building 922 at concentrations of 400 mg/kg. VOCs, VACs, and PCBs were not reported in any of the samples collected outside of Buildings 922 and 924.

The LESC catch basin sediment samples did not contain VOCs or PCBs above the laboratory reporting limits. Copper was reported in the LESC catch basins sediment samples at concentrations ranging from 8.7 to 33 mg/kg; mercury was reported at concentrations ranging from 0.15 mg/kg to 16 mg/kg (CB-3); and nickel was reported below the reporting limit in one sample and at a concentration of 3 mg/kg in the other. Methylene chloride and Freon 113 (thought to be laboratory contaminants) were reported in the sediment sample collected from CB-3.

With the exception of methylene chloride (thought to be a laboratory contaminant), VOCs were not reported above the laboratory reporting limit in the samples collected from the borings drilled adjacent to the catch basins. Methylene chloride was reported in two samples, one 1.5-foot sample and one 4.5-foot sample at concentrations of 5 mg/kg and 6 mg/kg, respectively. Mercury was reported in the samples collected from these borings at concentrations of 0.7 mg/kg and 0.8 mg/kg. Copper and nickel were not reported above the laboratory reporting limit.

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TPH, VOCs, copper, and nickel were not reported above the laboratory reporting limit in the soil samples collected from the LESC monitoring well borings. Mercury was reported in the soil samples at concentrations ranging from 0.03 mg/kg to 0.06 mg/kg.

The groundwater samples collected from the LESC wells did not contain TPH, PCBs, copper, mercury, or nickel above the laboratory reporting limit. Acetone was reported in samples collected from both well and carbon disulfide was reported in a sample collected from one well. Both acetone and carbon disulfide were thought to be laboratory contaminants. These analytes were not reported in subsequent sampling events.

The results of the sample analyses were compared to the available screening values at the time that included California hazardous waste criteria for metals (soluble threshold limit concentration [STLC] and total threshold limit concentration [TTLC]) and Water Quality Goals for Marine Resources[6]. None of the analytes reported in samples collected from the HMSY and adjacent to Buildings 922 and 924 exceeded these criteria. Based on this comparison, the fact the site was paved, and potential sources of contamination had been removed, no further action was recommended for the HMSY and the areas around Buildings 922 and 924.

Mercury in the sediment sample collected from CB-3 exceeded 10 times the STLC value indicating the sediment may be hazardous. The soils samples collected from the boring next to CB-3 (SB-12) contained lower concentrations of mercury below the 10-time STLC threshold. Based on these data, it was concluded that the catch basins had not adversely affected the adjacent sediments. However, it was recommended that the catch basins be cleaned and inspected.

Since no VOCs, PCBs, TPH, or metals were reported in groundwater samples, it was concluded that groundwater had not been impacted by the LESC or LMSC operations.

6.4.5.3 Remedial Action Plan LESC and LMSC, McLaren Hart 1991.

According to the RAP prepared by Metcalf & Eddy, (Metcalf and Eddy, 1994) for the Tow Basin building, LMSC cleaned out CB-4, CB-5, CB-6, and CB-7, located on the Tow Basin Site and the associated storm drains. These activities were proposed in the RAP prepared by McLaren Hart (McLaren Hart, 1991c) as well as cleaning out CB-3 and the associated storm drain located on the LESC leasehold. The Metcalf &

[6] *The STLC and TTLC screening values used at the time are below current DTSC Screening Levels for Commercial Industrial Soil and USEPA Regional Screening Levels for Composite Worker Soil.*

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Eddy RAP did not mention any activities associated with CB-3. Documentation pertaining to CB-3 and the associated storm drains was not found during this study.

6.4.6 Areas of Concern and RECs

Based on the results of the Phase II Property Transaction ESA (McLaren Hart, 1991b), no outstanding areas of concern appear to be associated with Lockheed's use of the SDHP Headquarters Site. However, since it does not appear that the Phase II investigation was conducted with regulatory oversight, the HMSY portion of the site is identified as a REC. Although documentation for the cleaning of CB-3 was not found, the soil samples collected from SB-12 drilled adjacent to CB-3 did not indicate the soil adjacent to this catch basin had been impacted. RECs associated with the current use of the site by the SDHP are discussed in Section 7.

6.5 PARKING LOT SITE HISTORY AND ACTIVITIES

6.5.1 Buildings and Historic Land Use

The Parking Lot Site comprises Parcel Nos. 007-021, 007-024, and 007-025. The northern portion of the Parking Lot Site was created with hydraulic fill by approximately 1942 (Figure 5-1) but was not included as part of the initial Frontier Enterprise, Consolidated Vultee (Convair) lease comprising the former HDTF, the, SDHP Headquarters Site and the Tow Basin Site. A vacant triangular parcel in the 1949 aerial photograph (Appendix A-3) appears to be the northern portion of the Parking Lot Site. Drawings from 1950 (Drawing No. 241-B-2) and 1955 (Drawing No. 241-B-3) suggest that this area was leased to the San Diego Speed Boat Club by the City of San Diego Harbor Department during this time period (Appendix F). An aerial photo from 1953 (Appendix A-3) shows a structure and dock located on the site. This structure and dock can be seen in the background in Figures 6-25 and 6-27. By 1964 (Appendix A-3), the area south of the San Diego Speed Boat Club and west of the SDHP Headquarters Site and the Tow Basin Site had been filled for the construction of Harbor Island Drive. The structure presumably belonging to the San Diego Speed Boat Club is still present on the northern portion of the site. The remaining portion of the site is vacant. By 1966 (Appendix A-3), the structure is gone, the entire site is unpaved, vacant, and construction of Harbor Island Drive had begun. By 1970 (Appendix A-3), the site appears to remain unpaved and vacant, and the Lockheed Marine Terminal and Railway has been constructed at the west end of the East Basin. A cloverleaf interchange between Harbor Drive and Harbor Island Drive partially covers the northern portion of the site. By 1979 (Appendix A-3) the site appears unpaved and is being used for parking. From 1985 to 1994, the site appears to be paved and was still being used for parking. By 1997 (Appendix A-3) the cloverleaf interchange between Harbor Island Drive and Harbor Drive has been

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removed and reconfigured and the parking area expanded north and east between Harbor Drive and the Lockheed facility. From 1997 until 2020 the site appears to remain as a parking lot (Appendix A-3). Currently Parcel No. 007-024 is used by the SDHP for parking, Parcel No. 007-25 is used by Avis for vehicle storage, and Parcel 007-021 is an access driveway off of Harbor Island Drive.

6.5.2 Chemical Use in Parking Lot Parcels

No records were found of chemical use within the parking lot parcels.

6.5.3 Historic Waste Management

No records were found of waste generation within the parking lot parcels.

6.5.4 Historic Stormwater Management

Stormwater from the parking lots flows to catch basins that discharge to the San Diego Bay/East Basin. Stormwater discharges from the site are currently regulated under the General Municipal Permit (SDRWQCB Order No. R9-2013-001, NPDES Permit No. CAS0109266) and the SDUPD Jurisdictional Urban Runoff Management Program.

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7 SITE RECONNAISSANCE

Kleinfelder's Phase I ESA activities included a Site reconnaissance. This section summarizes the findings from the Site reconnaissance.

7.1 METHODOLOGY AND LIMITING CONDITIONS

Laura Panduro and Bill Golightly of Kleinfelder performed a Site reconnaissance of the SDHP Headquarters Site, the west portion of the Tow Basin Site (Parcel 007-027)[7], the northern portion of the Parking Lot Site (Parcel 007-024)[8], and the SDCRAA PMC Site on September 19, 2023, the National Rental Car Site and the east portion of the Tow Basin Site (Parcel 007-053)[9] on September 20, 2023, the Avis and Hertz Rental Car Sites on September 21, 2023, and the southern portion of the Parking Lot Site (Parcels 007-025 and 007-021)[10] on October 4, 2023. The Site reconnaissance included a visual assessment of the Sites to assist in identifying the presence or likely presence of hazardous substances or petroleum hydrocarbons under conditions that indicate an existing release, a past release, or threat of release into structures, soil, groundwater, or surface water (i.e., RECs). Observations of readily apparent environmental conditions are summarized in Table 7-1 through Table 7-7, and photographs of the Subject Property are provided in Appendix B. The approximate Site boundaries and parcel numbers are shown on Figure 1-2.

7.2 SITE RECONNAISSANCE OBSERVATIONS

Kleinfelder's Site reconnaissance observations are summarized in Table 7-1 through Table 7-7. Each table is followed by a summary of RECs identified during the Site reconnaissance.

[7] *Parcel 007-027 is currently being used by the SDHP for storage.*
[8] *Parcel 007-024 is currently being used by the SDPH for parking.*
[9] *Parcel 007-053 is currently being used by Avis for vehicle storage.*
[10] *Parcel 007-025 is currently being used by Avis for vehicle storage.*

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7.2.1 Avis Rental Car Site Observations

Table 7-1: Summary of Avis Rental Car Site Observations

GENERAL OBSERVATIONS	REMARKS	OBSERVED	NOT OBSERVED
Current use	The site consists of approximately 5.7 acres and is currently being used by Avis for vehicle storage, maintenance, and repair.	X	
Current use likely to indicate RECs?	Due to the former carwash, hazardous waste storage, dispensing and vehicle maintenance activities, the current site uses are likely to indicate RECs. A summary of the identified RECs is provided following this summary table.	X	
Past use	Refer to Section 6 for a discussion of past use at this site.		X
Past use likely to indicate RECs?	Yes, refer to Section 6 for a discussion of RECs associated with past uses.		X
Structures	One fueling canopy, one customer service building and adjacent canopy, an aboveground tank and canopies, a lunch/break room, a maintenance building with an auto shop, a detail canopy, two storage shipping containers, an office building with attached canopy, and a detail canopy.	X	
Roads	North Harbor Drive to the north and Liberator Way to the east and south.	X	
Topography of Site and surrounding area	Generally flat, sloping towards the south.	X	
Interior and exterior observations or environmental conditions that may involve the use, storage, disposal or generation of hazardous substances or petroleum products.		**Observed**	**Not Observed**
ASTs	One 12,000-gal unleaded gasoline AST in the Aboveground Fuel Tank and Canopy area. An empty containment area for a 6,000-gallon diesel AST, adjacent to the Aboveground Fuel Tank and Canopy, which was removed in November 2018.	X	
Below grade vaults	Various electrical vaults, catch basins, telecommunication vaults, sewer cleanouts, stormwater catch basins, an unknown circular vault south of the customer service building, a water vault south of the customer service building, crawl spaces adjacent to the lunch/break room, valve boxes north of the lunch/break room, a sewer cleanout north of the office building.	X	
Burned or buried debris			X

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Table 7-1: Summary of Avis Rental Car Site Observations (continued)

GENERAL OBSERVATIONS	REMARKS	OBSERVED	NOT OBSERVED
Chemical storage	Western portion of the lunch/break room stores synthetic motor oil, paint cans, and other miscellaneous storage. Paint is stored in the repair canopy at the southwestern portion of the site. Three oil collectors in the outdoor hazardous waste area west of the maintenance building. Two oil collectors north of the maintenance building, which are not sitting within secondary containment. North of the maintenance building: eight drums sitting on secondary containment pallets holding oil filters/oil cans/oil hoses, a synthetic motor oil tank not sitting within secondary containment which appeared full. Chemical lockers north and east of the maintenance building including coatings, glass cleaner, polish, aerosol spray cans, finishes, paint remover, compressor oil, and carpet dye. Chemical storage inside the maintenance building including oily waste cans, sealed AGM batteries, antifreeze containers, oil filters, air filters, chemical solvents, automatic transmission fluid, and lubricant.	X	
Chemical mixing areas			X
Discolored soil or water			X
Ditches, streams			X
Drains and piping	A strip drain is located south of the maintenance building. Known piping locations are shown on demolition plan provided in Appendix F.	X	
Asbestos and Lead			X
Drums	Eight 55-gallon drums are located north of the maintenance building in the drum storage area, either empty or filled with empty oil filters, oil cans, and/or oil hoses. The drums are in secondary containment spill pallets.	X	
Electrical or hydraulic equipment (PCBs)	Existing transformer at fence by the site boundary north of the 12,000-gallon AST and a small transformer by the office building. No visible signs of leakage. Hydraulic equipment stored north maintenance building.	X	

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Table 7-1: Summary of Avis Rental Car Site Observations (continued)

GENERAL OBSERVATIONS	REMARKS	OBSERVED	NOT OBSERVED
Fill dirt from an unknown source			X
Fill dirt from a known source			X
Hazardous chemical and petroleum products in connection with known use	Flammable paints in repair canopy in the southwest corner of the site. Two mobile defuelers north and south of the fueling canopy. Fuel in the fueling canopy. 12,000-gallon unleaded gasoline AST. Synthetic motor oil and paint cans in lunch/break building. Oil collectors and four ASTs holding motor oil and used oil located west of the maintenance building. Eight drums with used oil filters north of the maintenance building in the drum storage area. Oily waste cans, antifreeze containers, oil filters, chemical solvents, batteries, oil collectors, a synthetic motor oil tank, automatic transmission fluid, lubricant stored inside the maintenance building.	X	
Hazardous chemical and petroleum products in connection with unknown use			X
Non-hazardous containers with contents	Coating, glass cleaner, polish, aerosol spray cans, finishes, paint remover, compressor oil, and carpet dye stored under the detail canopy east of the maintenance building.	X	
Hazardous waste storage	One 240-gallon motor oil AST, one 240-gallon used oil AST, one 275-gallon motor oil AST, and one 150-gallon motor oil AST located west of the maintenance building. One small synthetic oil tank located north of the maintenance building. Empty cans of flammable paints in repair canopy in the south-west corner of the site. Eight drums with used oil filters north of the maintenance building in the drum storage area.	X	

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Table 7-1: Summary of Avis Rental Car Site Observations (continued)

GENERAL OBSERVATIONS	REMARKS	OBSERVED	NOT OBSERVED
Heating and cooling system and fuel source	Electric heating, ventilation, and air conditioning (HVAC) Systems		X
Industrial waste treatment equipment			X
Loading and unloading areas			X
Odors			X
Pits, ponds, or lagoons			X
Pools of liquid			X
Process wastewater			X
Sanitary sewer system	Sewer cleanouts were observed throughout the site. Known sanitary sewer lines are shown on the demolition plan provided in Appendix F.	X	
Septic system (e.g., tank and leach fields)			X
Soil piles			X
Solid waste/evidence of unauthorized dumping			X
Stained pavement, soil or concrete	Significant pavement staining was observed around the hazardous waste storage area west of the maintenance building. *De minimis* staining associated with oil leakage from vehicles was observed throughout the site.	X	
Stains or corrosion (interior, non-water)			X

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Table 7-1: Summary of Avis Rental Car Site Observations (continued)

GENERAL OBSERVATIONS	REMARKS	OBSERVED	NOT OBSERVED
Storm drains/catch basins	Stormwater catch basins were observed throughout the site. One catch basin located south of the maintenance building contained water with an oily sheen.	X	
Stressed vegetation			X
Sumps and oil-water separators	Three underground oil water separators were observed, one between the fueling canopy and the lunch/break room associated with the former carwash, one near the southwest corner of the maintenance building and one within an asphaltic containment area used for engine washing at the southeast corner of the maintenance building. Three sumps were observed, two within the former carwash area and one within the engine wash containment at the southeast corner of the maintenance building.	X	
Surface water			X
UST(s) (including heating oil tanks)			X
Unidentified substance containers			X
Wastewater discharge			X
Water supplies (potable and process)			X
Wells (irrigation, monitoring, or domestic)			X
Wells (dry)			X
Wells (oil and gas)			X

Summary of RECs

The northwest portion of the site consisting of a fueling canopy with fuel dispensers and associated underground piping (Appendix B, Plate 1), a former carwash area (Appendix B, Plates 2 and 3), an oil water separator (Appendix B, Plate 2), a 12,000-gallon AST (Appendix B, Plate 4) and associated underground piping, and an old diesel AST containment area (Appendix B, Plate 4) is considered a REC (Avis-1). The former carwash area includes multiple wastewater collection sumps that drain into the oil water separator

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(Appendix B, Plates 2 and 3). The oil water separator in the carwash area is connected to the sanitary sewer system. Chemicals, oils, and contaminated water leaking from the oil water separator and underground sanitary sewer piping have the potential to impact soil and groundwater. Underground piping from the 12,000-gallon AST to the fuel dispensers under the fueling canopy has the potential to leak, impacting soil and groundwater. Releases from the fuel dispensers due to over filling or accidents also have the potential to impact subsurface soils.

The maintenance building (Appendix B, Plates 5 and 6) and the surrounding area (Appendix B, Plates 6 and 7) are considered a REC (Avis-2) due to the presence of oil water separators (Appendix B, Plates 6 and 7), wastewater sumps, the storage and release of hazardous wastes outside the building, the use of chemicals and petroleum products, and the presence of hydraulic lifts inside the maintenance building (Appendix B, Plate 6). The hydraulic lifts, petroleum products, and chemicals used within the maintenance building and service shed have the potential of having had releases impacting the subsurface soil. Also, releases of these chemicals within the building could flow outside the building to the strip drain located in the concrete apron outside the maintenance building doors on the south side of the building, and to the oil-water separator located at the southwest corner of the maintenance building. Leakage from the strip drain, underground piping, oil water separator, and associated sanitary sewer piping has the potential to impact soil and groundwater. An outdoor hazardous waste storage area adjacent to the maintenance building stores used and unused motor oil in ASTs in a covered hazardous waste storage area (Appendix B, Plate 9). Significant staining was observed within and outside of the hazardous waste storage area, suggesting the potential for impacts to soil and groundwater underlying the pavement (Appendix B, Plate 10). On the northwest portion of the maintenance building, a drum storage area stores 55-gallon drums sitting in spill pallets containing oil filters, oil cans, and/or oil hoses, and mobile oil collectors not sitting within a secondary containment pallet or structure (Appendix B, Plate 8). Outside the northeast corner of the maintenance building, a chemical storage cabinet, a synthetic motor oil tank not within secondary containment, uncontained hydraulic equipment, hoses, and debris were observed (Appendix B, Plate 8). A detailing canopy located outside the east side of the maintenance building was observed to store a mobile detailing cart, and a chemical storage locker containing coating, glass cleaner, polish, aerosol spray cans, finishes, paint remover, compressor oil, and carpet dye (Appendix B, Plate 7). Poor housekeeping observed in these areas may have resulted in releases impacting soil and groundwater under the pavement. The area south of the detail canopy contains a sump with oil water separator within a raised asphaltic containment berm. This area is used to clean vehicle engines (Appendix B, Plate 7). Oily discharges from the sump and oil water separator and associated sanitary sewer piping have the potential to leak impacting the surrounding soil and groundwater. Finally, a stormwater catch basin located outside the southeast side of the maintenance building was observed to contain oily water indicating that oily substances from the area around the maintenance building have been released and entered the catch

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basin. These oily substances may leak from the catch basin and downstream stormwater drain piping impacting the surrounding soil and groundwater.

An approximately 3-foot-diameter vault (Appendix B, Plate 10) was observed south of the customer service building (a vacated office space), which could not be opened due to a pile of concrete stops directly on top of it. This purpose for this vault is unknown and is identified as a REC (Avis-3).

The underground sanitary sewer system is considered a REC (Avis-4) due to the potential for petroleum or chemical impacted wastewater from the site's activities to leak from the piping and impact the surrounding soil and groundwater.

7.2.2 Hertz Rental Car Site Observations

Table 7-2: Summary of Hertz Rental Car Site Observations

GENERAL OBSERVATIONS	REMARKS	OBSERVED	NOT OBSERVED
Current use	The site consists of approximately 9.2 acres and is currently being used by Hertz for vehicle storage, maintenance, and repair.	X	
Current use likely to indicate RECs?	Due to the carwash, fuel storage and dispensing, and vehicle maintenance activities, the current site uses are likely to indicate RECs. A summary of the identified RECs is provided following this summary table.	X	
Past use	Refer to Section 6 for a discussion on past use at this site.		X
Past use likely to indicate RECs?	Yes, refer to Section 6 for a discussion of RECs associated with past uses.		X

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Table 7-2: Summary of Hertz Rental Car Site Observations (continued)

GENERAL OBSERVATIONS	REMARKS	OBSERVED	NOT OBSERVED
Structures	Carwash facility, Dent Wizard canopy, fueling canopy, AST storage, maintenance building, customer service building, two storage buildings, parking canopy, entry canopy, and a canopy and kiosk. The following HDTF buildings remain on the site and are used for the following purposes: Building 22 is the customer service building, Building 23 is the vehicle maintenance building, and Building 24 is the hazardous waste storage area. Smaller structures onsite include a water tank, an empty shed, a Verizon cell tower, and a washing machine on the northwestern position on the site. A car detail canopy is located on the southeastern portion of the site. A rectangular storage room storing mainly tires is located west of the maintenance building. A storage container toolshed with no chemical storage and an engine wash/bus maintenance canopy are located on the northeastern portion of the site. A vehicle service shed is located directly east of the maintenance building.	X	
Roads	North Harbor Drive to the north and Liberator Way to the east and south.	X	
Topography of site and surrounding area	Generally flat, sloping towards the south.	X	
Interior and exterior observations or environmental conditions that may involve the use, storage, disposal or generation of hazardous substances or petroleum products.		**Observed**	**Not Observed**
Aboveground storage tanks (ASTs)	One 4,000-gallon diesel tank located south of the carwash facility. One 500-gallon used oil tank and one 500-gallon motor oil tank in the hazardous waste storage area.	X	

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Table 7-2: Summary of Hertz Rental Car Site Observations (continued)

GENERAL OBSERVATIONS	REMARKS	OBSERVED	NOT OBSERVED
Below grade vaults	Multiple electrical vaults, sumps, sewage cleanouts, two underground capture waste sludge tanks in the carwash facility. A sump (with a pump) to the east of the large AST was observed to have oily water.	X	
Burned or buried debris			X
Chemical storage	Chemical storage with paint and a 20-gallon drum west of carwash facility. Four 55-gallon drums filled with oil filters and one 20-gallon drum of unidentified contents stored hazardous waste storage area. One 55-gallon drum with kitty litter and one 20-gallon oil drum in the service shed east of the maintenance building.	X	
Chemical mixing areas			X
Discolored soil or water			X
Ditches, streams			X
Drains and piping	A strip drain located outside the north exit from the carwash facility was observed. The strip drain appeared to connect to the oil water separator to the east.	X	
Asbestos and Lead			X
Drums	One 20-gallon drum of unidentified contents in the DENT Wizard area west of the carwash facility. Four 55-gallon drums filled with oil filters and one 20-gallon drum of unidentified contents are stored west of the hazardous waste storage area. One 55-gallon drum with kitty litter and one 20-gallon oil drum was observed in the service shed east of the maintenance building.	X	

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Table 7-2: Summary of Hertz Rental Car Site Observations (continued)

GENERAL OBSERVATIONS	REMARKS	OBSERVED	NOT OBSERVED
Electrical or hydraulic equipment (PCBs)	One small transformer north of the canopy and kiosk structure. No visible signs of leakage. One transformer approximately 140 feet east of the parking canopy. No visible signs of leakage. One transformer west of the maintenance building. No visible signs of leakage.	X	
Fill dirt from an unknown source			X
Fill dirt from a known source			X
Hazardous chemical and petroleum products in connection with known use	Diesel, used oil, motor oil, oil filters. Paint in DENT Wizard area west of carwash facility and the Detail Canopy on the southwest corner of the site.	X	
Hazardous chemical and petroleum products in connection with unknown use	One 20-gallon drum of unidentified contents in the DENT Wizard area west of the carwash facility. Four 55-gallon drums filled with oil filters and one 20-gallon drum of unidentified contents are stored west of the hazardous waste storage area. One 55-gallon drum with kitty litter and one 20-gallon oil drum was observed in the service shed east of the maintenance building.	X	FF
Non-hazardous containers with contents	Trash bins, dumpsters.	X	
Hazardous waste storage	Hazardous waste storage west of maintenance building: one 500-gallon used oil tanks, one 500-gallon motor oil tanks, four 55-gallon drums filled with oil filters, one 20-gallon drum with unknown contents. Service shed east of the maintenance building: one 20-gallon oil drum with unknown contents.	X	
Heating and cooling system and fuel source	Electric HVAC Systems.		X
Industrial waste treatment equipment	Reverse osmosis system for carwash located on the west side of the carwash building.	X	
Loading and unloading areas			X

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Table 7-2: Summary of Hertz Rental Car Site Observations (continued)

GENERAL OBSERVATIONS	REMARKS	OBSERVED	NOT OBSERVED
Odors	Strong gasoline smell in electrical vault under the parking canopy associated with a fuel spill.	X	
Pits, ponds, or lagoons			X
Pools of liquid	Pooled water in the carwash area and a puddle of oily water southeast of the fueling canopy.	X	
Process wastewater			X
Sanitary sewer system	Sanitary sewer cleanouts were observed throughout the site. Known sanitary sewer lines are shown on demolition plan provided in Appendix F.	X	
Septic system (e.g., tank and leach fields)			X
Soil piles			X
Solid waste/evidence of unauthorized dumping			X
Stained pavement, soil or concrete	A notable fuel spill was observed under the north end of the parking canopy. A large area of residual fuel with kitty litter was observed on the surface, and fuel and a strong odor observed in an adjacent electric vault. The fuel release appeared to have been contained before entering a nearby stormwater catch basin. Staining was observed inside the hazardous waste storage area under one AST. *De minimis* pavement staining associated with oil leakage from vehicles was observed throughout the site.	X	
Stains or corrosion (interior, non-water)			X
Storm drains/catch basins	Stormwater catch basins were observed throughout the site.	X	
Stressed vegetation			X

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Table 7-2: Summary of Hertz Rental Car Site Observations (continued)

GENERAL OBSERVATIONS	REMARKS	OBSERVED	NOT OBSERVED
Sumps and oil water separators	Two oil-water separators were observed, one west of the maintenance building and one northeast of the fueling canopy. Six sumps were observed: one containing a pump at the northwest corner that collects water from the carwash operations and pumps it back to a strip drain on the north side of the carwash building; one at the northeast corner of the AST containment with a pump that collects water from the AST containment and appeared to pump it back to a sump located near the south entrance to the carwash facility; one under the fueling canopy; and one at the northwest corner of the site under a canopy that appeared to be a vehicle washing area. One sump, located directly under the canopy, drained to a second sump located just outside of the canopy to the south containing a pump. The pump in the second sump appeared to pump the collected liquid to the oil water separator on the west side of the maintenance building through underground piping.	X	
Surface water			X
UST(s) (including heating oil tanks)	One 12,000-gallon unleaded gasoline UST and two 10,000-gallon unleaded gasoline USTs.	X	
Unidentified substance containers			X
Wastewater discharge			X
Water supplies (potable and process)			X
Wells (irrigation, monitoring, or domestic)			X
Wells (dry)			X
Wells (oil and gas)			X

Summary of RECs

The northwestern portion of the site consists of a carwash facility and associated strip drain (Appendix B, Plates 11 and 12), sumps and oil-water separator (Appendix B, Plate 12), a fueling canopy with fuel

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dispensers and underground piping (Appendix B, Plate 13), three USTs (Appendix B, Plate 13), and a 4,000-gallon AST and adjacent sump (Appendix B, Plate 14). This portion of the site is considered a REC (Hertz-1) due to the potential for petroleum hydrocarbons and wastewaters to have been released to the surface and subsurface. The strip drain and sump north of the carwash facility contains and pumps wastewater from the carwash facility to the oil-water separator. The sump adjacent to the AST containment appears to pump water from the AST containment to another sump at the south entrance to the carwash facility. This sump is likely connected to the oil-water separator north of the fueling canopy. Another sump located under the fueling canopy (Appendix B, Plate 13) likely contains fuel spills under the canopy and conveys them to the oil-water separator. The oil-water separator is likely connected to the sanitary sewer system. Chemicals, oils, and contaminated water leaking from the underground piping between the sumps and oil-water separator has the potential to impact soil and groundwater. Based on the review of regulatory records obtained during this study, the USTs, piping, and dispensing equipment at this Site may have been installed in 1995 (see Section 4.2.1). Due to the age of this equipment, leakage from pipe joints or other portions of the system are likely spillage occurring during bus fueling from the AST may have also occurred impacting the subsurface soil.

A recent fuel spill impacting an electric vault on the northeast side of the parking canopy was observed and is identified as a REC (Hertz-2) due to the potential for the release to have impacted the subsurface soil. When the vault lid was lifted, a very strong petroleum odor was noted. The spill was visible on the pavement and extended nearly to the catch basin located northwest of the vault (Appendix B, Plates 14 and 15).

The maintenance building and the surrounding area is considered a REC (Hertz-3) due to the presence of wastewater sumps, an oil-water separator (Appendix B, Plate 16), the storage and release of hazardous wastes (Appendix B, Plate 15), the use of chemicals and petroleum products inside the maintenance building and service shed (Attachment B-2, Plate 18), and the presence of hydraulic lifts inside the maintenance building. The sumps associated with the vehicle washing area (Appendix B, Plates 17 and 18) and the underground wastewater piping connecting these sumps to the oil water separator located outside the west entrance to the maintenance building have the potential to leak wastewater containing petroleum or other chemicals impacting the surrounding soil and groundwater. Staining observed inside the hazardous waste storage area is indicative of a release that may have impacted the subsurface soil (Attachment B-2, Plate 16). The hydraulic lifts, petroleum products, and chemicals used within the maintenance building and service shed have the potential of having been released and impacted the subsurface soil.

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The underground sanitary sewer system is identified as a REC (Hertz-4) due to the potential for petroleum or chemical impacted wastewater from the site's activities to leak from the piping and impact the surrounding soil and groundwater.

7.2.3 National Rental Car Site Observations

Table 7-3: Summary of National Rental Car Site Observations

GENERAL OBSERVATIONS	REMARKS	OBSERVED	NOT OBSERVED
Current use	The site consists of approximately 4.1 acres and is being used by National for vehicle storage, maintenance, and repair.	X	
Current use likely to indicate RECs?	Due to the carwash facility, fueling canopy, and vehicle maintenance activities, the current site uses are likely to indicate RECs. A summary of the identified RECs is provided following this summary table.	X	
Past use	Refer to Section 6 for a discussion on past use at this site.		X
Past use likely to indicate RECs?	Yes, refer to Section 6 for a discussion of RECs associated with past uses.		X
Structures	Customer service building with offices and a connected carwash facility, maintenance facility and hazardous waste storage area. Fueling canopy, inspection canopy, two parking canopies, security booths, and a dent work repair canopy.	X	
Roads	North Harbor Drive to the north and Liberator Way to the east and south.	X	
Topography of site and surrounding area	Generally flat, sloping towards the south.	X	

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Table 7-3: Summary of National Rental Car Site Observations (continued)

GENERAL OBSERVATIONS	REMARKS	OBSERVED	NOT OBSERVED
Interior and exterior observations or environmental conditions that may involve the use, storage, disposal or generation of hazardous substances or petroleum products.		**Observed**	**Not Observed**
ASTs	One 400-gallon motor oil tank, one 400-gallon waste oil tank, and one 130-gallon synthetic oil tank are stored in the hazardous waste storage area. One 4,000-gallon diesel tank was reportedly located within a secondary containment pad west of the maintenance facility.	X	
Below grade vaults	An SDG&E electrical vault was observed.	X	
Burned or buried debris			X
Chemical storage	Hazardous waste area on northeast side of maintenance facility: motor oil and synthetic oil. A small cabinet at security booth contained striping paint and small gasoline containers. Degreaser, finishing polish, paint, and other miscellaneous car maintenance chemicals were stored within the carwash area. Paint and small gasoline container were stored under the dent work repair canopy.	X	
Chemical mixing areas			X
Discolored soil or water			X
Ditches, streams			X
Drains and piping	Four wastewater sumps and four strip drains are located in the carwash bays.	X	
Asbestos and Lead			X

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Table 7-3: Summary of National Rental Car Site Observations (continued)

GENERAL OBSERVATIONS	REMARKS	OBSERVED	NOT OBSERVED
Drums	In the Hazardous Waste Storage area: two 55-gallon drums containing used oil filters, one 30-gallon drum containing water contaminated with fuel, one 30-gallon drum containing cleaner degreaser, and one 55-gallon drum containing empty aerosol cans.	X	
Electrical or hydraulic equipment (PCBs)	Existing SDG&E transformer in the northwest corner of the site. No visible signs of leakage.	X	
Fill dirt from an unknown source			X
Fill dirt from a known source			X
Hazardous chemical and petroleum products in connection with known use	See Hazardous Waste Storage section.	X	
Hazardous chemical and petroleum products in connection with unknown use			X
Non-hazardous containers with contents	Dumpsters on northwest corner of site.	X	
Hazardous waste storage	Hazardous chemicals within the Hazardous Waste Area: used oil filters, absorbent containing used oil, water contaminated with fuel, motor oil, and waste oil. The defueler station by the security booth/exit also contained fuel. Shed in the carwash facility: degreaser, finishing polish, paint, and other miscellaneous car maintenance chemicals.	X	
Heating and cooling system and fuel source	Electric HVAC Systems.		X

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Table 7-3: Summary of National Rental Car Site Observations (continued)

GENERAL OBSERVATIONS	REMARKS	OBSERVED	NOT OBSERVED
Industrial waste treatment equipment			X
Loading and unloading areas			X
Odors			X
Pits, ponds, or lagoons			X
Pools of liquid	Pool of green mossy water by the fence north of the maintenance facility. Approximately a 20-foot-long puddle. Appears to be the result of over irrigation of landscaping along Harbor Drive.	X	
Process wastewater			X
Sanitary sewer system	Sewer cleanouts were observed throughout the site. Known sanitary sewer lines are shown on the demolition plan provided in Appendix F.	X	
Septic system (e.g., tank and leach fields)			X
Soil piles			X
Solid waste/evidence of unauthorized dumping			X
Stained pavement, soil or concrete	*De minimis* staining on pavement was observed under the fueling canopy and dent repair canopy. Stains on concrete under AST in hazardous waste storage room. *De minimis* staining associated with oil leakage from vehicles was observed throughout the site.	X	
Stains or corrosion (interior, non-water)			X
Storm drains/catch basins	Stormwater catch basins were observed throughout the site.	X	
Stressed vegetation			X

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Table 7-3: Summary of National Rental Car Site Observations (continued)

GENERAL OBSERVATIONS	REMARKS	OBSERVED	NOT OBSERVED
Sumps and oil water separators	One oil water separator was observed west of the carwash bays. The steel or cast-iron piping exiting the third chamber of the oil water separator was heavily corroded. Two sumps connected to strip drains on both the west and east sides of the maintenance were also observed. Four wastewater sumps were observed within the carwash facility. A wastewater sump was observed along the north site fence line west of the maintenance facility.	X	
Surface water			X
UST(s) (including heating oil tanks)	Two 10,000-gallon unleaded gasoline USTs, located east of the auto shop.	X	
Unidentified substance containers			X
Wastewater discharge			X
Water supplies (potable and process)			X
Wells (irrigation, monitoring, or domestic)			X
Wells (dry)			X
Wells (oil and gas)			X

Summary of RECs

The maintenance facility, carwash facility, and hazardous waste storage area comprising the north portion of the customer service building is considered a REC (National-1). The wastewater sumps and strip drains observed east and west of the maintenance facility (Appendix B, Plate 19) and within the carwash facility (Appendix B, Plate 21) have the potential to leak petroleum or chemical impacted water to the subsurface impacting soil and groundwater. Petroleum products and chemicals used within the maintenance facility have the potential to be released and leakage from hydraulic lifts have the potential to impact the subsurface soil and groundwater. Stains within the hazardous waste storage area (Appendix B, Plate 25) are indicative of a release that may have impacted the subsurface.

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The two USTs (Appendix B, Plate 22) and underground piping from the USTs to the fuel dispensers under the fueling canopy (Appendix B, Plates 23 and 24) are considered a REC (National-2). Based on the review of regulatory records obtained during this study, the USTs, piping, and dispensing equipment may have been installed in 1995 (see Section 4.2.1). In addition, the fuel dispensers appeared old and in a state of disrepair. Due to the age of this equipment, leakage from pipe joints or other portions of the system are likely.

An empty AST pad with secondary containment (Appendix B, Plate 24) was observed west of the maintenance facility. Kleinfelder was informed a diesel AST of unknown volume was stored in this area in the past and has since been removed. The location/current existence of associated underground piping in unknown. This area is identified as a REC (National-3) due to the possibility of spills and leaking in this area in the past, directly from the tank and/or underground piping or from fueling activities.

The piping leading from the third chamber of the oil-water separator was observed to be heavily corroded, suggesting the potential for the downstream piping to be corroded and leaking (Appendix B, Plate 20). The piping leading to, and associated with, the oil-water separator is shown on the demolition plans to be connected to a sump northwest of the maintenance facility by the northern fence. During the site visit, this sump was opened and observed to contain oily water (Appendix B, Plate 22). The underground sanitary sewer system is identified as a REC (National-4) due to the potential for petroleum or chemical impacted wastewater from the site's activities to leak from the piping and impact the surrounding soil and groundwater.

7.2.4 SDCRAA PMC Site Observations

Table 7-4: Summary of SDCRAA PMC Site Observations

GENERAL OBSERVATIONS	REMARKS	OBSERVED	NOT OBSERVED
Current use	The site consists of approximately 3.1 acres and is currently occupied by a construction trailers complex supporting the ADP (i.e., Terminal 1 Replacement Program).	X	
Current use likely to indicate RECs?			X

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Table 7-4: Summary of SDCRAA PMC Site Observations (continued)

GENERAL OBSERVATIONS	REMARKS	OBSERVED	NOT OBSERVED
Past use	Refer to Section 6 for a discussion on past use at this site.		X
Past use likely to indicate RECs?	Yes, refer to Section 6 for past use likely to indicate RECs associated with past uses.		X
Structures	Two trailer complexes (Building 3202 A and Building 3202 B) connected by a raised lunch area/deck in the center (Appendix B, Plates 26 and 27).	X	
Roads	North Harbor Drive to the north and Liberator Way to the west.	X	
Topography of site and surrounding area	Generally flat, sloping towards the south.	X	
Interior and exterior observations or environmental conditions that may involve the use, storage, disposal or generation of hazardous substances or petroleum products.		**Observed**	**Not Observed**
ASTs			X
Below grade vaults			X
Burned or buried debris			X
Chemical storage			X
Chemical mixing areas			X
Discolored soil or water			X
Ditches, streams	Open sinkhole (Appendix B, Plate 30) on the east side of the site along fence, and an open culvert beyond the fence by road with storm drain northeast of the site.	X	
Drains and piping			X
Asbestos and Lead			X

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Table 7-4: Summary of SDCRAA PMC Site Observations (continued)

GENERAL OBSERVATIONS	REMARKS	OBSERVED	NOT OBSERVED
Drums			X
Electrical or hydraulic equipment (PCBs)	New transformer located on the west side of the site close to Liberator Way. The transformer is unlikely to contain PCBs due to its age.	X	
Fill dirt from an unknown source	Mulch and debris by trash dumpsters on the eastern Parcel 008-003 (Appendix B, Plates 29 and 30).	X	
Fill dirt from a known source			X
Hazardous chemical and petroleum products in connection with known use			X
Hazardous chemical and petroleum products in connection with unknown use			X
Non-hazardous containers with contents	Multiple trash cans and dumpsters along north fence.	X	
Hazardous waste storage			X
Heating and cooling system and fuel source	Electric HVAC Systems.		X
Industrial waste treatment equipment			X
Loading and unloading areas			X
Odors			X
Pits, ponds, or lagoons			X

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Table 7-4: Summary of SDCRAA PMC Site Observations (continued)

GENERAL OBSERVATIONS	REMARKS	OBSERVED	NOT OBSERVED
Pools of liquid			X
Process wastewater			X
Sanitary sewer system	Two sewage ejector sumps with pumps were observed on the east and west side of the raised deck connecting the two trailer complexes (Appendix B, Plates 27 and 28).	X	
Septic system (e.g., tank and leach fields)			X
Soil piles			X
Solid waste/evidence of unauthorized dumping	Miscellaneous trash along the water (San Diego Bay) and old seaplane ramp.	X	
Stained pavement, soil or concrete			X
Stains or corrosion (interior, non-water)			X
Storm drains/catch basins	Stormwater catch basins were observed around the perimeter of the trailer complexes. Additional catch basins may be present under the trailer complex.	X	
Stressed vegetation			X
Sumps and oil water separators			X
Surface water	The San Diego Bay is adjacent to the south and east boundaries of the Site.	X	
UST(s) (including heating oil tanks)			X

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Table 7-4: Summary of SDCRAA PMC Site Observations (continued)

GENERAL OBSERVATIONS	REMARKS	OBSERVED	NOT OBSERVED
Unidentified substance containers	A plastic tank located between the two trailer complexes on the east side appearing to be a roof drainage stormwater collection tank.	X	
Wastewater discharge			X
Water supplies (potable and process)	Corner of Liberator Way (backflow prevention valves).	X	
Wells (irrigation, monitoring, or domestic)			X
Wells (dry)			X
Wells (oil and gas)			X

Summary of RECs

Kleinfelder did not identify RECs associated with the site's current use during the site visit performed on September 19, 2023.

7.2.5 Tow Basin Site Observations

Table 7-5: Summary of Tow Basin Site Observations

GENERAL OBSERVATIONS	REMARKS	OBSERVED	NOT OBSERVED
Current use	The site is approximately 1.2 acres and consists of Parcel 007-027 (approx. 0.47 acre) and Parcel 007-053 (approx. 0.69 acre). Parcel 007-027 is currently used by the SDHP for storage of metal containers and traffic control equipment. Parcel 007-053 is currently used by Avis for vehicle storage.	X	
Current use likely to indicate RECs			X
Past use	Refer to Section 6 for a discussion on past use at this site.		X

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Table 7-5: Summary of Tow Basin Site Observations (continued)

GENERAL OBSERVATIONS	REMARKS	OBSERVED	NOT OBSERVED
Past use likely to indicate RECs	Yes, refer to Section 6 for past use likely to indicate RECs associated with past uses.		X
Structures	Multiple metal storage containers on Parel 007-027 (SDHP storage area).	X	
Roads	Liberator Way on the north and east.	X	
Topography of site and surrounding area	Generally flat, sloping towards the south.	X	
Interior and exterior observations or environmental conditions that may involve the use, storage, disposal or generation of hazardous substances or petroleum products.		**Observed**	**Not Observed**
ASTs			X
Below grade vaults			X
Burned or buried debris			X
Chemical storage			X
Chemical mixing areas			X
Discolored soil or water			X
Ditches, streams			X
Drains and piping			X
Asbestos and Lead			X
Drums			X
Electrical or hydraulic equipment (PCBs)			X
Fill dirt from an unknown source			X
Fill dirt from a known source			X
Hazardous chemical and petroleum products in			X

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Table 7-5: Summary of Tow Basin Site Observations (continued)

GENERAL OBSERVATIONS	REMARKS	OBSERVED	NOT OBSERVED
Hazardous chemical and petroleum products in connection with unknown use			X
Non-hazardous containers with contents	Multiple large metal containers with miscellaneous Harbor Police Storage. Full extent of contents is unknown.	X	
Hazardous waste storage			X
Heating and cooling system and fuel source			X
Industrial waste treatment equipment			X
Loading and unloading areas			X
Odors			X
Pits, ponds, or lagoons			X
Pools of liquid			X
Process wastewater			X
Sanitary sewer system			X
Septic system (e.g., tank and leach fields)			X
Soil piles			X
Solid waste/evidence of unauthorized dumping			X
Stained pavement, soil or concrete			X
Stains or corrosion (interior, non-water)			X
Storm drains/catch basins	Stormwater catch basins were observed in Parcel 007-053.	X	

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Table 7-5: Summary of Tow Basin Site Observations (continued)

GENERAL OBSERVATIONS	REMARKS	OBSERVED	NOT OBSERVED
Stressed vegetation			X
Sumps and oil water separators			X
Surface water	San Diego Bay.	X	
UST(s) (including heating oil tanks)			X
Unidentified substance containers			X
Wastewater discharge			X
Water supplies (potable and process)			X
Wells (irrigation, monitoring, or domestic)			X
Wells (dry)			X
Wells (oil and gas)			X

Summary of RECs

Kleinfelder did not identify RECs associated with the site's current use during the site visit performed on September 19 and 20, 2023.

7.2.6 San Diego Harbor Police Headquarters Site Observations

Table 7-6: Summary of San Diego Harbor Police Headquarters Observations

GENERAL OBSERVATIONS	REMARKS	OBSERVED	NOT OBSERVED
Current use	The site consists of approximately 2.6 acres and currently being used by the SDHP as their headquarters and training facility.	X	

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Table 7-6: Summary of San Diego Harbor Police Headquarters Observations (continued)

GENERAL OBSERVATIONS	REMARKS	OBSERVED	NOT OBSERVED
Current use likely to indicate RECs?	The use and release of chemicals and petroleum products in the vehicle maintenance area may have resulted in a release impacting the subsurface soil. Significant pavement staining was observed within the area.	X	
Past use	Refer to Section 6 for a discussion on past use at this site.		X
Past use likely to indicate RECs?	Yes, refer to Section 6 for a discussion of RECs associated with past uses.		X
Structures	Main building (lobby, offices, administrative rooms, records room, conference rooms, men's and women's locker rooms and bathrooms, holding room, utility room, and exercise room), investigation trailer, patrol trailer, men's locker room, women's locker room, equipment room, gym, vehicle repair canopy, dog pen, and explosives management facility.	X	
Roads	North Harbor Drive to the north and Liberator Way to the south.	X	
Topography of site and surrounding area	Generally flat, sloping towards the south.	X	
Interior and exterior observations or environmental conditions that may involve the use, storage, disposal or generation of hazardous substances or petroleum products.		**Observed**	**Not Observed**
ASTs			X
Below grade vaults		X	
Burned or buried debris			X

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Table 7-6: Summary of San Diego Harbor Police Headquarters Observations (continued)

GENERAL OBSERVATIONS	REMARKS	OBSERVED	NOT OBSERVED
Chemical storage	Vehicle repair canopy east of the gym: oils, paint cleaners, brake/diesel fuel, transmission fluid, body cleaner, batteries, and gasoline. Second story of equipment room stores F500 fire foam (non-PFAS).	X	
Chemical mixing areas			X
Discolored soil or water			X
Ditches, streams			X
Drains and piping			X
Asbestos and Lead			X
Drums			X
Electrical or hydraulic equipment (PCBs)	One existing transformer and one empty transformer pad to the east of the main building, north of the men's locker room. The existing transformer may date back to when Lockheed occupied the site. No visible signs of leakage were observed. A dry transformer is located west of the main building.	X	
Fill dirt from an unknown source			X
Fill dirt from a known source			X
Hazardous chemical and petroleum products in connection with known use	Emergency generator contains fuel on the east side of the building. No visible signs of leakage observed.	X	
Hazardous chemical and petroleum products in connection with unknown use			X
Non-hazardous containers with contents			X

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Table 7-6: Summary of San Diego Harbor Police Headquarters Observations (continued)

GENERAL OBSERVATIONS	REMARKS	OBSERVED	NOT OBSERVED
Hazardous waste storage			X
Heating and cooling system and fuel source	Electric HVAC Systems.		X
Industrial waste treatment equipment			X
Loading and unloading areas			X
Odors			X
Pits, ponds, or lagoons			X
Pools of liquid			X
Process wastewater			X
Sanitary sewer system	Sewer lift station, sewer cleanout north of main building, and a sewer manhole.	X	
Septic system (e.g., tank and leach fields)			X
Soil piles			X
Solid waste/evidence of unauthorized dumping			X
Stained pavement, soil or concrete	Pavement staining was observed within the vehicle maintenance area and *de minimis* staining observed inside equipment room.	X	
Stains or corrosion (interior, non-water)			X
Storm drains/catch basins	Stormwater catch basins were observed on the site.	X	
Stressed vegetation			X
Sumps and oil-water separators			X

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Table 7-6: Summary of San Diego Harbor Police Headquarters Observations (continued)

GENERAL OBSERVATIONS	REMARKS	OBSERVED	NOT OBSERVED
Surface water			X
UST(s) (including heating oil tanks)			X
Unidentified substance containers			X
Wastewater discharge			X
Water supplies (potable and process)			X
Wells (irrigation, monitoring, or domestic)			X
Wells (dry)			X
Wells (oil and gas)			X

Summary of RECs

Staining observed within the vehicle maintenance area may be indicative of a release of petroleum or other chemicals used within this area. This area is identified as a REC due to potential for release and impacts to the soil beneath the pavement (Appendix B, Figure B-19).

7.2.7 Parking Lot Site Observations

Table 7-7: Summary Parking Lots Observations

GENERAL OBSERVATIONS	REMARKS	OBSERVED	NOT OBSERVED
Current use	The Site consists of approximately 2.7 acres and is currently used for vehicle storage and parking as car storage facilities/parking lots. Parcel 007-024 is approximately 1.3 acres and is used by the SDPH for parking. Parcel 007-025 is approximately 1.4 acres and is used by Avis for vehicle storage. Parcel 007-021 is approximately 0.3 acre is currently an entry way off of Harbor Island Drive.	X	

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Table 7-7: Summary Parking Lots Observations (continued)

GENERAL OBSERVATIONS	REMARKS	OBSERVED	NOT OBSERVED
Current use likely to indicate RECs?	Raised concrete pads observed on the site may have been transformer pads.	X	
Past use	Refer to Section 6 for a discussion on past uses at this Site.		X
Past use likely to indicate RECs?	No. The parking lot site has historically been vacant or used for parking.		X
Structures	A security kiosk on the northeastern portion of the site.	X	
Roads	Harbor Island Dr on the west, Liberator Way on the east and south.	X	
Topography of site and surrounding area	Generally flat, sloping towards the south.	X	
Interior and exterior observations or environmental conditions that may involve the use, storage, disposal or generation of hazardous substances or		**Observed**	**Not Observed**
ASTs			X
Below grade vaults	Catch basins, storm drains, sewer cleanouts, water vaults, electrical vaults, and unknown vaults were observed throughout the site, and on the vegetation area/sidewalk west of the parking lots.	X	
Burned or buried debris			X
Chemical storage			X
Chemical mixing areas			X
Discolored soil or water			X
Ditches, streams			X
Drains and piping	No visible piping observed, likely underground.		X
Asbestos and Lead			X
Drums			X
Electrical or hydraulic equipment (PCBs)	Two raised concrete pads that may have contained transformers or electrical equipment were observed.		X

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Table 7-7: Summary Parking Lots Observations (continued)

GENERAL OBSERVATIONS	REMARKS	OBSERVED	NOT OBSERVED
Fill dirt from an unknown source			X
Fill dirt from a known source			X
Hazardous chemical and petroleum products in			X
Hazardous chemical and petroleum products in			X
Non-hazardous containers with contents			X
Hazardous waste storage			X
Heating and cooling system and fuel source			X
Industrial waste treatment equipment			X
Loading and unloading areas			X
Odors			X
Pits, ponds, or lagoons			X
Pools of liquid			X
Process wastewater			X
Sanitary sewer system	Sewer cleanouts were observed throughout the site.	X	
Septic system (e.g., tank and leach fields)			X
Soil piles			X
Solid waste/evidence of unauthorized dumping			X
Stained pavement, soil or concrete	*De minimis* oil staining was observed on pavement associated with oil leakage from parked vehicles.	X	
Stains or corrosion (interior, non-water)			X
Storm drains/catch basins	Catch basins were observed throughout the site.	X	

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Table 7-7: Summary Parking Lots Observations (continued)

GENERAL OBSERVATIONS	REMARKS	OBSERVED	NOT OBSERVED
Stressed vegetation			X
Sumps and oil-water separators			X
Surface water			X
UST(s) (including heating oil tanks)			X
Unidentified substance containers			X
Wastewater discharge			X
Water supplies (potable and process)			X
Wells (irrigation, monitoring, or domestic)			X
Wells (dry)			X
Wells (oil and gas)			X

Summary of RECs

The two raised concrete pads are considered a REC because they may have supported transformers containing PCBs. The first concrete pad is located on the southern portion of the parking lot on Parcel 007-025, to the east of the parking lot gate entrance. The second concrete pad is located on the western side of Parcel 007-025 near the property gate.

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8 INTERVIEWS

Key Subject Property Managers were contacted to obtain current and historical environmental information concerning the Subject Property. The following sections highlight information revealed during the interviews.

8.1 INTERVIEW WITH OWNER/CLIENT

Mr. Paul Brown, Program Manager for the SDUPD, was interviewed by Kleinfelder via telephone on October 17, 2023. Mr. Brown indicated that he was not aware of environmental liens filed or recorded against the Subject Property, activity and use limitations in relation to environmental concerns on the Subject Property, or environmental cleanups that have taken place at the Subject Property outside of the information within documentation previously provided by the SDUPD to Kleinfelder over the course of this investigation.

8.2 INTERVIEW WITH OCCUPANTS

Telephone interviews were conducted with available site occupants between October 13 and October 17, 2023. The following is a summary of the interviews.

Avis Rental Car Site

Mr. Miguel Gonzalez, Damage Manager for Avis, was interviewed in on October 17, 2023. Mr. Gonzalez has 15 to 16 years of site knowledge. He indicated no USTs have been located on the site associated with Avis's activities, and that he is only aware of the existing 12,000-gallon gasoline AST and a former 6,000-gallon diesel AST. He stated he believes the 6,000-gallon AST was removed in 2019 or 2020. He is not aware of releases of petroleum substance, hazardous material, or hazardous wastes, and is not aware of any significant regulatory violations. Mr. Gonzalez indicated that Avis is currently leasing the east portion of the Tow Basin Site.

Hertz Rental Car Site

Mr. Paul Ahumada, Pool Fleet Manager for Hertz Rental Car, was interviewed in on October 13, 2023. Mr. Ahumada has 28 years of site knowledge. He indicated that the USTs and UST system currently onsite were installed in 1995 and have not been replaced. He is not aware of other USTs or ASTs having been on the site. He is not aware of any releases of petroleum substance, hazardous material, or hazardous wastes and is not aware of any significant regulatory violations.

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National Car Rental Site

Mr. William Bettision, Group Property Development and Facilities Manager for Enterprise Holdings, was interviewed on October 17, 2023. Mr. Bettison has 15 to 20 years of site knowledge. He indicated that the USTs and UST system currently onsite were installed in 1995 and have not been replaced. He is not aware of releases of petroleum substance, hazardous material, or hazardous wastes, and is not aware of significant regulatory violations. Mr. Bettison believes the aboveground containment area located west of the maintenance building contained a 4,000-gallon diesel AST that was removed in 2016 when National moved its retail operations to the CONRAC facility at the SDIA.

SDHP Headquarters Site

Officer Evan Walvoord of the SDHP was interviewed on October 17, 2023. Officer Walvoord has 7-and-a-half years of site knowledge. He is not aware of USTs having been installed on the site and he is not aware of any chemical or hazardous waste storage, other than in the vehicle maintenance area east of gym (Building 922). He is not aware of any releases of petroleum substance, hazardous materials or hazardous wastes and is not aware of significant regulatory violations.

According to Captain Johnathan George of the San Diego Harbor Police, the explosives management facility is used to store explosives used in canine training. It is not used for explosives detonation nor has there ever been an accidental incident within the facility.

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9 EVALUATION

Kleinfelder performed this Phase I ESA of the Subject Property consistent with the scope and limitations of ASTM Designation E1527-21. The following sections describe Kleinfelder's findings and provide general background information about the Subject Property. Findings address RECs, HRECs, CRECs, and notation of *de minimis* quantities, as applicable to the Subject Property. In summary, Kleinfelder's assessment revealed the following information concerning the Subject Property:

The Subject Property has current addresses of 3032, 3180, 3202, 3280, and 3380 North Harbor Drive, and includes current SDUPD Parcel Nos.:

Table 9-1: SDUPD Parcel Numbers Comprising the Subject Property

Parcel Numbers	
007-000	007-030
007-021	007-034
007-024	007-035
007-026	007-036
007-027	007-037
007-028	007-038
007-029	008-003

Historic addresses for the site include 2980 North Harbor Drive.

The Subject Property is currently occupied by the SDHP (Parcels 007-024, 007-025 and 007-027), National Rental Car (Parcels 007-034 and 007-053), Hertz Rental Car (Parcel 007-035), Avis Rental Car (Parcel 007-036 and 007-025), and an SDCRAA PMC trailer complex (Parcel 007-038). Parcel 007-027 (Liberator Way) is jointly leased by the National, Hertz, and Avis Rental Car companies.

Between the early 1940s and approximately 1995, the parcels currently occupied by the rental car companies, the SDCRAA PMC trailer complex, and the adjacent unoccupied parcels up to the waterfront, were occupied by General Dynamics and its predecessors, Convair and Consolidated Vultee Aircraft Corporation. The site was known as the HDTF and was used for a wide variety of purposes including

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aircraft research, testing and development, aircraft storage, seaplane launching, fuels testing, jet engine testing and propulsion research, rocket testing, and avionics testing. The rental car companies began operations following the termination of GD's lease and the demolition of the HDTF buildings in approximately 1995/1996.

The parcel currently occupied by the SDHP Headquarters was originally a part of the HDTF but was removed from the leases in 1948 for the IAS, who constructed the building which currently stands on the Parcel. Between 1948 and approximately 1965, the IAS used the building as a museum and restaurant. In 1965, the parcel was leased to Lockheed who used the parcel for administrative purposes as well as submersible vehicle design and manganese nodule processing. After Lockheed vacated its lease in the early 1990s, the SDHP occupied the parcel and currently uses it as its headquarters.

The parcels south of SDHP Headquarters (Parcels 007-027 and 007-053) were originally a part of the HDTF. A testing facility known as the Tow Basin was constructed on the site and operated by Convair until approximately 1970, when Lockheed purchased the facility. The facility was operated by Lockheed and then Rohr Marine until 1986, when the facility was taken over by the SDUPD and leased back to Lockheed. Between 1991 and 2004, the Tow Basin Site was the subject of investigation and remediation activities which culminated in the demolition of the of the facility. Between 2004 and the present, the site has been used for vehicle parking and storage. Currently, the western parcel (Parcel 007-027) is being used by the SDHP for storage and the eastern parcel (Parcel 007-053) is being used by Avis Rental Car for vehicle parking.

The parcels on the western side of the Subject Property (Parcels 007-021, 007-024 and 007-025) were not present until the construction of Harbor Island Drive in the late 1950s/early 1960s. Since the time these parcels were created by fill, they have largely been vacant or used as parking facilities. The northern parcel (Parcel 007-024) is currently being used by the SDHP for parking, the larger southern parcel (Parcel 007-025) is being used by Avis Car Rental for vehicle storage, and the smaller southern parcel (Parcel 007-021) is an access driveway off Harbor Island Drive.

The current and past uses of the Subject Property have involved the use and storage of petroleum products and chemicals that have been or had the potential to be released to the Subject Property impacting soil, soil vapor, and groundwater on the Subject Property.

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The SDIA and the former Teledyne Ryan aircraft facility border the Subject Property to the north. Activities at these sites including the use and storage of fuels and chemicals have the potential to migrate to the Subject Property impacting the underlying groundwater.

Kleinfelder has performed this Phase I ESA, consistent with the scope of ASTM Standard Designation E1527-21, our Task Authorization No. 13, dated March 30, 2023, and limitations discussed in this report. Exceptions to and deviations from this practice are described in Section 9.10 of this report.

The following is a summary of the RECs, HRECs, CRECs and *de minimis* conditions associated with the past and current uses of the Subject Property. The summary is organized as follows:

Section 9.1 - RECs, HRECs, CRECs and *de minimis* Conditions Associated with historic HDTF activities. This section includes a summary of the RECs, HRECs, CRECs and *de minimis* conditions associated with the former HDTF operations between the early 1940s and 1996.

Section 9.2 - RECs, HRECs, CRECs and *de minimis* Conditions Associated with the Past Use of the Former Tow Basin Site. This section includes a summary of the RECs, HRECs, CRECs and *de minimis* conditions associated past Tow Basin operations.

Section 9.3 - RECs, HRECs, CRECs and *de minimis* Conditions Associated with the Past Uses of SDHP Headquarter Site. This section includes a summary of the RECs, HRECs, CRECs and *de minimis* conditions associated with IAS and Lockheed uses of the site now occupied by SDHP.

Section 9.4 - RECs, HRECs, CRECs and *de minimis* Conditions Associated with the Current Uses of the former HDTF. This section includes a summary of the RECs, HRECs, CRECs and *de minimis* conditions associated with the current rental car activities and the SDCRAA PMC operations on the portion of the Subject Property formerly occupied by the HDTF.

Section 9.5 - RECs, HRECs, CRECs and *de minimis* Conditions Associated with the Current Uses of the Tow Basin Site. This section includes a summary of the RECs, HRECs, CRECs and *de minimis* conditions associated with current use of the Tow Basin Site.

Section 9.6 - RECs, HRECs, CRECs and *de minimis* Conditions Associated with the Current Uses of SDHP Headquarter Sites. This section includes a summary of the RECs, HRECs, CRECs and *de minimis* conditions associated the SDHP use of the Site.

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Section 9.7 - RECs, HRECs, CRECs and *de minimis* Conditions Associated Parking Lot Site. This section includes a summary of the RECs, HRECs, CRECs and *de minimis* conditions associated with the three parcels on the west side of the Subject Property that have historically been vacant or used for parking.

Section 9.8 - RECs, HRECs, CRECs and *de minimis* Conditions Associated Offsite Properties. This section includes a summary of the RECs, HRECs, CRECs and *de minimis* conditions associated operations at the SDIA and the former Teledyne Ryan facility.

9.1 RECs, HRECs, CRECs AND *DE MINIMIS* CONDITIONS ASSOCIATED WITH HISTORIC HARBOR DRIVE TEST FACILITY ACTIVITIES

The RECs, HRECs, CRECs and *de minimis* conditions associated with the historic Harbor Drive Test Facility are summarized below and shown on Figure 9-1.

CREC HDTF-1

UST Pit between Building 52 and 42 - This site was closed in 1996 with petroleum hydrocarbon concentrations in soil exceeding 1,000 mg/kg. These residual concentrations of petroleum hydrocarbons could pose a risk to worker health and safety. This location is identified as a CREC.

REC HDTF-2

Building 76 Equipment Slab – Three soil samples were collected from one hand auger boring located near the former equipment slab containing hydraulic pumps east of Building 76 during the PLOC investigation performed by Brown and Caldwell in 1995 (Brown and Caldwell, 1995a). . TRPH concentrations in the soil sample ranged between 35 and 510 mg/kg. It does not appear further investigation or remediation was conducted at this location. In addition, a transformer site near the southeast corner of Building 52, adjacent to the east edge of the equipment slab, containing PCB transformers may have leaked. This site was identified as an LOI and never investigated. Due to the limited extent of investigation, the elevated concentration of TRPH reported in the PLOC investigation soil samples, and the potential for PCBs to have been released, this location is identified as a REC.

REC HDTF-3

South Side of Building 52 – Records available for the petroleum hydrocarbon remediation at this location indicate that residual concentrations of petroleum hydrocarbons up to 460 mg/kg were left in place. No records were found pertaining to regulatory closure for this site. These residual concentrations of petroleum hydrocarbons could pose a risk to worker health and safety.

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REC HDTF-4

Trenches Between Building 44 and 67 – Trenches between Building 44, 57, 57A, and 67 contained fuel piping from the former ASTs and USTs located north of Building 44. Investigation and remediation of these trenches was supposed to have been conducted during the facility demolition; however, documentation of these activities could not be found as part of this study.

CREC HDTF-5

Building 44 USTs (PLOC 44-2) – The three USTs at this location were in place for approximately 29 years. It is likely they were single wall steel tanks. The tanks were included in same San Diego County Department of Health Services UST case as the three tanks between Building 42 and 52 which was closed in 1996. Documentation for the removal of these tanks and associated piping is limited, although one tank was reported to have been leaking. The PLOC investigation associated with the location was limited four soil samples collected from to two borings. Petroleum hydrocarbons were not reported in any of the samples. Documentation regarding the depth and location of these borings was not available. Given the significant potential for the release of petroleum hydrocarbons from these USTs and the limited investigation performed, this location is identified as a CREC.

REC HDTF-6

Fuel Pit and Electrical Equipment – The fuel pit located east of Building 57 and adjacent to the Seaplane Ramp was a fueling station for R3Ys while they were on the water. Fuel was provided to the pit from the USTs at Building 52 and by fuel tankers. The site was designated as a PLOC; however, during the PLOC investigation, it was redesignated as a DLOC. Documentation that this fuel pit and associated piping was addressed during the site demolition activities was not available. In addition, a 1950's site plan (Appendix E) shows a transformer or substation located adjacent to the fuel pit (Figure 6-3) This electrical equipment likely contained PCBs. Due to the potential for the release of petroleum hydrocarbons and PCBs associated with the location, it is identified as a REC.

REC HDTF-7

Building 60 Preservation Slab – Oils or other preservation chemicals used at this location drained to an oil water separator. Leakage from the oil water separator and discharges of oils and chemicals around the slab perimeter are likely. Documentation that this location was addressed during the site demolition activities is not available.

REC HDTF-8

Building 60 Fuel Lab Drain System – Discharges from the Building 60 pit and sump entered a drain that ran along the south half of the building interior and connected to the storm drain on the west side of the

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building. The assessment of releases from this drain system were to be addressed during the site demolition; however, documentation of these activities is not available.

REC HDTF-9

Building 60 Fuel Lab Sump and Internal Pit – Fuel systems tested at this location likely resulted in the release of petroleum hydrocarbons to the pit which were collect in the sump and pumped to the building exterior. Leakage from the sump and piping may have occurred impacting the surrounding soil. The PLOC investigation involved the collection of five soil samples from three hand auger borings. These boring were likely not advanced below the pit bottom, approximately 13.5 feet below the surface, and would not have encountered releases from the pit.

REC HTDF-10

Building 37 – Building 37 was the first building to be constructed at the HDTF in the early 1940s and one of the last to be demolished in the 1990s. Over this more than 50-year period, the building was used for aircraft storage, maintenance and testing, the manufacturing of electromagnets, and other industrial activities that likely resulted in the release of hazardous materials or petroleum hydrocarbons. Building 37 was identified as a DLOC; however, documentation that issues were addressed during the demolition activities is not available. Also, as many as three PCB-containing transformers may have leaked at the northwest corner of the building that were removed in the 1980s. These transformers were identified as LOIs and never investigated.

REC HTDF-11

Building 52 Southwest Exterior – Piping connecting to the building interior discharged to an asphalt berm outside the southeast corner of the building. Spills from inside the building were likely collected in the berm outside. This location was identified a DLOC; however, documentation that issues were addressed during the demolition activities is not available.

REC HDTF-12a

Hazardous Materials Storage Area – Discharges of hazardous materials from the hazardous materials storage area adjacent to the northeast edge of the Seaplane Ramp are likely to have occurred. This hazardous material storage area was not identified as a LOI, PLOC, or DLOC by Brown and Caldwell (Brown and Caldwell, 1994a), but it appears on several historic site plans in the Baseline Environmental Study (GTI, 1992). Documentation that this area was previously investigated was not found during this study.

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REC HDTF-12b

Building 80 Welding and Hydraulics Shop– Discharges of hydraulic fluids and wastes from welding activities and hazardous wastes from the drum storage area outside Building 80 are likely to have occurred. The welding and hydraulics shop and drum storage area were identified as a DLOCs; however, documentation that these locations were investigated during the demolition activities was not found during this study.

REC HDTF-13

Storm Drain System – For much of the time the HDTF facilities were in operation, stormwater runoff from the site conveyed to a series of catch basins connected to north/south trending storm drains that discharged directly to the San Diego Bay. Hazardous materials and petroleum hydrocarbons from spills and releases carried to the catch basins and storm drain system by stormwater runoff may have leaked from the catch basins and storm drains impacting the surrounding soil. In 1988, a documented incident of soil being impacted by PCBs from the storm drain system near Building 77 occurred. Due to heavy industrial use of the site, the likely conveyance of hazardous materials and petroleum hydrocarbons to the storm drain system and the documented instance of impact to soil surrounding the storm drain system, the site storm drain system is identified as a REC.

REC HDTF-14a and 14b

Drum Storage Areas – Drums of hazardous materials were stored at the boat dock in Convair Marina used by Convair's Sail club. A 1953 photograph shows drums and stained soil visible along a seawall. The exact location of the photograph is not clear; however, it appears it may either be a photo of the Seaplane Ramp (REC-14a) or a photo of the dock at the Convair Marina (REC-14b). A drum storage area at the Convair Marina was identified as a DLOC; however, there is no documentation that an investigation has been performed this location or at the Seaplane Ramp location during the site demolition.

REC HDTF -15

Abandon Pits– A site plan from the 1940s identifies three pits in the central part of the HDTF yard. These pits were identified as LOIs and never investigated. Due to the unknown use of these pits, further investigation is warranted.

REC HDTF-16

ASTs Between Building 66 and 67 – Four to six ASTs were reportedly located between Building 66 and 67 in the 1960s. These ASTs were identified as an LOI and never investigated. No documentation was found regarding the installation or removal of the tanks or the condition of the tanks and associated piping.

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Given the potential for the release of petroleum hydrocarbon to have occurred during transfer of fuel to these tanks and releases to have occurred from these tanks, this location is identified as a REC.

REC HDTF-17

Buildings 66 and 77 – The trenches between Building 66 and 77 likely contained fuel lines from ASTs reportedly located between Buildings 66 and 77. These trenches had weep holes that would have allowed accumulated liquids (e.g., stormwater, leaking fuel) to drain from the trenches. This location was designated as PLOC- 66-3 but was converted to a DLOC. Documentation that this location was investigated during the site demolition activities is not available. PCB-containing transformers were also reportedly located south and southeast of Building 66. There are no records indicating if PCBs were released from these transformers. Due to the potential for petroleum hydrocarbons to have been released from the trenches and within the associated buildings, and for PCBs to have been released from the PCB-containing transformers, Building 66 and 77, the area between the buildings and the area south and southeast of Building 66 where the transformers were located are identified as a REC.

REC HDTF-18

Building 62 USTs – PLOC 62-1 was added to the PLOC Investigation based on negotiations with the SDUPD. This location was apparently added based on SDUPD knowledge of USTs having been located northeast of the building. During the PLOC Investigation, five soil samples were collected from two hand auger borings. Petroleum hydrocarbons were not detected in the soil samples collected during the investigation. Based on the limited extent of the PLOC Investigation and the potential for petroleum hydrocarbons to have been released from the USTs, this location is identified as a REC; however, the location of the former USTs was not identified during this study.

REC HDTF-19

Building 63 USTs – PLOC 63-2 was added to the PLOC Investigation based on negotiations with the SDUPD. This location was apparently added based on SDUPD knowledge of USTs having been located north of the building. During the PLOC Investigation, three soil samples were collected from one hand auger boring. Petroleum hydrocarbons were not detected in the soil samples collected during the investigation. Based on the limited extent of the PLOC Investigation and the potential for petroleum hydrocarbons to have been released from the USTs, this location is identified as a REC; however, the location of the former USTs was not identified during this study.

REC HDTF-20

Electromagnetic Anomaly Northeast of Building 44 – The geophysical survey performed by Tetra Tech in in 2021 (Tetra Tech, 2021b), identified an EM anomaly northeast of former Buildings 44 and 57. This EM

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anomaly does not coincide with the former HDTF buildings but does appear to be under the northwest corner of the former Seaplane Ramp. This EM anomaly suggests the presence of a metallic object such as tank or vault.

REC HDTF-21

Electromagnetic Anomaly South of Building 76 Test Slab – The geophysical survey performed by Tetra Tech in in 2021 (Tetra Tech, 2021d), identified an EM anomaly south of the test slab associated with Building 76. This anomaly coincides with the approximate location of the 5,000-cubic-foot sump associated with the test slab. The EM anomaly suggests the presence of a metallic object, potentially the abandoned sump.

REC HDTF 22

Fuel Piping Between Building 52 USTs and the Fuel Pit - Records of investigation or removal of fuel piping reportedly running between the USTs between Buildings 42 and 52 (HDTF-1) and the fuel pit adjacent to the Seaplane Ramp (HDTF-6) along the seawall were not identified . Due to the potential for petroleum hydrocarbons to have been released from this piping, the corridor between the Building 42/52 USTs and the fuel pit is identified as a REC.

REC HDTF-23

Building 23 - was used for fuels testing and 55-gallon drums of acetic acid, pyridine, and heptane were reportedly used in the area (Brown and Caldwell, 1994a). Due its past use for fuels testing and chemical storage, Building 23 is considered a REC. Building 23 is currently being used by the Hertz rental car company as a maintenance facility is also considered a REC for its current uses (REC Hertz-3).

REC HDTF-24

Historic Transformer Locations – Twenty-eight existing and historic electrical equipment locations (transformers or substations) were identified by this study (Figure 6-3). During the site reconnaissance there was no visible signs of leak at location 1. The existing transformer (locations 2, 8, 10,12, 13, 14, 19, 22, and 24, Figure 6-3) were observed not to contain PCBs during the site reconnaissance. Some locations have been addressed as part of previous remedial efforts (locations 3, 4, 5, and 6) and others are included as part of RECs identified above (location 26, HDTF-6; location 25, HDTF-2; locations 15, 16 and 17, HDTF-17; locations 20 and 21, HDTF-10) or were known not to contain PCB transformers (location 23). The remaining locations (locations 7, 9, 11, 18, 27 and 28) were known to or suspected to have PCB-containing transformers and there are no records of investigations associated with these six locations. These locations are considered a REC.

No HRECs or *de minimis* conditions associated with the past uses of the HDTF Site were identified.

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9.2 RECS, HRECS, CRECS AND *DE MINIMIS* CONDITIONS ASSOCIATED PAST USES OF THE TOW BASIN SITE

The RECs, HRECs, CRECs and *de minimis* conditions associated with past uses of the Tow Basin Site are summarized below and shown on Figure 9-1.

CREC TB-1

The Tow Basin Site is identified as a CREC due to the regulatory closure of the site with residual concentrations of PCBs left in place.

No RECs, HRECs or *de minimis* conditions associated with the past uses of the Tow Basin Site were identified.

9.3 RECs, HRECs, CRECs AND *DE MINIMIS* CONDITIONS ASSOCIATED WITH PAST USES OF THE SAN DIEGO HARBOR POLICE HEADQUARTERS SITE

The RECs, HRECs, CRECs and *de minimis* conditions associated with past uses of the SDHP Headquarters Site are summarized below and shown on Figure 9-1.

REC SDHP-1

Based on the results of the Phase II Property Transaction Environmental Assessment (McLaren Hart, 1991b), no outstanding areas of concern appear to be associated with Lockheed's use of the site. However, since it does not appear the Phase II investigation was conducted with regulatory oversight, the HMSY portion of the site is identified as a REC.

No HRECs, CRECs or *de minimis* conditions were identified with past uses of the SDHP Headquarters Site.

9.4 RECs, HRECs, CRECs AND *DE MINIMIS* CONDITIONS ASSOCIATED CURRENT USES OF THE FORMER HDTF

9.4.1 Avis Rental Car Site

The RECs, HRECs, CRECs and *de minimis* conditions associated with the Avis Rental Car Site are summarized below and shown on Figure 9-2a and 9-2b.

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REC Avis-1

The northwest portion of the site is identified as a REC due to the potential for petroleum hydrocarbons and wastewaters to have been released to the surface and subsurface from the underground piping and fuel dispensers associated with the frental car facilities.

REC Avis-2

The maintenance building and the surrounding area is considered a REC due to the presence of oil-water separators and wastewater sumps, the storage and release of hazardous wastes outside the building, and the use of chemicals and petroleum products.

REC Avis-3:

The approximately 3-foot-diameter vault observed south of the customer service building (a vacated office space) is identified as a REC due to its unknown purpose.

REC Avis-4

The underground sanitary sewer system is identified as a REC due to the potential for petroleum or chemical impacted wastewater from the site's activities to leak from the piping and impact the surrounding soil and groundwater.

De minimis pavement staining as the result of oil leakage from vehicles was observed throughout the site. In addition, *de minimis* quantities of chemicals and petroleum products used for vehicle maintenance and repair (motor oil, paint, solvents etc.) were observed onsite.

No CRECs or HRECs were identified associated with the Avis Rental Car Site.

9.4.2 Hertz Rental Car Site

The RECs, HRECs, CRECs and *de minimis* conditions associated with the Hertz Rental Car Site are summarized below and shown on Figure 9-3a and 9-3b.

REC Hertz-1

The northwestern portion of the site is identified as a REC due to the potential for petroleum hydrocarbons and wastewaters to have been released to the surface and subsurface from the carwash facility and associated strip drain, sumps and oil water separator, fuel dispensers and underground piping, USTs and the AST and adjacent sump. Based on the review of regulatory records obtained during this study, the USTs, piping and dispensing equipment at this site may have been installed in 1995

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(see Section 4.2.1). Due to the age of this equipment, leakage from pipe joints or other portions of the system is likely. In addition, spillage occurring during bus fueling from the AST may have also occurred impacting the subsurface soil.

REC Hertz-2

A recent fuel spill impacting an electric vault on the northeast side of the parking canopy was observed and is identified as a REC due to the potential for the release to have impacted the subsurface soil.

REC Hertz-3

The maintenance building and the surrounding area is considered a REC due to the presence of wastewater sumps, an oil water separator the storage and release of hazardous wastes, and the use of chemicals and petroleum products inside the maintenance building and service shed.

REC Hertz-4

The underground sanitary sewer system is identified as a REC due to the potential for petroleum or chemical impacted wastewater from the site's activities to leak from the piping and impact the surrounding soil and groundwater.

De minimis pavement staining as the result of oil leakage from vehicles was observed throughout the site. In addition, *de minimis* quantities of chemicals and petroleum products used for vehicle maintenance and repair (motor oil, paint, solvents etc.) were observed onsite.

No CRECs or HRECs were identified associated with the Hertz Rental Car Site.

9.4.3 National Rental Car Site

The RECs, HRECs, CRECs and *de minimis* conditions associated with the National Rental Car Site are summarized below and shown on Figure 9-4a and 9-4b.

REC National-1

The maintenance facility, carwash, and hazardous waste storage area comprising the north portion of the customer service building is considered a REC due the potential release of petroleum or chemical impacted water from the carwash activities and the potential release of petroleum products and chemicals used within the maintenance facility and hazardous waste storage area impacting the soil and groundwater.

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REC National-2

The two USTs and underground piping from the USTs to the fuel dispensers under the fueling canopy are considered a REC. Based on the review of regulatory records obtained during this study, the USTs, piping, and dispensing equipment may have been installed in 1995. Due to the age of this equipment, leakage from pipe joints or other portions of the system are likely.

REC National-3

An empty AST pad with secondary containment was observed west of the maintenance building. The pad was uncovered at the time of observation. Kleinfelder was informed a diesel AST of unknown volume was stored in this area in the past and has since been removed. The location/current existence of associated underground piping in unknown. This area is identified as a REC due to the possibility of spills and leaking in this area in the past, directly from the tank and/or underground piping or from fueling activities.

REC National-4

The piping leading from the third chamber of the oil water separator west if the maintenance facility was observed to be heavily corroded indicating the potential for the downstream piping to be corroded and leaking. The underground sanitary sewer system is identified as a REC due to the potential for petroleum or chemical impacted wastewater from the site's activities to leak from the piping and impact the surrounding soil and groundwater.

De minimis pavement staining as the result of oil leakage from vehicles was observed throughout the site. In addition, *de minimis* quantities of chemicals and petroleum products used for vehicle maintenance and repair (motor oil, paint, solvents etc.) were observed onsite.

No CRECs or HRECs were identified associated with the National Rental Car Site.

9.4.4 San Diego County Regional Airport Authority Project Management Complex Site

No RECs, CRECs HRECS or *de minimis* conditions were identified associated with the current use of the SDCRAA site.

9.5 RECs, HRECs, CRECs AND *DE MINIMIS* CONDITIONS ASSOCIATED CURRENT USES OF THE TOW BASIN SITE

No RECs, CRECs, HRECS or *de minimis* conditions were identified associated with the current uses of the site.

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9.6 RECs, HRECs, CRECs AND *DE MINIMIS* CONDITIONS ASSOCIATED CURRENT USES OF THE SAN DIEGO HARBOR POLICE HEADQUARTERS SITE

The RECs, HRECs, CRECs and *de minimis* conditions associated with the SDHP Headquarters Site are summarized below and shown on Figure 9-5.

REC SDHP-1 :

The vehicle maintenance area is identified as a REC due to the staining observed within the area during the site reconnaissance. This staining may be indicative of a release of petroleum or other chemicals used within this area and the potential for impacts to the soil beneath the pavement.

De minimis quantities of chemicals and petroleum products used for vehicle maintenance (motor oil, solvents etc.) were observed onsite.

No CRECs or HRECS were identified associated with the current uses of the SDHP Headquarters site.

9.7 RECs, HRECs, CRECs AND *DE MINIMIS* CONDITIONS ASSOCIATED CURRENT USES OF THE PARKING LOT SITE

The RECs, HRECs, CRECs and *de minimis* conditions associated with the Parking Lot Site are summarized below and shown on Figure 9-6.

REC Parking Lot-1 and 2

The two raised concrete pads on this site are considered a REC because they may have supported transformers containing PCBs.

De minimis pavement staining as the result of oil leakage from vehicles was observed throughout the site.

No CRECs or HRECS were identified associated with the current uses of the Parking Lot Site.

9.8 RECs, HRECs, CRECs AND *DE MINIMIS* CONDITIONS ASSOCIATED WITH OFFSITE PROPERTIES

The RECs, HRECs, CRECs and *de minimis* conditions associated with off-site properties are summarized below. The approximate locations of the offsite RECs are shown on Figure 9-7.

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REC SDIA-1

The past use of firefighting foam containing PFAS on the northside of the SDIA has resulted in impacts to soil and groundwater. PFAS compounds in groundwater may migrate south and impact the groundwater beneath the Subject Property. The former PFAS use areas are considered a REC.

REC SDIA-2

The former Teledyne Ryan Aeronautical Site (2701 N. Harbor Drive) is located across Harbor Drive directly north and upgradient of the Subject Property. Residual concentrations of VOCs, metals and petroleum hydrocarbons remaining at the site following cleanup activities may still impact groundwater. Because of the proximity of the Teledyne Ryan Aeronautical Site to the Subject Property and the potential for impacted groundwater to migrate from the site to the Subject Property the Teledyne Ryan Aeronautical Site is considered a REC.

REC SDIA-3

The former San Diego Lindbergh Field Fuel Facility, located on Stillwater Rd., downgradient and north of the Subject Property, contained as many as 32 USTs that were removed in 1996/1997. Following the ensuing investigation and remediation activities, the cases were closed with no further action in 2002. Residual concentration of petroleum hydrocarbons up to 3,900 milligrams/liter remained in the groundwater at the time of closure. Due to the proximity of this site to the Subject Property and the potential for petroleum hydrocarbons from the site to migrate to the Subject Property, this site is considered a REC.

REC SDIA -4

U.S. Army Air Force military camps operating at the current site of the SDIA are listed inactive – Needs Evaluation as of July 1, 2005 in the DTSC EnviroStor database. This site is located downgradient, directly north of the Subject Property. Due to the unknown nature of impacts associated with this site and its proximity to the Subject Property, this site is considered a REC.

REC Sunroad-1

Impacted sediments within the Harbor Island East Basin from activities associated with Sunroad Resort and Marina are considered a REC because the impacted sediments have the potential to migrate into the Subject Property's storm drain system during tidal fluctuation, impacting the sediments in the Subject Property storm drain system.

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9.9 DATA GAPS

Kleinfelder attempted to obtain reasonably ascertainable information regarding the Subject Property consistent with ASTM Standard E1527-21. Despite good faith efforts by the environmental professional(s) to gather the necessary information, data gaps, a lack of information, or inability to obtain information as required by the ASTM Standard, were encountered during the completion of this Phase I ESA. Where encountered, these data gaps are identified within the document. However, several significant data gaps were encountered which, if available, could change findings of this study. These include:

- In 1995, Brown and Caldwell conducted an investigation of the PLOCs identified in the Phase I Environmental Baseline Assessment (Brown and Caldwell, 1994a) and five additional PLOCs added as the result of records review and discussions with the SDUPD. A report titled *Harbor Drive Test Facility PLOC Testing Results,* dated May 1995 (Brown and Caldwell, 1995a), was prepared documenting the results of the investigation. The report is referenced in a Phase III Release Investigation Report for Building 52 (Brown and Caldwell, 1995c) but could not be located during this study. A summary of the PLOC testing results is included in demolition specifications prepared for Lindbergh Field Plant and Harbor Drive Test Facility (Brown and Caldwell 1995d); however, this summary contains limited information on the scope, methods, and findings of the investigation. The full report may provide a more complete understanding of the investigation and its findings potentially impacting the findings of this study.
- Documentation supporting the rationale for adding the five PLOCs to the PLOC investigation following discussions with the SDUPD. An April 7, 1995 letter between Mr. Roy Gilmore of GD and the SDUPD was referenced in other documents but not found during this study. This correspondence may provide some additional insight into the rationale for the five additional PLOCs potentially impacting the findings of this study.
- The Phase I Environmental Baseline Assessment (Brown and Caldwell, 1994a) identified 10 DLOCs which were locations of concern to be addressed during the site demolition. During the PLOC investigation, two PLOCs were converted to DLOCs. Documentation supporting the investigation and remediation of DLOCs, and other environmental issues encountered during the demolition activities, was not found by this study. This documentation could potentially contain information impacting the finding of this study.

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9.10 DEVIATIONS

The scope of this Phase I ESA does not incorporate ASTM Standard non-scope considerations, such as ACMs, radon, lead based paint, lead in drinking water, wetlands, regulatory compliance, cultural and historical resources, industrial hygiene, health and safety, ecological resources, endangered species, indoor air quality/vapor intrusion, and high-voltage power lines.

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FIGURES

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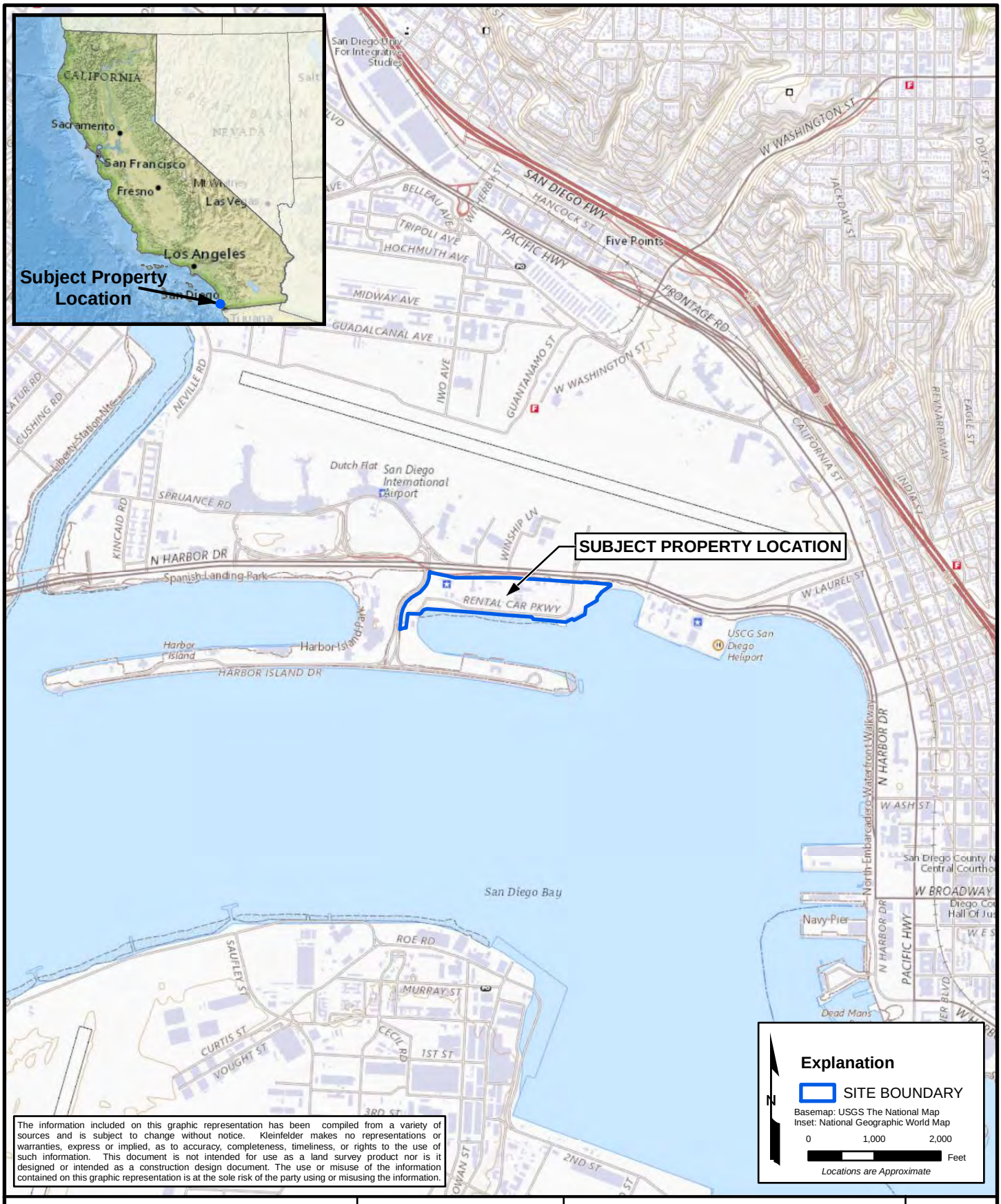
SAN DIEGO, CA



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SUBJECT PROPERTY LOCATION MAP

PHASE I ENVIRONMENTAL SITE ASSESSMENT
HARBOR DRIVE TEST FACILITY PROJECT
SAN DIEGO, CALIFORNIA

FIGURE

1-1

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SAN DIEGO, CA



0 100 200
Feet
N
Locations are Approximate

Explanation

- PROPERTY BOUNDARY
- APPROXIMATE PORT PARCEL BOUNDARY
- 760-012-002 ASSESSORS PARCEL NUMBER (APN)
- 007-028 PORT PARCEL NUMBER

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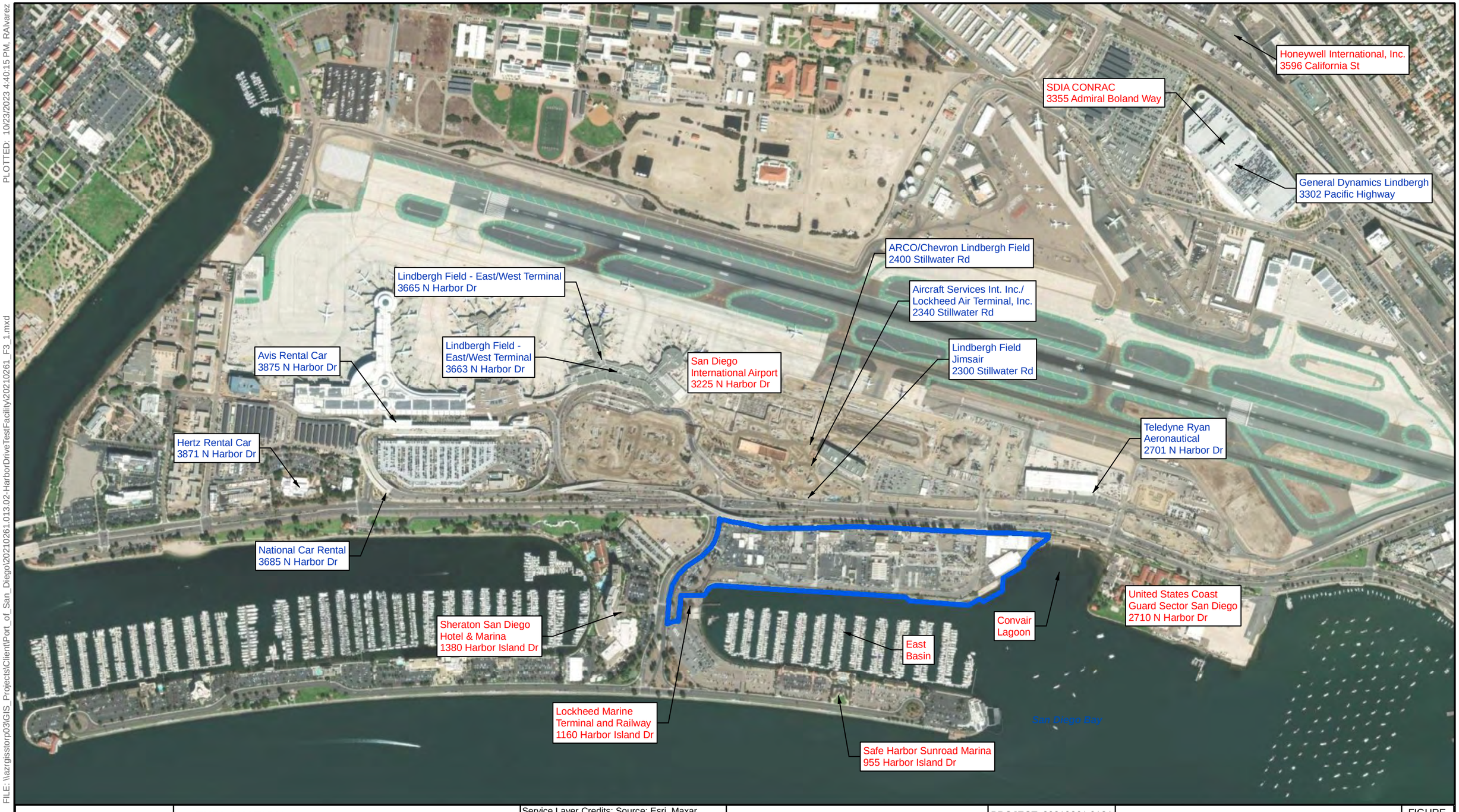
SUBJECT PROPERTY MAP

PHASE I ENVIRONMENTAL SITE ASSESSMENT
FORMER HARBOR DRIVE TEST FACILITY PROJECT
SAN DIEGO, CALIFORNIA

FIGURE
1-2



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SAN DIEGO, CA

0 875
Feet

Locations are Approximate

EXPLANATION

East Basin — RED FONT - CURRENT ADDRESS
BLUE FONT - HISTORIC ADDRESS

SUBJECT PROPERTY BOUNDARY

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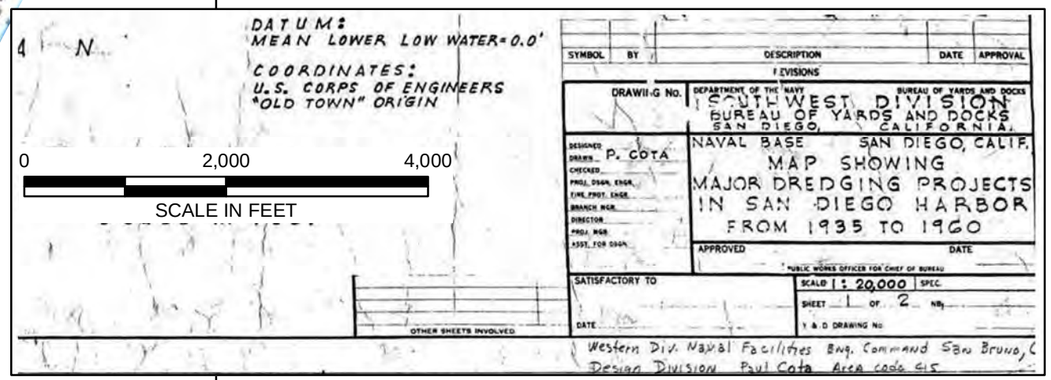
SURROUNDING PROPERTY MAP

PHASE I ENVIRONMENTAL SITE ASSESSMENT
FORMER HARBOR DRIVE TEST FACILITY PROJECT
SAN DIEGO, CALIFORNIA

FIGURE
3-1





Locations are Approximate

EXPLANATION

SUBJECT PROPERTY BOUNDARY

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SAN DIEGO BAY
DREDGE AND FILL MAP
1935 TO 1960

PHASE I ENVIRONMENTAL SITE ASSESSMENT
FORMER HARBOR DRIVE TEST FACILITY PROJECT
SAN DIEGO, CALIFORNIA

FIGURE
5-1

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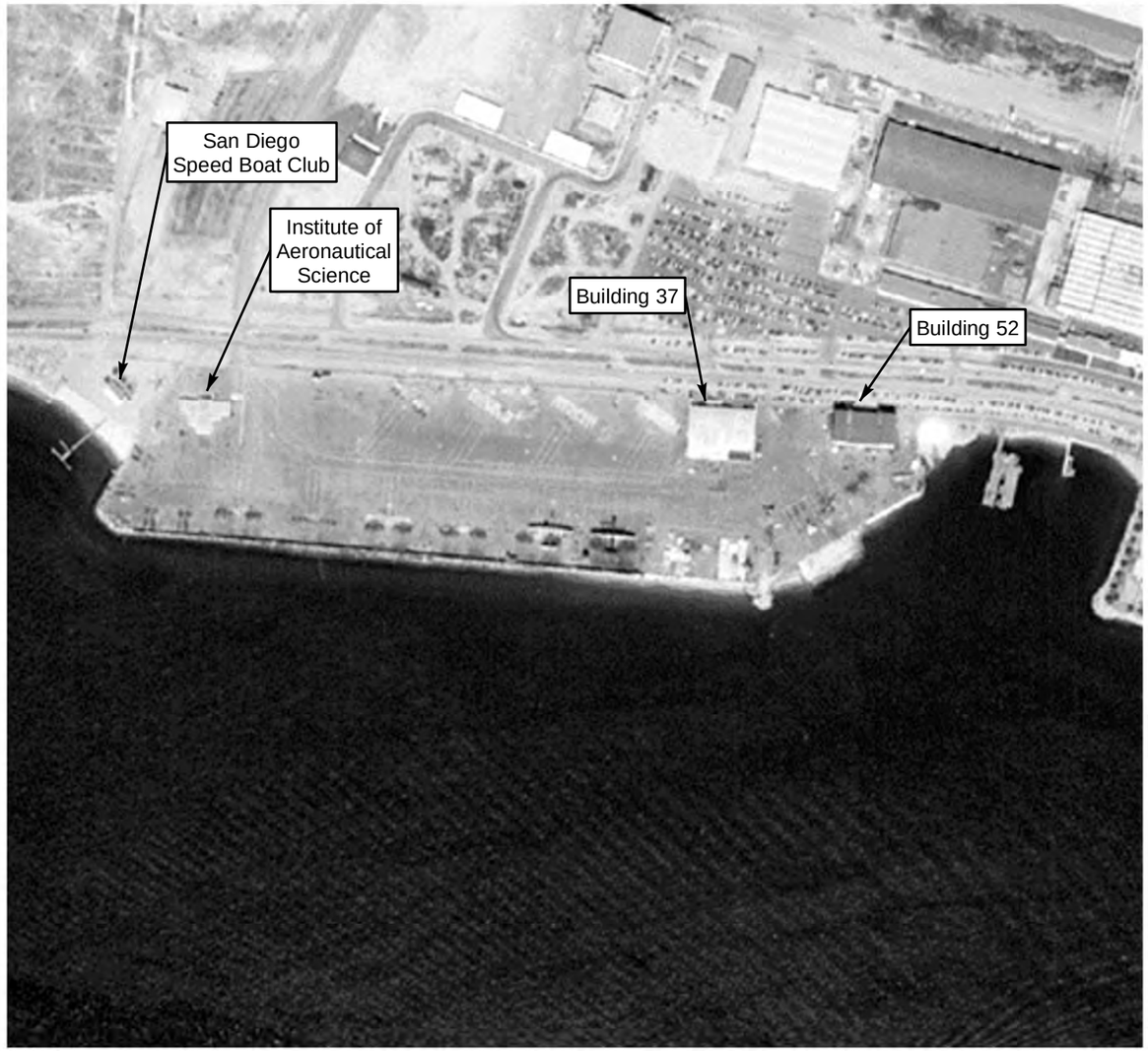
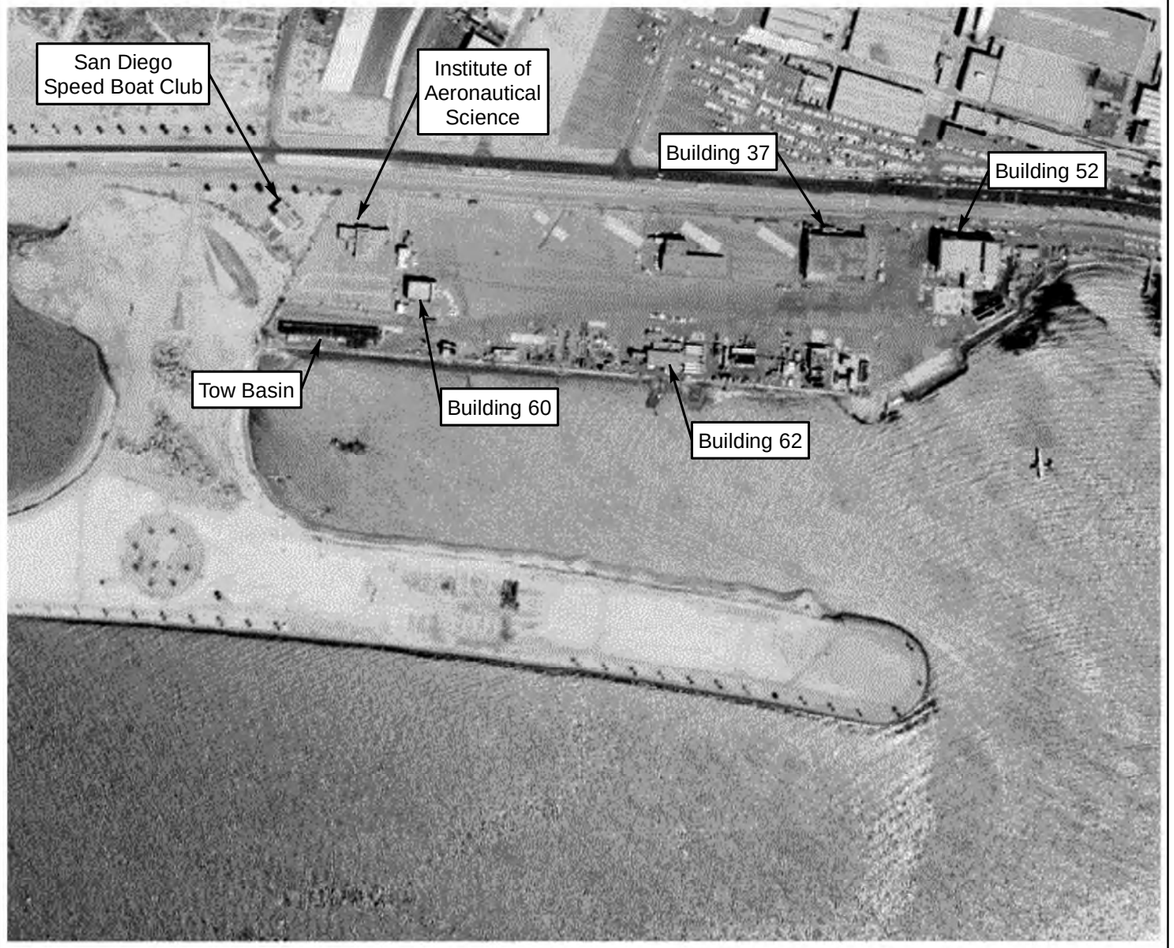
SAN DIEGO, CA



1953 AERIAL PHOTO



1964 AERIAL PHOTO

Not to Scale

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AERIAL PHOTOS OF SUBJECT PROPERTY FROM 1953 AND 1964

PHASE I ENVIRONMENTAL SITE ASSESSMENT
FORMER HARBOR DRIVE TEST FACILITY PROJECT
SAN DIEGO, CALIFORNIA

FIGURE
5-2

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0 100 200
Feet
N
Locations are Approximate

EXPLANATION

21	APPROXIMATE HISTORICAL BUILDING OR FEATURE FOOTPRINT WITH BUILDING NUMBER
	SITE BOUNDARY
	APPROXIMATE PORT PARCEL BOUNDARY
760-012-002	ASSESSORS PARCEL NUMBER (APN)
007-028	PORT PARCEL NUMBER

Source: Groundwater Technology, 1992; Brown and Caldwell, 1994
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FORMER HARBOR DRIVE TEST FACILITY
BUILDINGS AND SITE FEATURES

PHASE I ENVIRONMENTAL SITE ASSESSMENT
FORMER HARBOR DRIVE TEST FACILITY PROJECT
SAN DIEGO, CALIFORNIA

FIGURE
6-1

SAN DIEGO, CA

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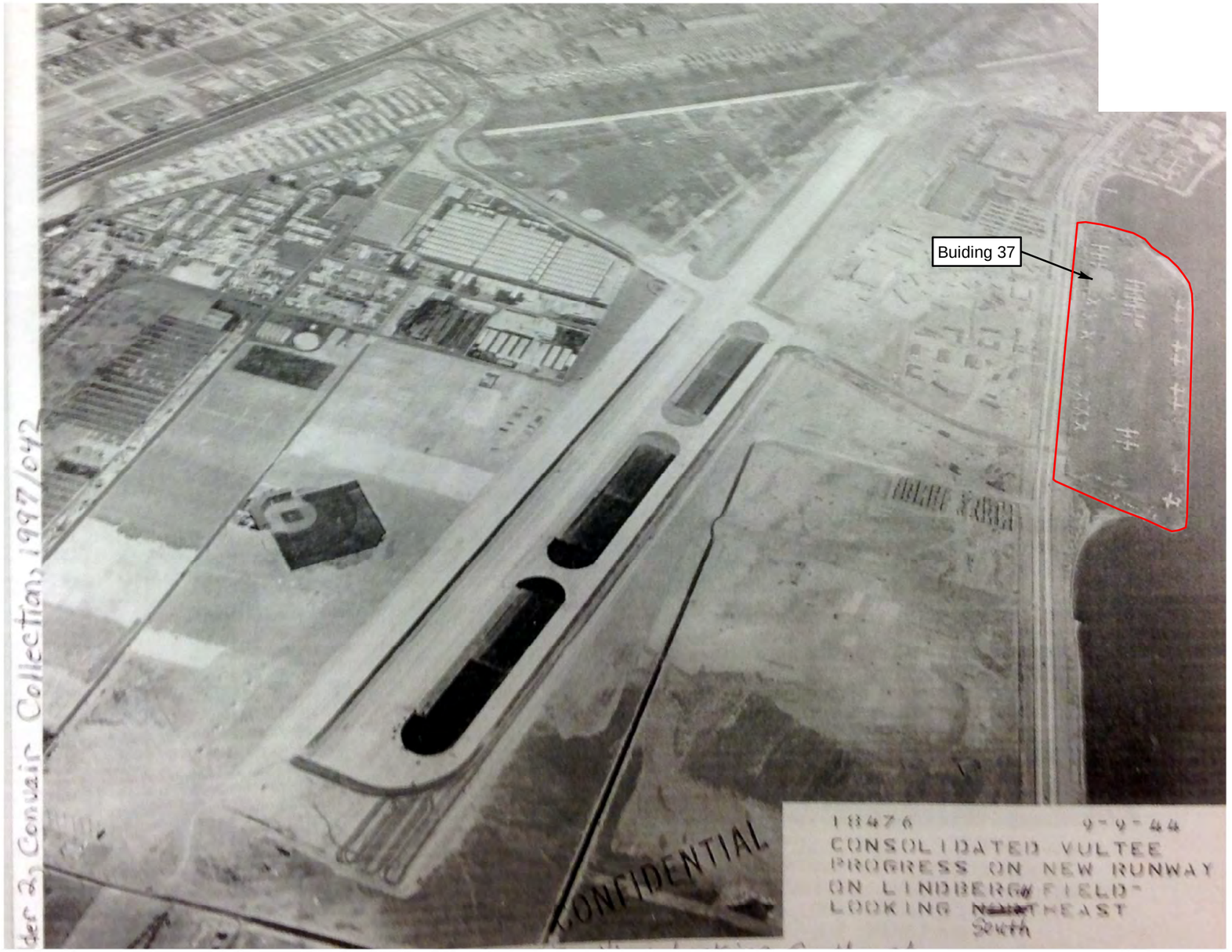
SAN DIEGO, CA



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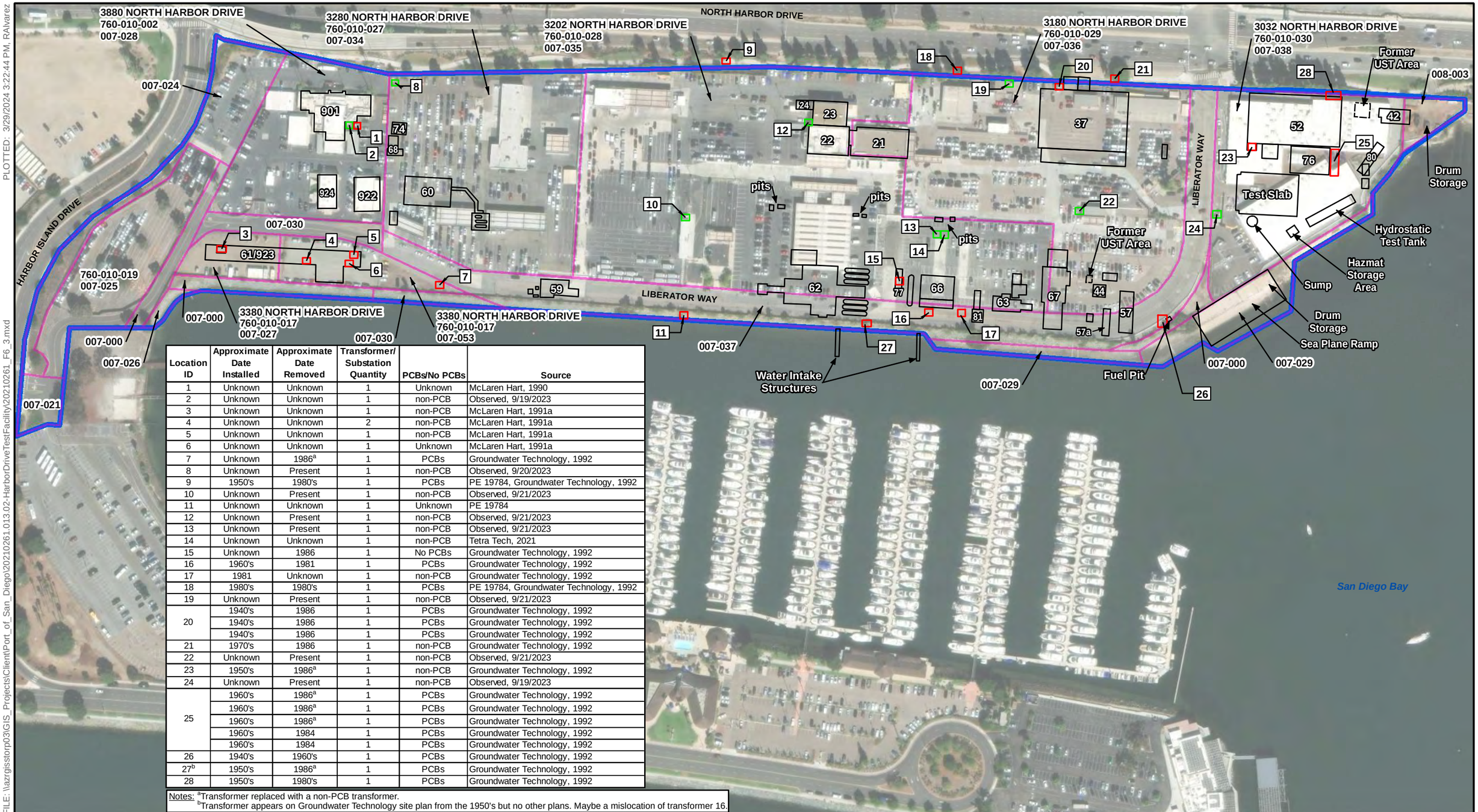
CONSOLIDATED VULTEE RAMP 1944

PHASE I ENVIRONMENTAL SITE ASSESSMENT
FORMER HARBOR DRIVE TEST FACILITY PROJECT
SAN DIEGO, CALIFORNIA

FIGURE
6-2



Location ID	Approximate Date Installed	Approximate Date Removed	Transformer/ Substation Quantity	PCBs/No PCBs	Source
1	Unknown	Unknown	1	Unknown	McLaren Hart, 1990
2	Unknown	Unknown	1	non-PCB	Observed, 9/19/2023
3	Unknown	Unknown	1	non-PCB	McLaren Hart, 1991a
4	Unknown	Unknown	2	non-PCB	McLaren Hart, 1991a
5	Unknown	Unknown	1	non-PCB	McLaren Hart, 1991a
6	Unknown	Unknown	1	Unknown	McLaren Hart, 1991a
7	Unknown	1986[a]	1	PCBs	Groundwater Technology, 1992
8	Unknown	Present	1	non-PCB	Observed, 9/20/2023
9	1950's	1980's	1	PCBs	PE 19784, Groundwater Technology, 1992
10	Unknown	Present	1	non-PCB	Observed, 9/21/2023
11	Unknown	Unknown	1	Unknown	PE 19784
12	Unknown	Present	1	non-PCB	Observed, 9/21/2023
13	Unknown	Present	1	non-PCB	Observed, 9/21/2023
14	Unknown	Unknown	1	non-PCB	Tetra Tech, 2021
15	Unknown	1986	1	No PCBs	Groundwater Technology, 1992
16	1960's	1981	1	PCBs	Groundwater Technology, 1992
17	1981	Unknown	1	non-PCB	Groundwater Technology, 1992
18	1980's	1980's	1	PCBs	PE 19784, Groundwater Technology, 1992
19	Unknown	Present	1	non-PCB	Observed, 9/21/2023
20	1940's	1986	1	PCBs	Groundwater Technology, 1992
	1940's	1986	1	PCBs	Groundwater Technology, 1992
	1940's	1986	1	PCBs	Groundwater Technology, 1992
21	1970's	1986	1	non-PCB	Groundwater Technology, 1992
22	Unknown	Present	1	non-PCB	Observed, 9/21/2023
23	1950's	1986[a]	1	non-PCB	Groundwater Technology, 1992
24	Unknown	Present	1	non-PCB	Observed, 9/19/2023
25	1960's	1986[a]	1	PCBs	Groundwater Technology, 1992
	1960's	1986[a]	1	PCBs	Groundwater Technology, 1992
	1960's	1986[a]	1	PCBs	Groundwater Technology, 1992
	1960's	1984	1	PCBs	Groundwater Technology, 1992
	1960's	1984	1	PCBs	Groundwater Technology, 1992
26	1940's	1960's	1	PCBs	Groundwater Technology, 1992
27[b]	1950's	1986[a]	1	PCBs	Groundwater Technology, 1992
28	1950's	1980's	1	PCBs	Groundwater Technology, 1992

Notes: [a]Transformer replaced with a non-PCB transformer.
[b]Transformer appears on Groundwater Technology site plan from the 1950's but no other plans. Maybe a mislocation of transformer 16.

0 100 200
Feet
N
Locations are Approximate

EXPLANATION

- APPROXIMATE HISTORIC TRANSFORMER LOCATION
- APPROXIMATE EXISTING TRANSFORMER LOCATION
- SITE BOUNDARY
- 007-028 PORT PARCEL NUMBER
- 21 APPROXIMATE HISTORICAL BUILDING OR FEATURE FOOTPRINT WITH BUILDING NUMBER
- APPROXIMATE PORT PARCEL BOUNDARY
- 760-012-002 ASSESSORS PARCEL NUMBER (APN)

Source: Groundwater Technology, 1992; Brown and Caldwell, 1994
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APPROXIMATE LOCATIONS OF HISTORIC AND EXISTING TRANSFORMERS

PHASE I ENVIRONMENTAL SITE ASSESSMENT
FORMER HARBOR DRIVE TEST FACILITY PROJECT
SAN DIEGO, CALIFORNIA

FIGURE
6-3

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SAN DIEGO, CA

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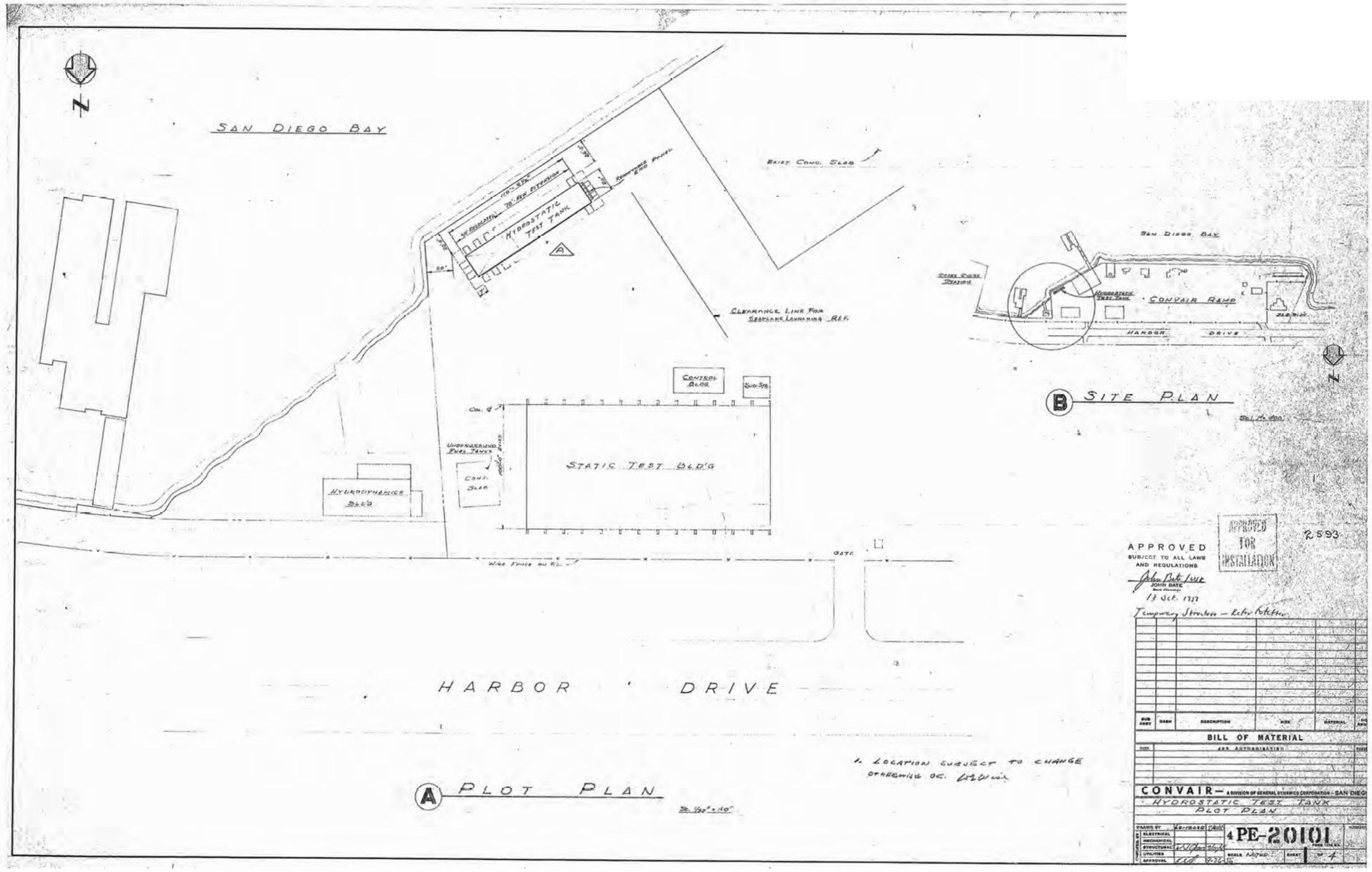
SAN DIEGO, CA



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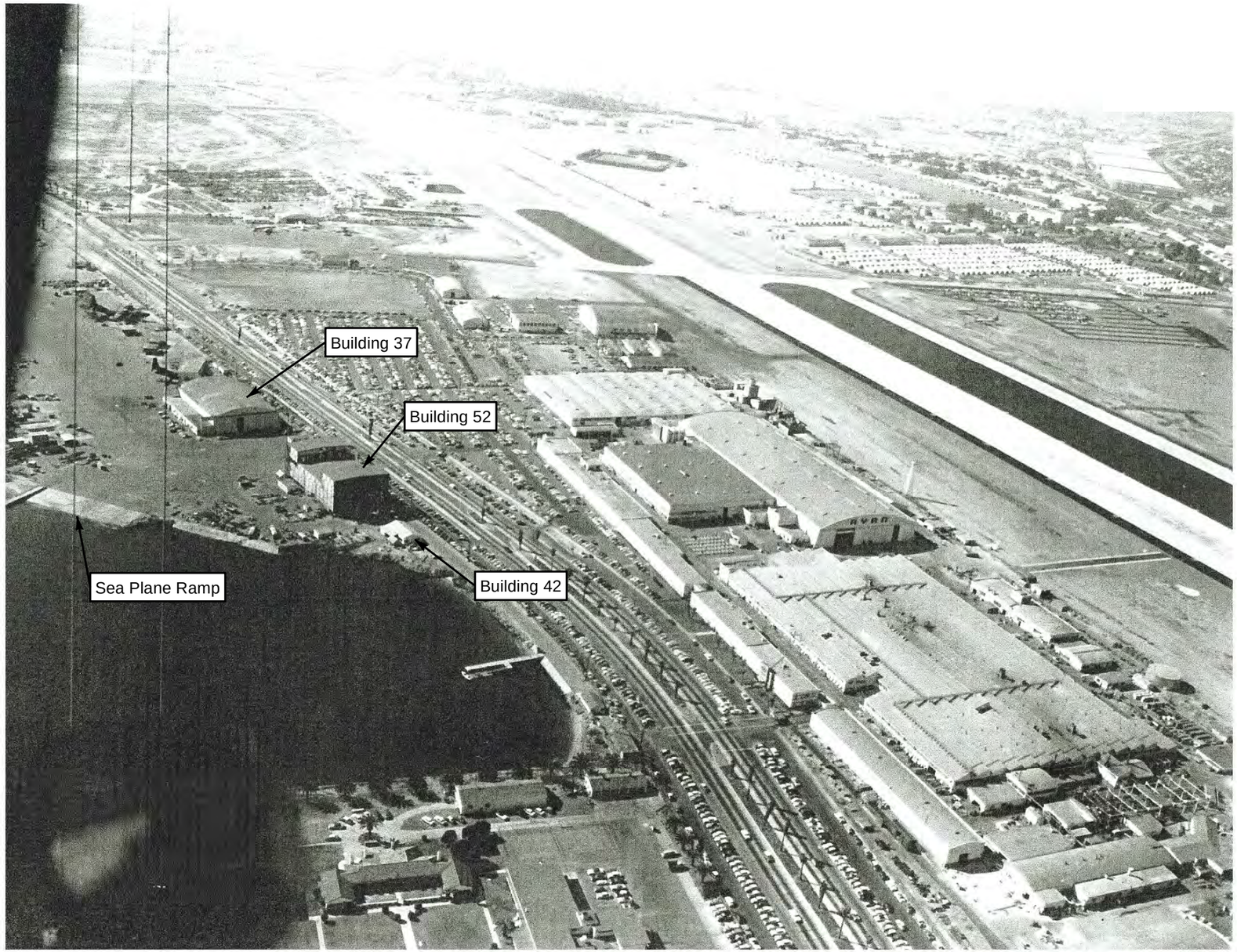
1956 SITE PLAN SHOWING THE HYDRODYNAMICS BUILDING (BUILDING 42), HYDROSTATIC TEST TANK AND THE STATIC TEST BUILDING (BUILDING 52)

PHASE I ENVIRONMENTAL SITE ASSESSMENT
FORMER HARBOR DRIVE TEST FACILITY PROJECT
SAN DIEGO, CALIFORNIA

FIGURE
6-4

PLOTTED: 10/20/2023 3:45:11 PM, RAlvarez
FILE: \\azrgisstorp03\GIS_Projects\Client\Port_of_San_Diego\20210261.013.02-HarborDriveTestFacility\20210261_F6_5.mxd
SAN DIEGO, CA



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DRAWN:	10/20/2023
DRAWN BY:	JP
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FILE NAME:	20210261_F6_5.mxd

1956 AERIAL PHOTOGRAPH SHOWING HARBOR DRIVE TEST FACILITY BUILDINGS 42, 52 AND 37

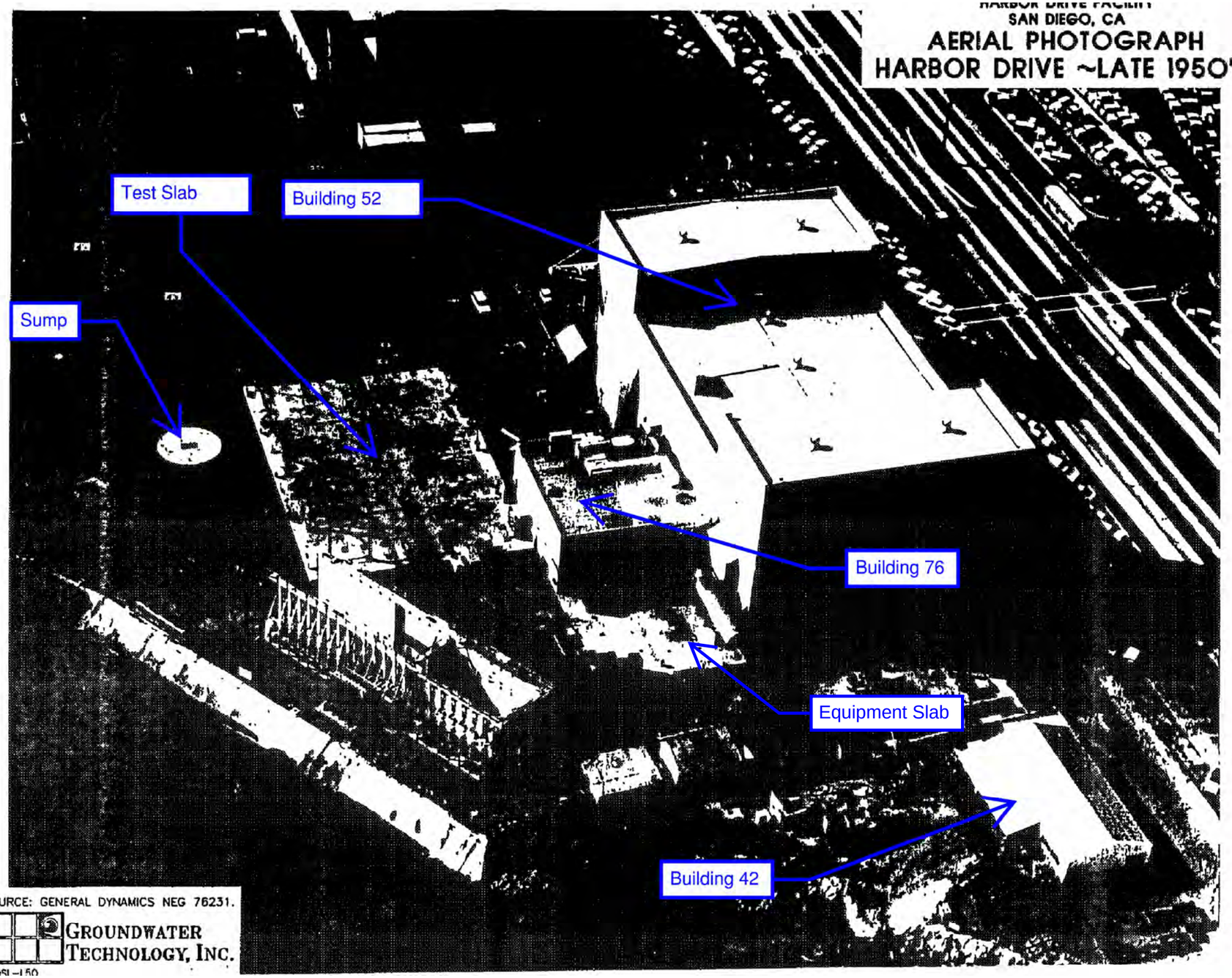
PHASE I ENVIRONMENTAL SITE ASSESSMENT
FORMER HARBOR DRIVE TEST FACILITY PROJECT
SAN DIEGO, CALIFORNIA

FIGURE
6-5

PLOTTED: 10/13/2023 2:46:30 PM, JPatay
FILE: \\azrgisstorp03\GIS_Projects\Client\Port_of_San_Diego\20210261.013.02-HarborDriveTestFacility\20210261_F6_6.mxd
SAN DIEGO, CA

HARBOR DRIVE FACILITY
SAN DIEGO, CA

AERIAL PHOTOGRAPH
HARBOR DRIVE ~LATE 1950'



SOURCE: GENERAL DYNAMICS NEG 76231.

GROUNDWATER TECHNOLOGY, INC.

HDSI-150

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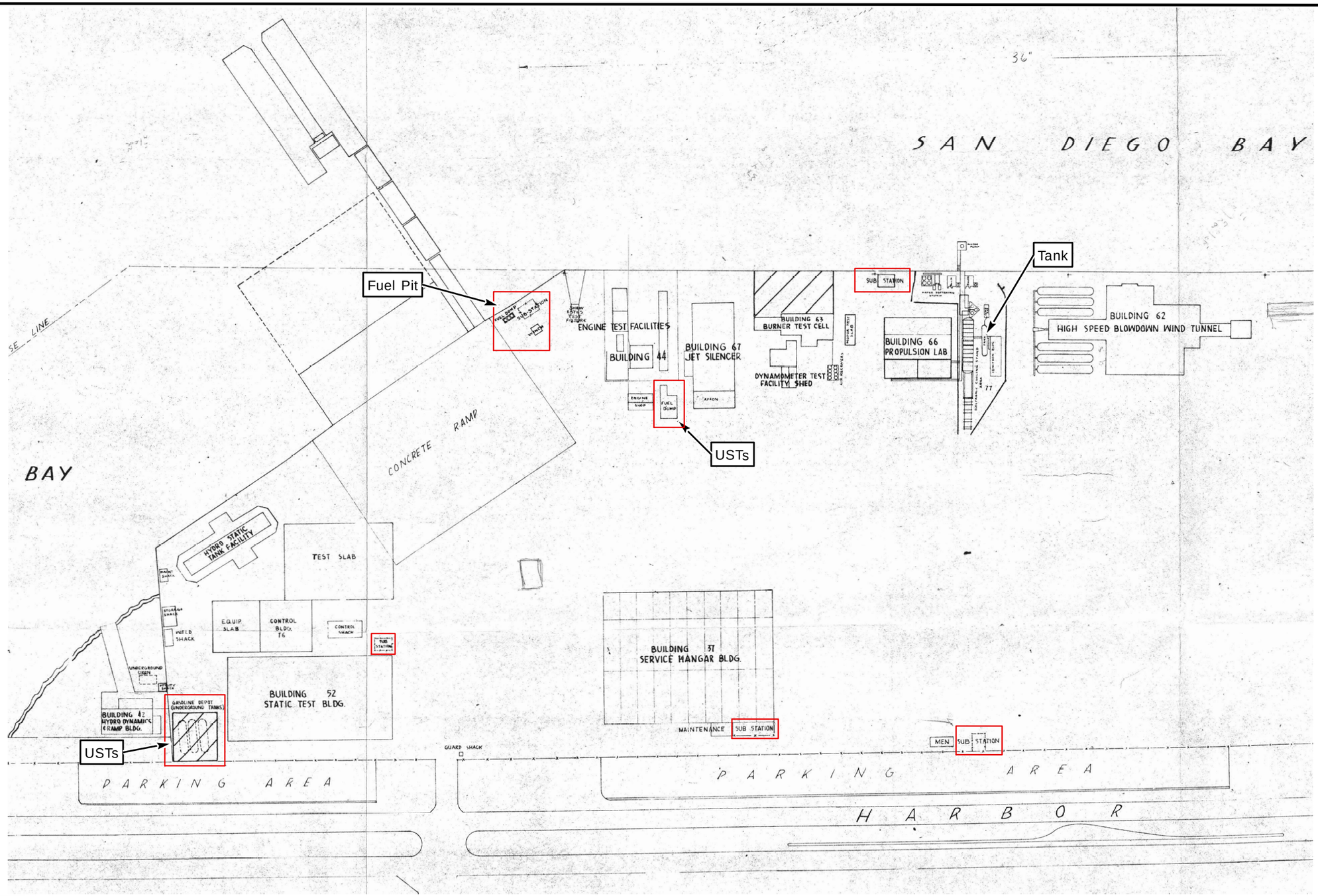
LATE 1950'S AERIAL PHOTOGRAPH SHOWING BUILDING 52, 76, TEST SLAB AND SUMP

PHASE I ENVIRONMENTAL SITE ASSESSMENT
FORMER HARBOR DRIVE TEST FACILITY PROJECT
SAN DIEGO, CALIFORNIA

FIGURE
6-6

PLOTTED: 10/19/2023 1:50:26 PM, RAlvarez
FILE: \\azrgisstorp03\GIS_Projects\Client\Port_of_San_Diego\20210261.013.02-HarborDriveTestFacility\20210261_F6_7.mxd
SAN DIEGO, CA



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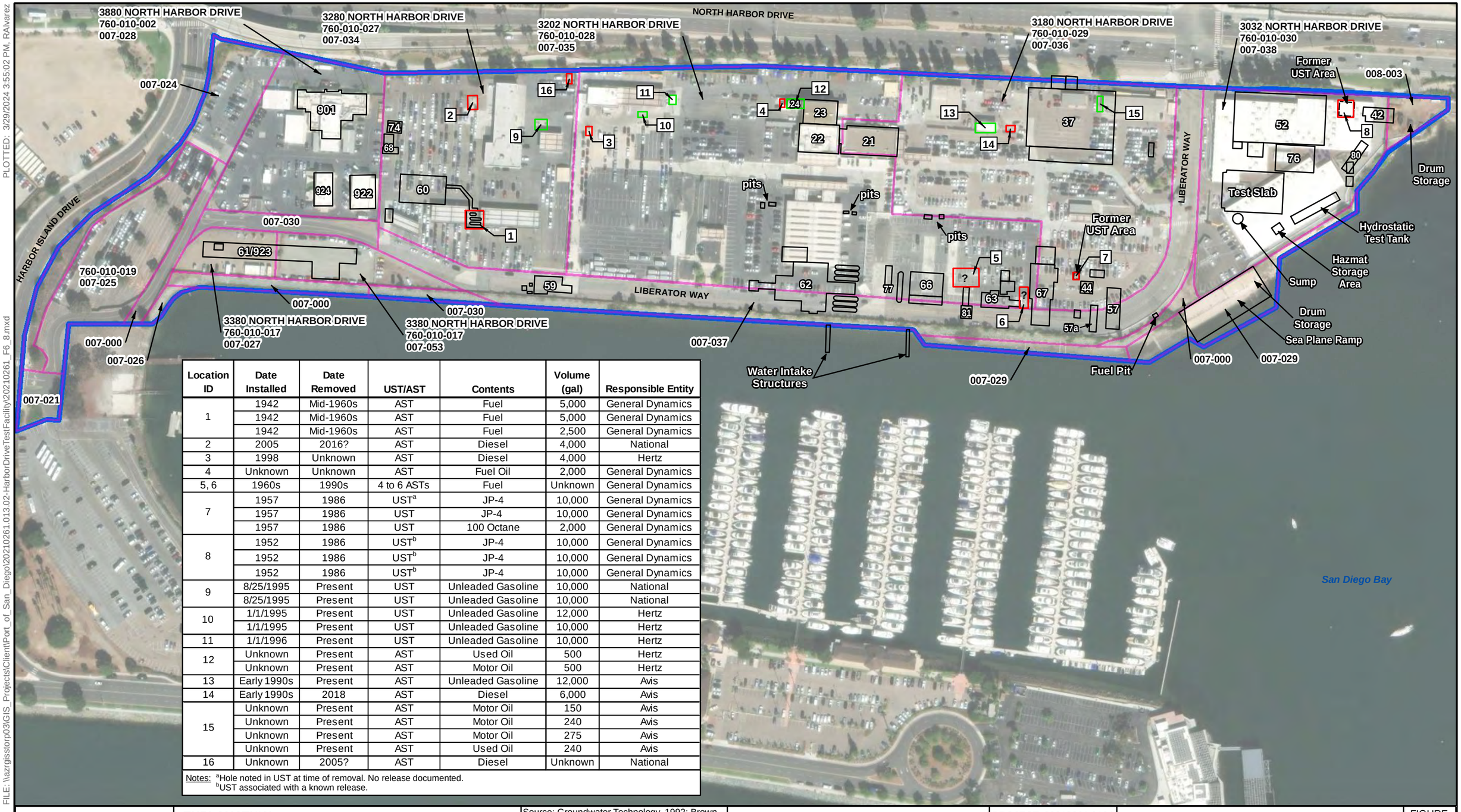
1959 HARBOR DRIVE TEST FACILITY SITE PLAN

PHASE I ENVIRONMENTAL SITE ASSESSMENT
FORMER HARBOR DRIVE TEST FACILITY PROJECT
SAN DIEGO, CALIFORNIA

FIGURE
6-7



Location ID	Date Installed	Date Removed	UST/AST	Contents	Volume (gal)	Responsible Entity
1	1942	Mid-1960s	AST	Fuel	5,000	General Dynamics
	1942	Mid-1960s	AST	Fuel	5,000	General Dynamics
	1942	Mid-1960s	AST	Fuel	2,500	General Dynamics
2	2005	2016?	AST	Diesel	4,000	National
3	1998	Unknown	AST	Diesel	4,000	Hertz
4	Unknown	Unknown	AST	Fuel Oil	2,000	General Dynamics
5, 6	1960s	1990s	4 to 6 ASTs	Fuel	Unknown	General Dynamics
7	1957	1986	UST[a]	JP-4	10,000	General Dynamics
	1957	1986	UST	JP-4	10,000	General Dynamics
	1957	1986	UST	100 Octane	2,000	General Dynamics
8	1952	1986	UST[b]	JP-4	10,000	General Dynamics
	1952	1986	UST[b]	JP-4	10,000	General Dynamics
	1952	1986	UST[b]	JP-4	10,000	General Dynamics
9	8/25/1995	Present	UST	Unleaded Gasoline	10,000	National
	8/25/1995	Present	UST	Unleaded Gasoline	10,000	National
10	1/1/1995	Present	UST	Unleaded Gasoline	12,000	Hertz
	1/1/1995	Present	UST	Unleaded Gasoline	10,000	Hertz
11	1/1/1996	Present	UST	Unleaded Gasoline	10,000	Hertz
12	Unknown	Present	AST	Used Oil	500	Hertz
	Unknown	Present	AST	Motor Oil	500	Hertz
13	Early 1990s	Present	AST	Unleaded Gasoline	12,000	Avis
14	Early 1990s	2018	AST	Diesel	6,000	Avis
15	Unknown	Present	AST	Motor Oil	150	Avis
	Unknown	Present	AST	Motor Oil	240	Avis
	Unknown	Present	AST	Motor Oil	275	Avis
	Unknown	Present	AST	Used Oil	240	Avis
16	Unknown	2005?	AST	Diesel	Unknown	National

Notes: [a]Hole noted in UST at time of removal. No release documented.
[b]UST associated with a known release.

0 100 200
Feet
N
Locations are Approximate

EXPLANATION

- APPROXIMATE HISTORIC UST/AST LOCATION
- APPROXIMATE CURRENT UST/AST LOCATION
- ? ACTUAL LOCATION UNKNOWN
- SITE BOUNDARY
- 007-028 PORT PARCEL NUMBER
- 21 APPROXIMATE HISTORICAL BUILDING OR FEATURE FOOTPRINT WITH BUILDING NUMBER
- APPROXIMATE PORT PARCEL BOUNDARY
- 760-012-002 ASSESSORS PARCEL NUMBER (APN)

Source: Groundwater Technology, 1992; Brown and Caldwell, 1994
Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, and the GIS User

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FORMER AND EXISTING USTs AND ASTs

PHASE I ENVIRONMENTAL SITE ASSESSMENT
FORMER HARBOR DRIVE TEST FACILITY PROJECT
SAN DIEGO, CALIFORNIA

FIGURE
6-8

PLOTTED: 3/29/2024 3:55:02 PM, RAlvarez
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PLOTTED: 10/19/2023 2:25:04 PM, RAlvarez

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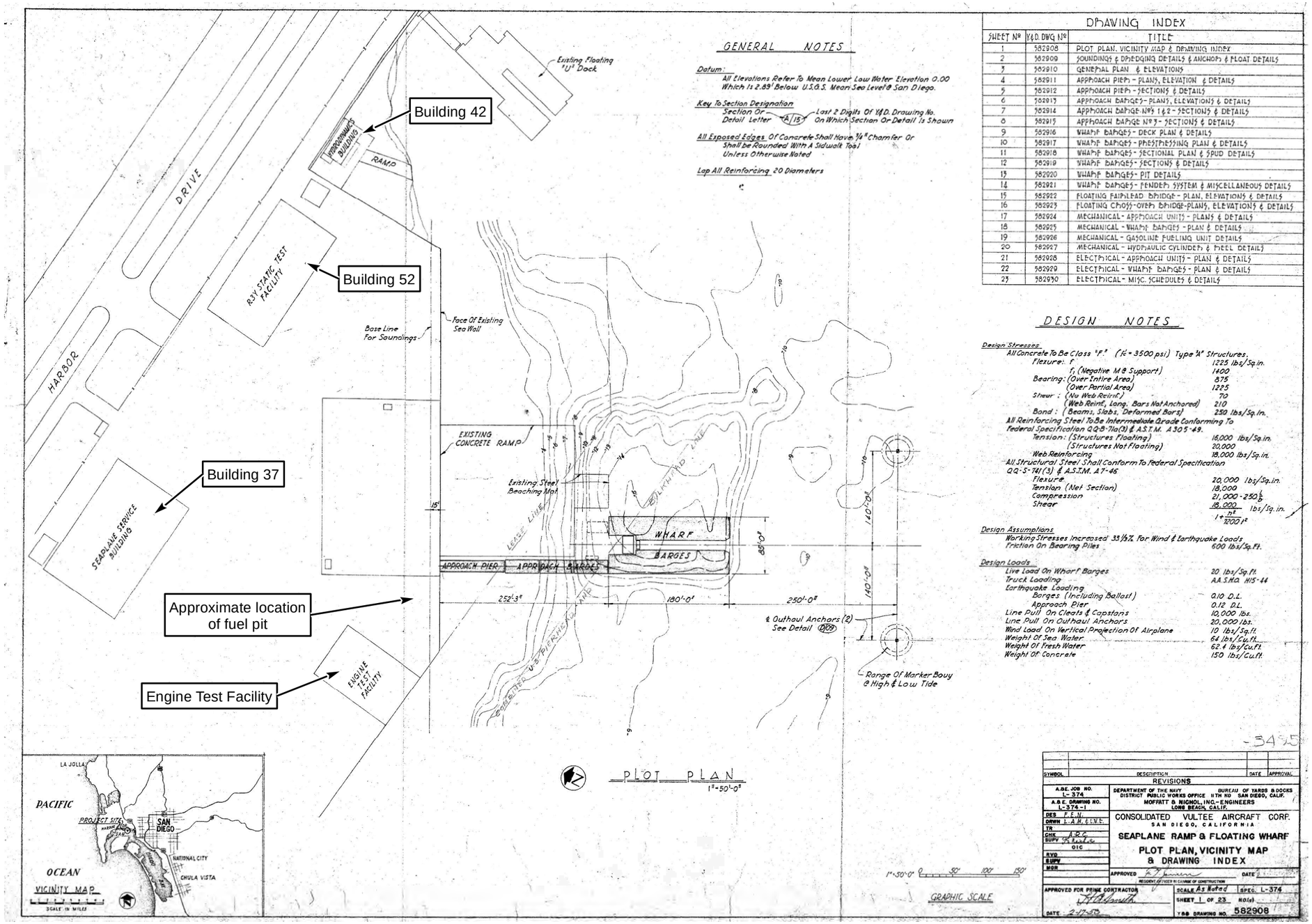

GENERAL NOTES

Datum:
All Elevations Refer To Mean Lower Low Water Elevation 0.00 Which Is 2.69' Below U.S.C.& S. Mean Sea Level @ San Diego.

Key To Section Designation
Section Or Detail Letter — A/15 — Last 2 Digits Of Y&D. Drawing No. On Which Section Or Detail Is Shown

All Exposed Edges Of Concrete Shall Have ¾" Chamfer Or Shall be Rounded With A Sidwalk Tool Unless Otherwise Noted

Lap All Reinforcing 20 Diameters

DRAWING INDEX

SHEET Nº	Y&D. DWG Nº	TITLE
1	582908	PLOT PLAN, VICINITY MAP & DRAWING INDEX
2	582909	SOUNDINGS & DREDGING DETAILS & ANCHORS & FLOAT DETAILS
3	582910	GENERAL PLAN & ELEVATIONS
4	582911	APPROACH PIER - PLANS, ELEVATION & DETAILS
5	582912	APPROACH PIER - SECTIONS & DETAILS
6	582913	APPROACH BARGES - PLANS, ELEVATIONS & DETAILS
7	582914	APPROACH BARGE Nºs 1 & 2 - SECTIONS & DETAILS
8	582915	APPROACH BARGE Nº 3 - SECTIONS & DETAILS
9	582916	WHARF BARGES - DECK PLAN & DETAILS
10	582917	WHARF BARGES - PRESTRESSING PLAN & DETAILS
11	582918	WHARF BARGES - SECTIONAL PLAN & STUD DETAILS
12	582919	WHARF BARGES - SECTIONS & DETAILS
13	582920	WHARF BARGES - PIT DETAILS
14	582921	WHARF BARGES - FENDER SYSTEM & MISCELLANEOUS DETAILS
15	582922	FLOATING FAIRLEAD BRIDGE - PLAN, ELEVATIONS & DETAILS
16	582923	FLOATING CROSS-OVER BRIDGE-PLANS, ELEVATIONS & DETAILS
17	582924	MECHANICAL - APPROACH UNITS - PLANS & DETAILS
18	582925	MECHANICAL - WHARF BARGES - PLAN & DETAILS
19	582926	MECHANICAL - GASOLINE FUELING UNIT DETAILS
20	582927	MECHANICAL - HYDRAULIC CYLINDERS & WHEEL DETAILS
21	582928	ELECTRICAL - APPROACH UNITS - PLAN & DETAILS
22	582929	ELECTRICAL - WHARF BARGES - PLAN & DETAILS
23	582930	ELECTRICAL - MISC. SCHEDULES & DETAILS

DESIGN NOTES

Design Stresses

All Concrete To Be Class "F" (f'_c = 3500 psi) Type "A" Structures.

Flexure: f	1225 lbs/Sq.in.
f, (Negative M @ Support)	1400
Bearing: (Over Entire Area)	875
(Over Partial Area)	1225
Shear: (No Web Reinf.)	70
(Web Reinf., Long. Bars Not Anchored)	210
Bond: (Beams, Slabs, Deformed Bars)	250 lbs/Sq.in.

All Reinforcing Steel To Be Intermediate Grade Conforming To Federal Specification QQ-S-71a(3) & A.S.T.M. A305-49.

Tension: (Structures Floating)	18,000 lbs/Sq.in.
(Structures Not Floating)	20,000
Web Reinforcing	18,000 lbs/Sq.in.

All Structural Steel Shall Conform To Federal Specification QQ-S-741(3) & A.S.T.M. A7-46

Flexure	20,000 lbs/Sq.in.
Tension (Net Section)	18,000
Compression	$21,000 - 250\frac{L}{r}$
Shear	$\frac{18,000}{1+\frac{n^2}{1200\,t^2}}$ lbs/Sq.in.

Design Assumptions

Working Stresses Increased 33⅓% For Wind & Earthquake Loads
Friction On Bearing Piles 600 lbs/Sq.Ft.

Design Loads

Live Load On Wharf Barges	20 lbs/Sq.ft.
Truck Loading	A.A.S.H.O. H15-44
Earthquake Loading	
Barges (Including Ballast)	0.10 D.L.
Approach Pier	0.12 D.L.
Line Pull On Cleats & Capstans	10,000 lbs.
Line Pull On Outhaul Anchors	20,000 lbs.
Wind Load On Vertical Projection Of Airplane	10 lbs/Sq.ft.
Weight Of Sea Water	64 lbs/Cu.ft.
Weight Of Fresh Water	62.4 lbs/Cu.ft.
Weight Of Concrete	150 lbs/Cu.ft.

-3495

SYMBOL	DESCRIPTION	DATE	APPROVAL

REVISIONS

A.B.E. JOB NO. L-374
A.B.E. DRAWING NO. L-374-1
DES P.E.N.
DRWN L.A.P. & I.V.E.
TR
CHK A.D.C.
SUPV. [illegible]
QTC
RVD.
SUPV.
MGR

DEPARTMENT OF THE NAVY — BUREAU OF YARDS & DOCKS
DISTRICT PUBLIC WORKS OFFICE 11TH ND SAN DIEGO, CALIF.
MOFFATT & NICHOL, INC.-ENGINEERS LONG BEACH, CALIF.

CONSOLIDATED VULTEE AIRCRAFT CORP.
SAN DIEGO, CALIFORNIA

SEAPLANE RAMP & FLOATING WHARF
PLOT PLAN, VICINITY MAP & DRAWING INDEX

APPROVED [signature] DATE
RESIDENT OFFICER IN CHARGE OF CONSTRUCTION
APPROVED FOR PRIME CONTRACTOR [signature] DATE 2-17-50
SCALE As Noted SPEC. L-374
SHEET 1 OF 23 NO(s)
Y&D DRAWING NO. 582908

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1953 SITE PLAN SHOWING PLANS FOR ENGINE TEST FACILITY

PHASE I ENVIRONMENTAL SITE ASSESSMENT
FORMER HARBOR DRIVE TEST FACILITY PROJECT
SAN DIEGO, CALIFORNIA

FIGURE
6-9

PLOTTED: 11/2/2023 12:51:25 PM, RAlvarez
FILE: \\azrgisstorp03\GIS_Projects\Client\Port_of_San_Diego\20210261.013.02-HarborDriveTestFacility\20210261_F6_10.mxd
SAN DIEGO, CA



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1953 PHOTO SHOWING DRUM STORAGE AND STAINING ON SEAPLANE RAMP OR ALONG THE SEAWALL AT CONVAIR MARINA

PHASE I ENVIRONMENTAL SITE ASSESSMENT
FORMER HARBOR DRIVE TEST FACILITY PROJECT
SAN DIEGO, CALIFORNIA

FIGURE
6-10

PLOTTED: 10/19/2023 1:59:13 PM, RAlvarez
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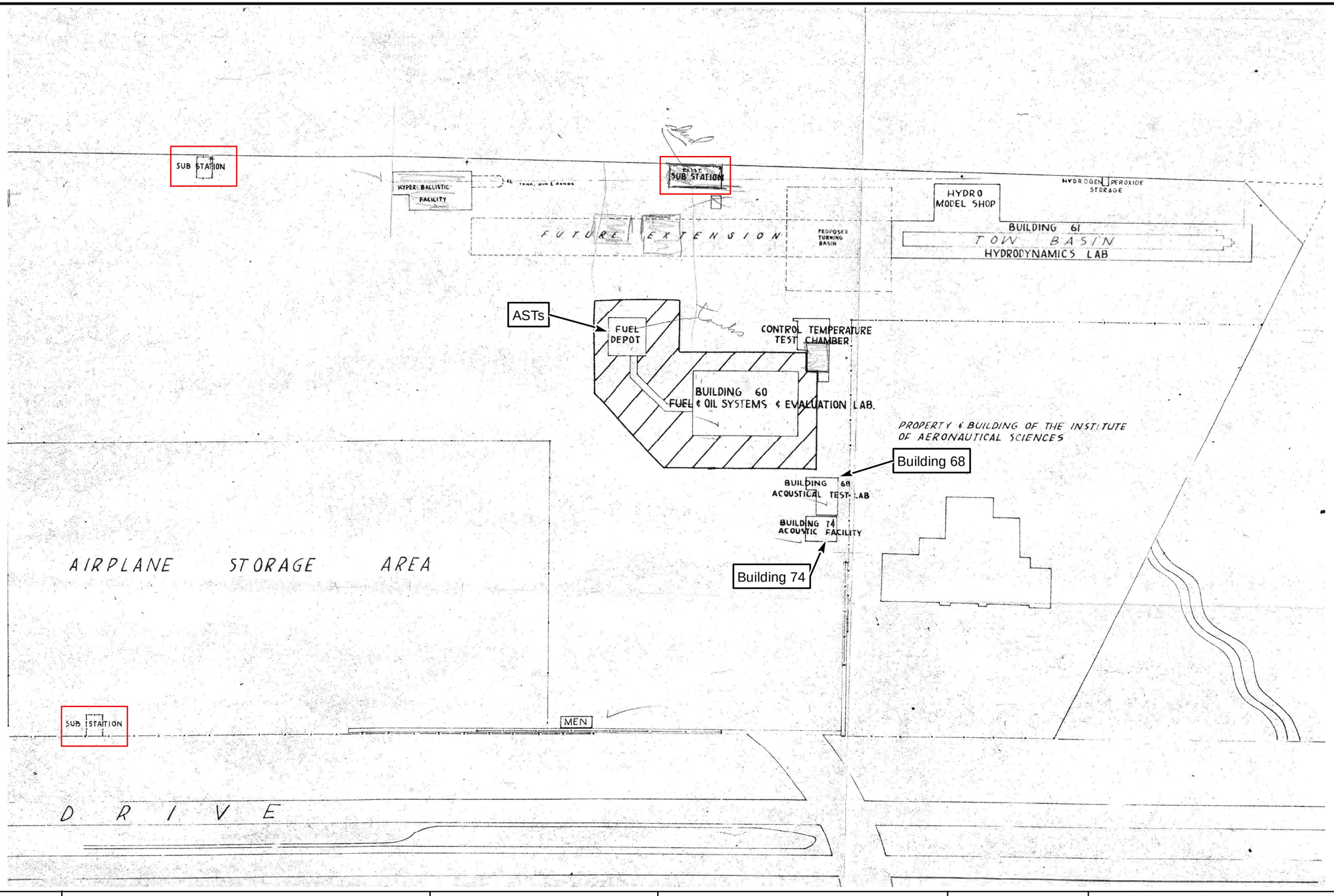
SAN DIEGO, CA



N

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1959 HARBOR DRIVE TEST FACILITY
SITE PLAN SHOWING
BUILDINGS 60, 68 AND 74

PHASE I ENVIRONMENTAL SITE ASSESSMENT
FORMER HARBOR DRIVE TEST FACILITY PROJECT
SAN DIEGO, CALIFORNIA

FIGURE
6-11

PLOTTED: 10/20/2023 2:01:13 PM, RAlvarez
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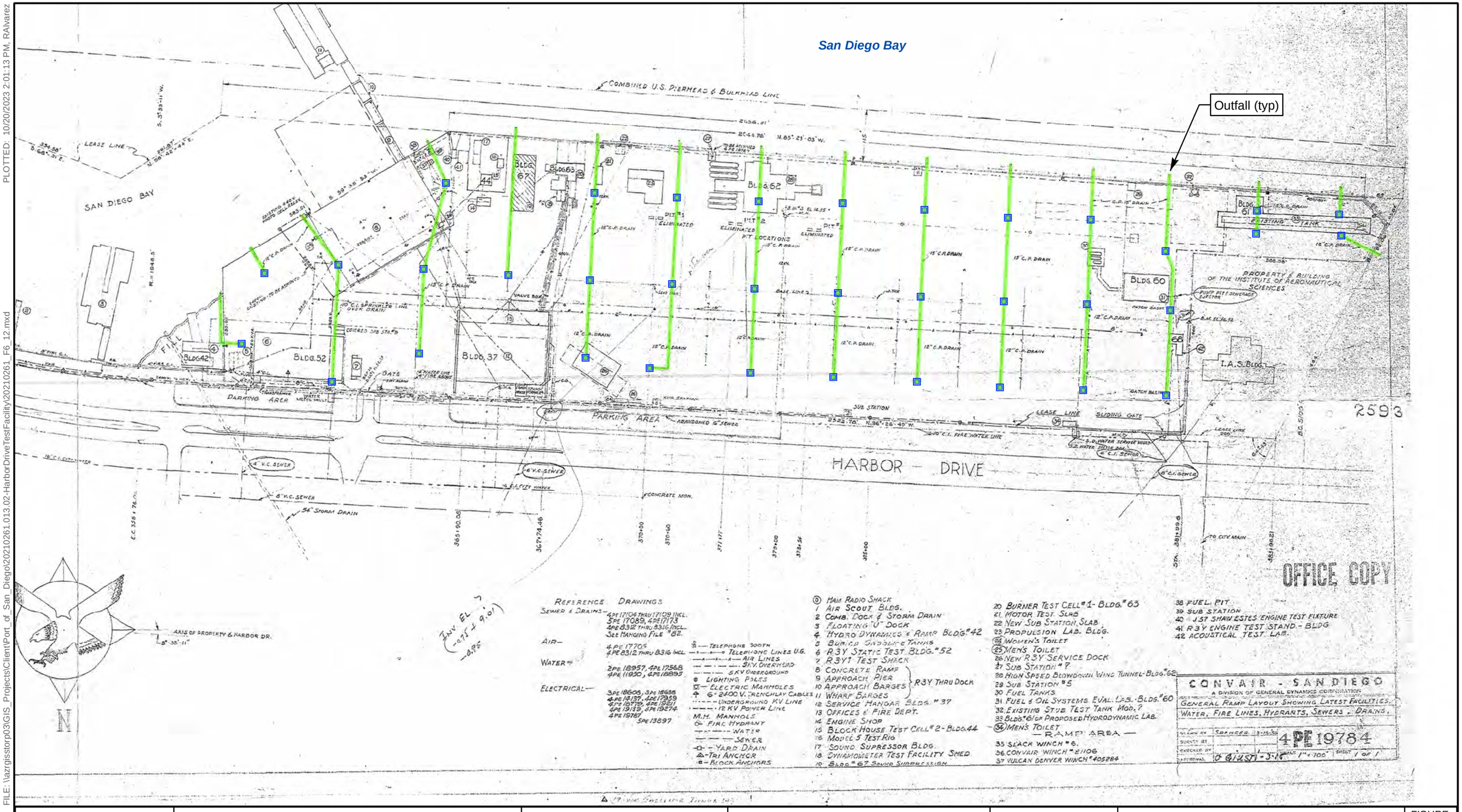

REFERENCE DRAWINGS

SEWER & DRAINS— 4PE 17106 THRU 17109 INCL. 3PE 17089, 4PE 17173, 4PE 8312 THRU 8316 INCL. See Hanging File "82."

AIR—

WATER— 4 PE 17705, 4 PE 8312 THRU 8316 INCL.

ELECTRICAL— 2PE 18957, 4PE 17568, 4PE 11950, 4PE 18895, 3PE 18608, 3PE 18638, 4PE 18137, 4PE 17959, 4PE 18729, 4PE 19251, 4PE 19139, 4PE 19274, 4PE 19787, 5PE 13897

— TELEPHONE DUCTS
— T — T — TELEPHONE LINES U.G.
— A — A — AIR LINES
— 34 KV OVERHEAD
— 6 KV UNDERGROUND
LIGHTING POLES
ELECTRIC MANHOLES
6 - 2400 V. TRENCHLAY CABLES
UNDERGROUND KV LINE
12 KV POWER LINE
M.H. MANHOLE
FIRE HYDRANT
WATER
SEWER
YARD DRAIN
TRI ANCHOR
BLOCK ANCHORS

0 HAM RADIO SHACK
1 AIR SCOUT BLDG.
2 COMB. DOCK & STORM DRAIN
3 FLOATING "U" DOCK
4 HYDRO DYNAMICS & RAMP BLDG."42
5 BURIED GASOLINE TANKS
6 R3Y STATIC TEST BLDG."52
7 R3Y1 TEST SHACK
8 CONCRETE RAMP
9 APPROACH PIER } R3Y THRU DOCK
10 APPROACH BARGES
11 WHARF BARGES
12 SERVICE HANGAR BLDG."37
13 OFFICES & FIRE DEPT.
14 ENGINE SHOP
15 BLOCK HOUSE TEST CELL"2 - BLDG.44
16 MODEL 5 TEST RIG
17 SOUND SUPRESSOR BLDG.
18 DYNAMOMETER TEST FACILITY SHED
19 BLDG."67 SOUND SUPPRESSION

20 BURNER TEST CELL"1 - BLDG."63
21 MOTOR TEST SLAB
22 NEW SUB STATION SLAB
23 PROPULSION LAB. BLDG.
24 WOMEN'S TOILET
25 MEN'S TOILET
26 NEW R3Y SERVICE DOCK
27 SUB STATION "7
28 HIGH SPEED BLOWDOWN WIND TUNNEL-BLDG."62
29 SUB STATION "5
30 FUEL TANKS
31 FUEL & OIL SYSTEMS EVAL. LAB. - BLDG."60
32 EXISTING STUB TEST TANK MOD.?
33 BLDG"61 OR PROPOSED HYDRODYNAMIC LAB.
34 MEN'S TOILET
— RAMP AREA —
35 SLACK WINCH "6.
36 CONVAIR WINCH "E1106
37 VULCAN DENVER WINCH "405284

38 FUEL PIT
39 SUB STATION
40 J 57 SHAW ESTES ENGINE TEST FIXTURE
41 R3Y ENGINE TEST STAND - BLDG
42 ACOUSTICAL TEST LAB.

CONVAIR - SAN DIEGO
A DIVISION OF GENERAL DYNAMICS CORPORATION
GENERAL RAMP LAYOUT SHOWING LATEST FACILITIES, WATER, FIRE LINES, HYDRANTS, SEWERS & DRAINS.
DRAWN BY SPENCER 3-15-56
SURVEY BY
CHECKED BY
APPROVAL
4 PE 19784
SCALE 1" = 100' SHEET 1 OF 1

0 100 200
Feet
Approximate Scale

EXPLANATION

CATCH BASIN
STORM DRAIN

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HARBOR DRIVE TEST FACILITY
STORM WATER INFRASTRUCTURE

PHASE I ENVIRONMENTAL SITE ASSESSMENT
FORMER HARBOR DRIVE TEST FACILITY PROJECT
SAN DIEGO, CALIFORNIA

FIGURE
6-12

PLOTTED: 10/17/2023 11:17:21 AM, RAlvarez
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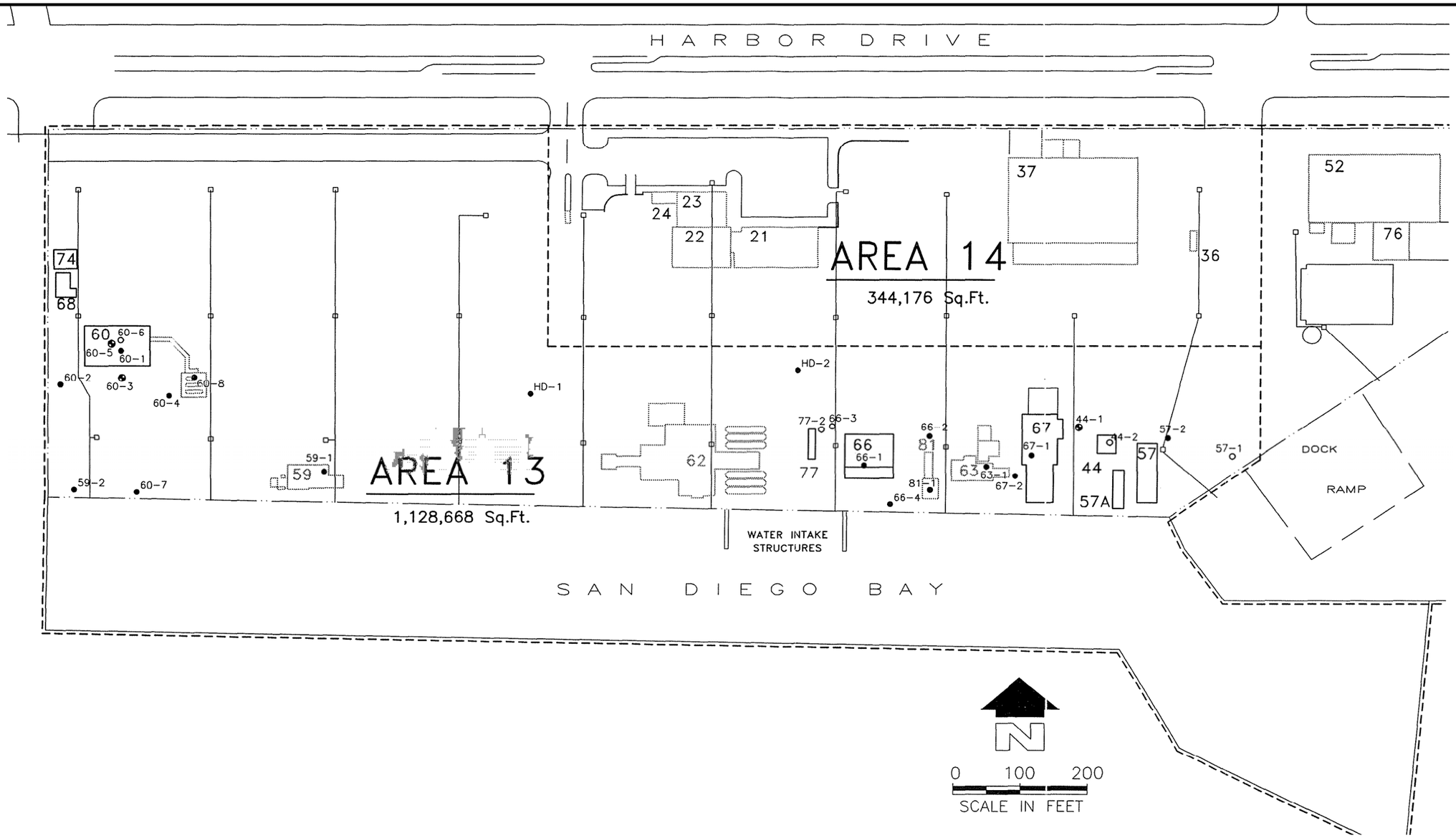
SAN DIEGO, CA



Source: *Brown and Caldwell, 1994*

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APPROXIMATE LOCATIONS OF LOIs, DLOCs, PLOCs, and LOCs – AREAS 13 AND 14

PHASE I ENVIRONMENTAL SITE ASSESSMENT
FORMER HARBOR DRIVE TEST FACILITY PROJECT
SAN DIEGO, CALIFORNIA

FIGURE
6-13a

PLOTTED: 10/17/2023 11:22:02 AM, RAlvarez
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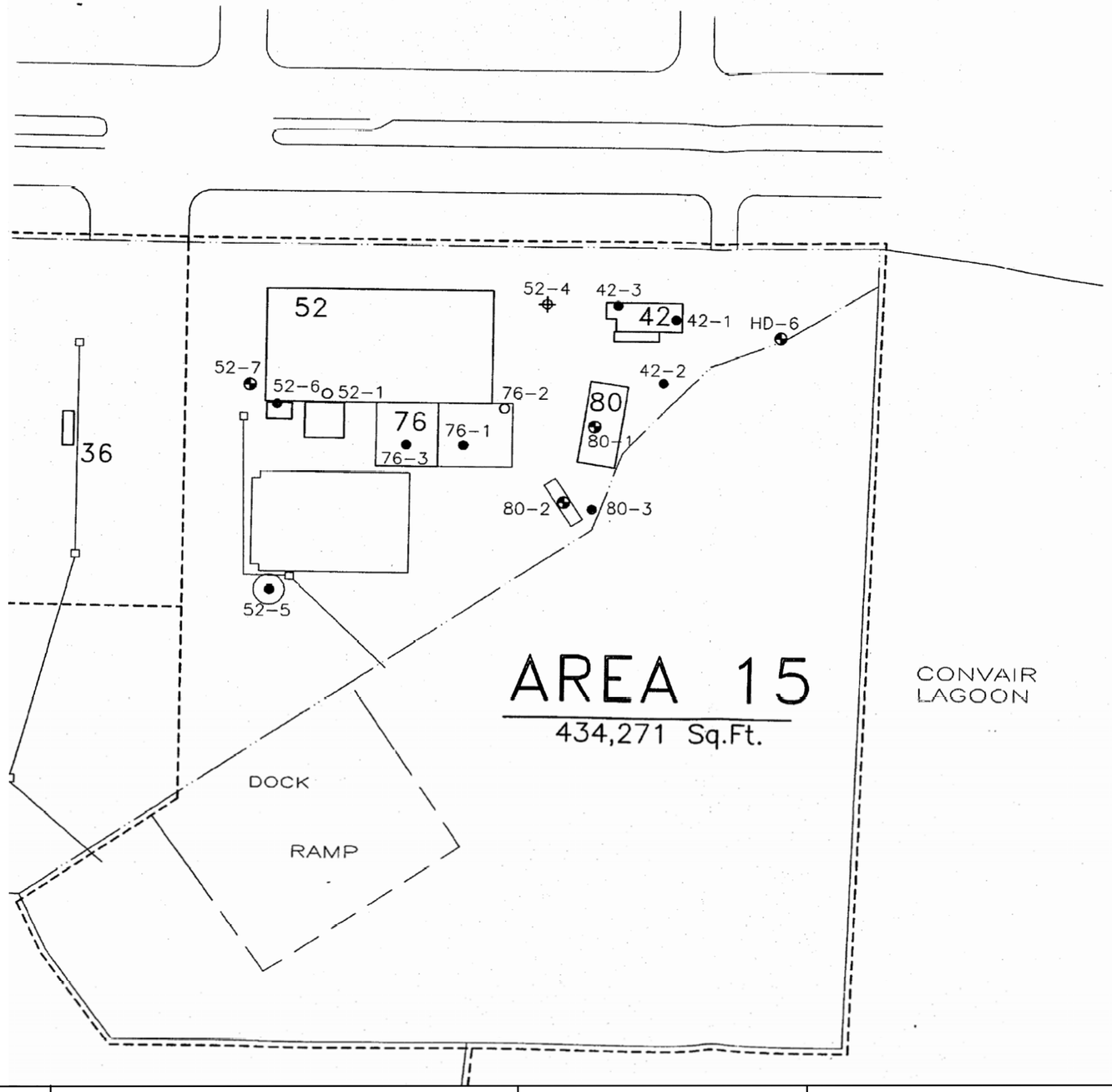

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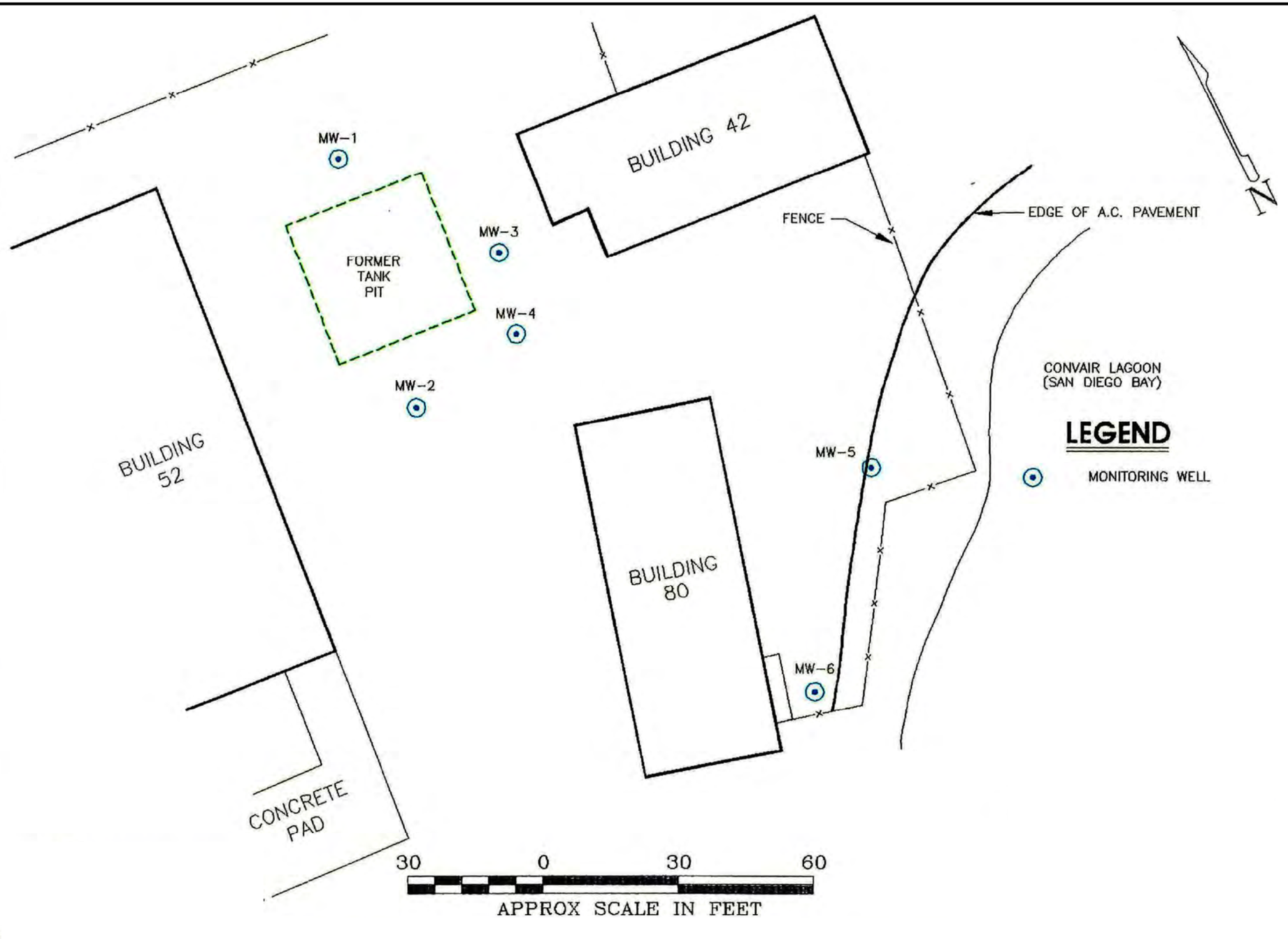
DRAWN:	10/17/2023
DRAWN BY:	RA
CHECKED BY:	JL
FILE NAME:	20210261_F6_13b.mxd

APPROXIMATE LOCATIONS OF LOIs, DLOCs, PLOCs, and LOCs – AREA 15

PHASE I ENVIRONMENTAL SITE ASSESSMENT
FORMER HARBOR DRIVE TEST FACILITY PROJECT
SAN DIEGO, CALIFORNIA

FIGURE
6-13b

PLOTTED: 10/19/2023 8:59:11 AM, RAlvarez
FILE: \\azrgisstorp03\GIS_Projects\Client\Port_of_San_Diego\20210261.013.02-HarborDriveTestFacility\20210261_F6_14.mxd
SAN DIEGO, CA



Source: *Groundwater Technologies, Inc, General Dynamics Building 52 and 53, Site Plan, 08/04/92*

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PROJECT:	20210261.013A
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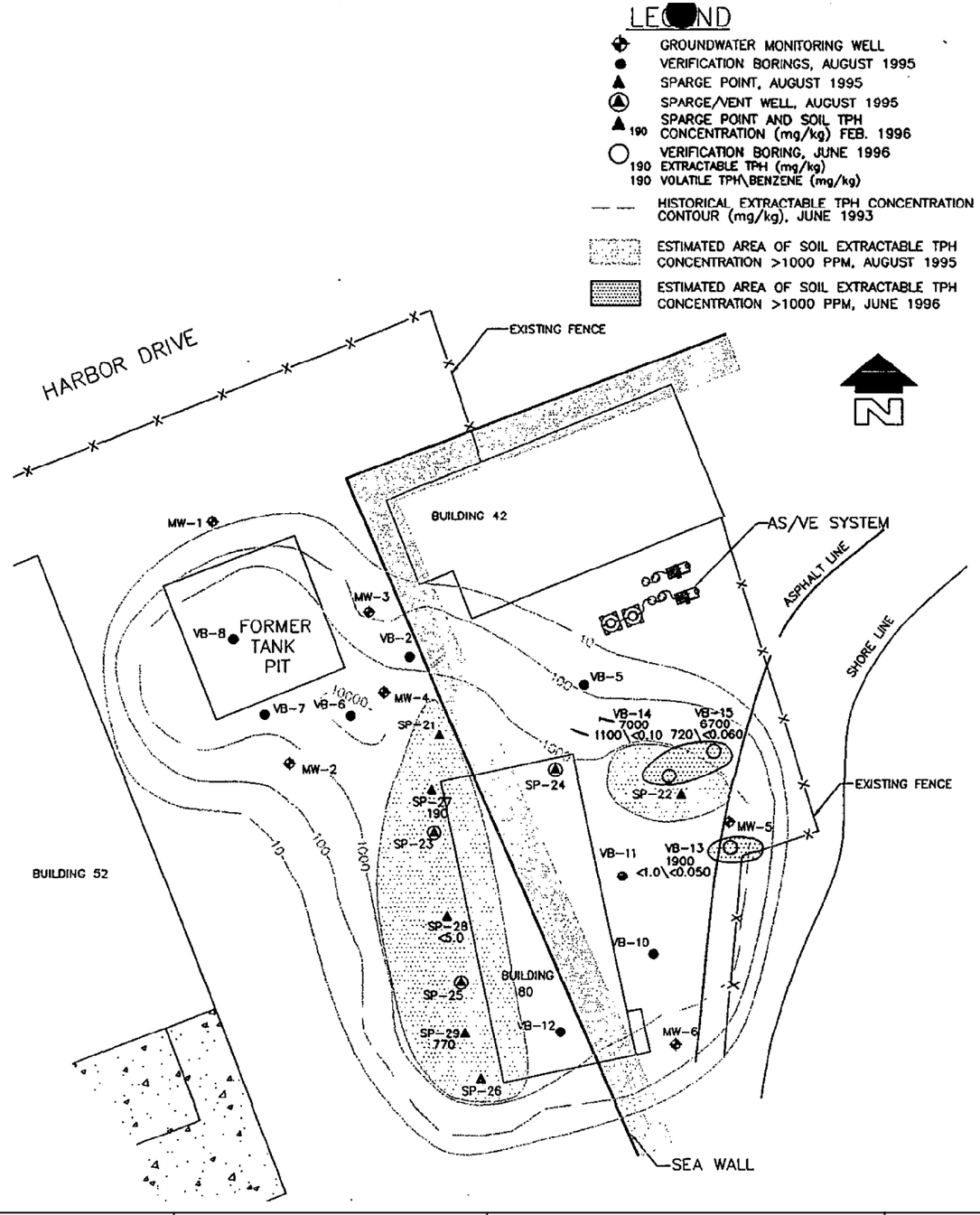
FILE NAME:	20210261_F6_14.mxd

LOCATION OF FORMER BUILDING 52 UST EXCAVATION AND MONITORING WELLS

PHASE I ENVIRONMENTAL SITE ASSESSMENT
FORMER HARBOR DRIVE TEST FACILITY PROJECT
SAN DIEGO, CALIFORNIA

FIGURE
6-14

PLOTTED: 10/13/2023 3:04:08 PM, JPatay
FILE: \\azrgisstorp03\GIS_Projects\Client\Port_of_San_Diego\20210261.013.02-HarborDriveTestFacility\20210261_F6_15.mxd
SAN DIEGO, CA



Source: *Brown and Caldwell, Final Verification Sampling Results June 1996, July 1996*

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FILE NAME:	20210261_F6_15.mxd

LOCATION OF FORMER BUILDING 52 UNDERGROUND STORAGE TANKS

PHASE I ENVIRONMENTAL SITE ASSESSMENT
FORMER HARBOR DRIVE TEST FACILITY PROJECT
SAN DIEGO, CALIFORNIA

FIGURE
6-15

PLOTTED: 10/13/2023 3:09:06 PM, JPatay
FILE: \\azrgisstorp03\GIS_Projects\Client\Port_of_San_Diego\20210261.013.02-HarborDriveTestFacility\20210261_F6_16.mxd
SAN DIEGO, CA

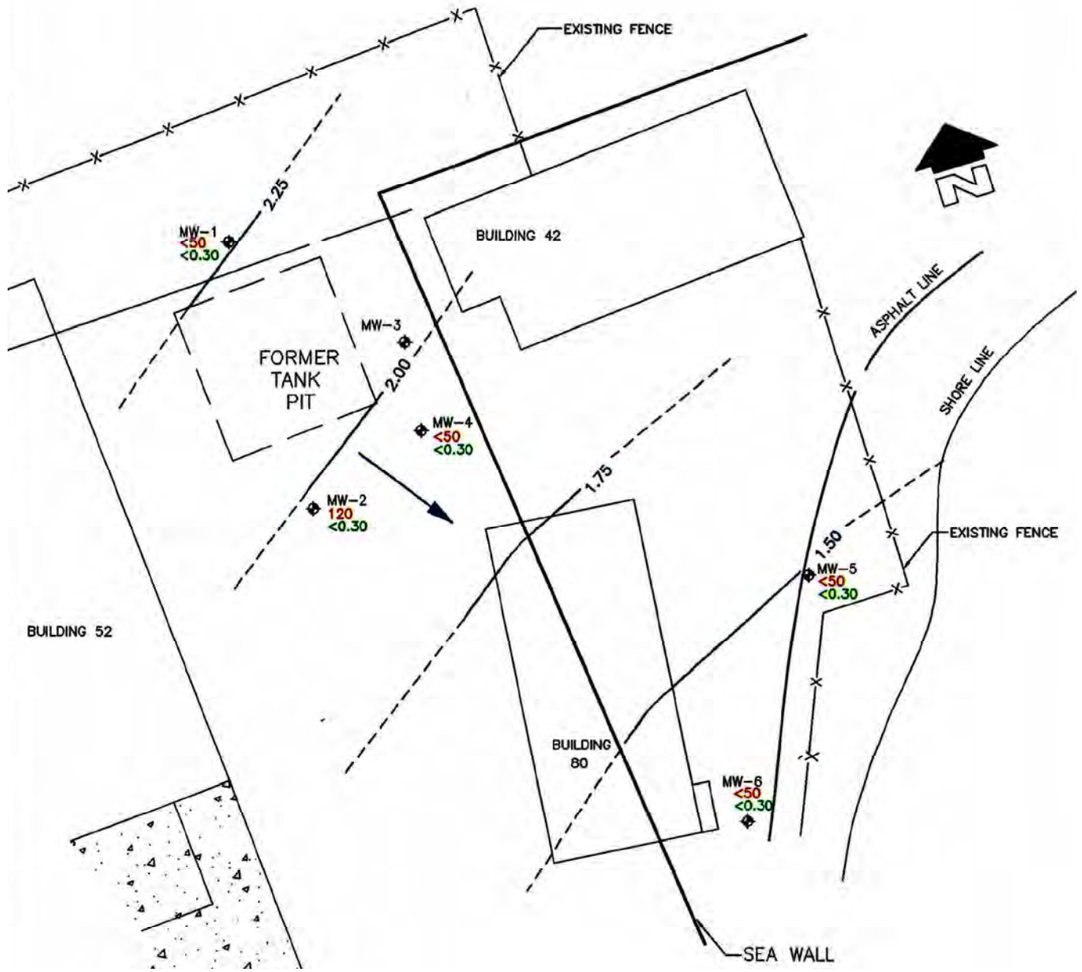
LEGEND

MW-1 ⊕ GROUNDWATER MONITORING WELL
<50 TPHg IN ug/L
<0.30 BENZENE IN ug/L

— 2.00 — GROUNDWATER CONTOURS FEB. 9, 1996

GROUNDWATER FLOW DIRECTION

NOTE: NO GROUNDWATER SAMPLE WAS COLLECTED FROM MW-3.



Source: *Brown and Caldwell, Groundwater Contours and TPH and Benzene Concentrations, March ~~1996~~*

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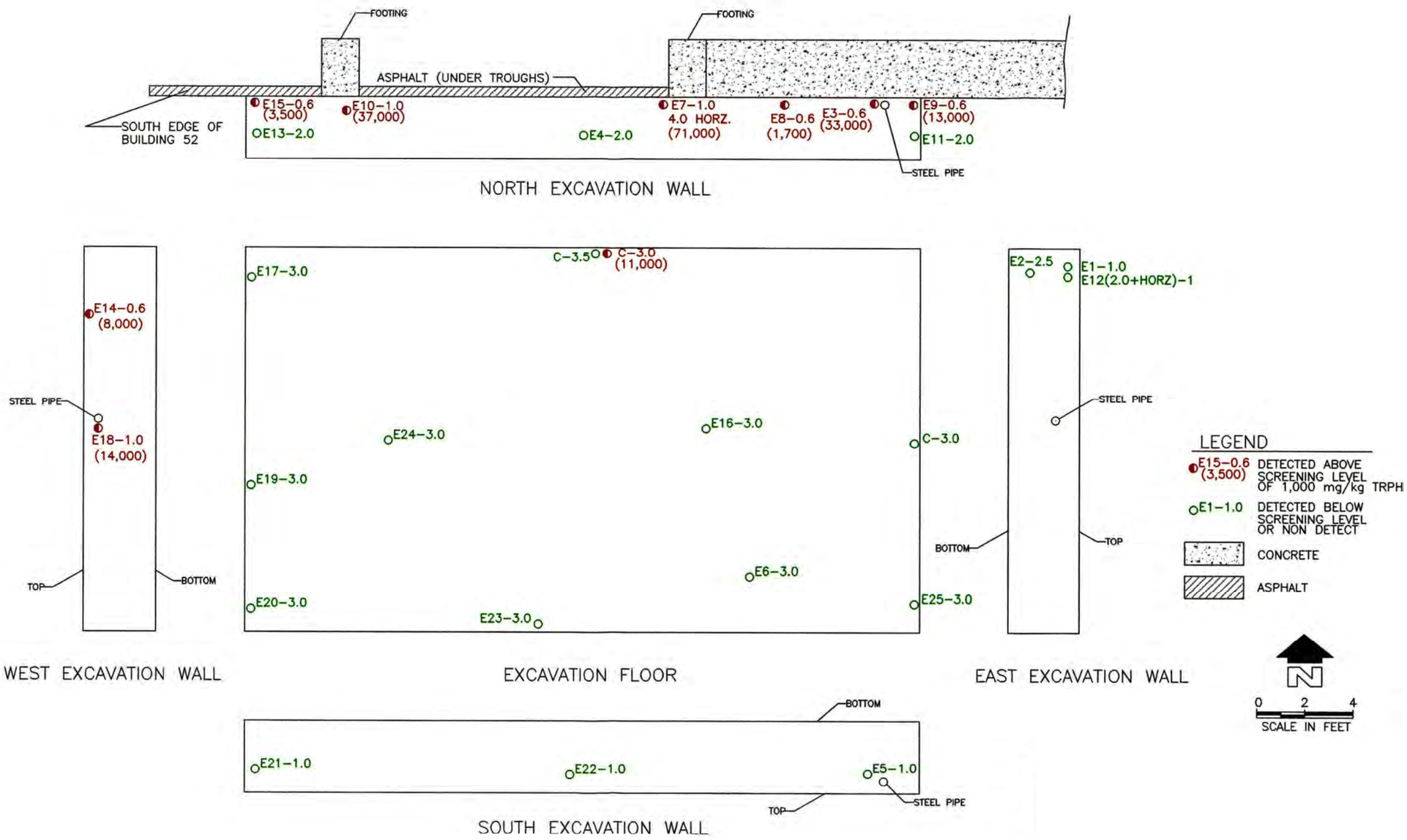
GROUNDWATER SAMPLING RESULTS, BUILDING 52 UST SITE, MARCH 1996

PHASE I ENVIRONMENTAL SITE ASSESSMENT
FORMER HARBOR DRIVE TEST FACILITY PROJECT
SAN DIEGO, CALIFORNIA

FIGURE
6-16

PLOTTED: 10/16/2023 3:40:26 PM, RAlvarez
FILE: \\azrgisstorp03\GIS_Projects\Client\Port_of_San_Diego\20210261.013.02-HarborDriveTestFacility\20210261_F6_17.mxd
SAN DIEGO, CA



Source: *Brown and Caldwell, Building 52 Sample Locations and Results, April 1996*

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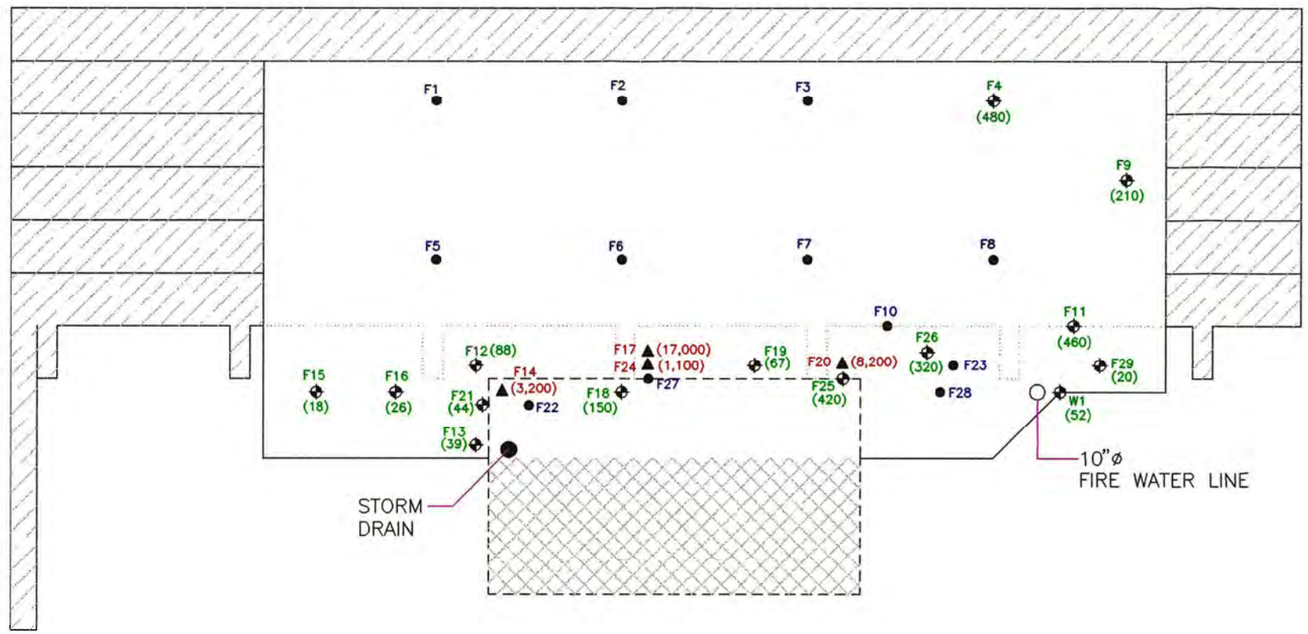
BUILDING 52 PARTIAL BUILDING DISMANTLING CONFIRMATION SAMPLE RESULTS, APRIL 1996

PHASE I ENVIRONMENTAL SITE ASSESSMENT
FORMER HARBOR DRIVE TEST FACILITY PROJECT
SAN DIEGO, CALIFORNIA

FIGURE
6-17

PLOTTED: 10/16/2023 3:51:23 PM, RAlvarez
FILE: \\azrgisstorp03\GIS_Projects\Client\Port_of_San_Diego\20210261.013.02-HarborDriveTestFacility\20210261_F6_18.mxd
SAN DIEGO, CA



LEGEND

EXISTING (ORIGINAL) BUILDING 52 FOUNDATION

DEMOLISHED PORTION OF BUILDING 52 FOUNDATION (REMOVED FOR SOIL EXCAVATION AND VERIFICATION SAMPLING)

CLEAN CLASS II FILL (BACKFILL COMPLETED DURING PHASE III INVESTIGATION)

PHASE IV INVESTIGATION (AREA EXCAVATED TO APPROXIMATELY 4' bgs)

SOIL SAMPLES

F7 ● NON DETECTED BELOW LABORATORY DETECTION LIMIT (10 mg/kg)

F29 (20) ◆ DETECTED BELOW ESTABLISHED SCREENING LEVEL (1,000 mg/kg)

F14 (32,000) ▲ DETECTED ABOVE ESTABLISHED SCREENING LEVEL (1,000 mg/kg)

N

0 5 10
SCALE IN FEET

Source: *Brown and Caldwell, Phase IV Investigation Soil Excavation/Verification Sampling, September 1996*

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BUILDING 52 PHASE IV CONFIRMATION SAMPLE RESULTS, SEPTEMBER 1996

PHASE I ENVIRONMENTAL SITE ASSESSMENT
FORMER HARBOR DRIVE TEST FACILITY PROJECT
SAN DIEGO, CALIFORNIA

FIGURE
6-18

PLOTTED: 10/19/2023 8:49:04 AM, RAlvarez
FILE: \\azrgisstorp03\GIS_Projects\Client\Port_of_San_Diego\20210261.013.02-HarborDriveTestFacility\20210261_F6_19.mxd
SAN DIEGO, CA

Drum Storage Area
Misc. Equipment and Drum Storage
Fueling Canopy
Former Carwash
Detail Canopy
Lunch/Break Room
AST
Customer Service Building
Hazardous Waste Storage Area
Engine Wash Area
Maintenance Building
Canopy
AVIS RENTAL CAR
LIBERATOR WAY
Repair canopy
Office Building
Canopy
San Diego Bay

0 65
Feet
N
Locations are Approximate

EXPLANATION

APPROXIMATE PORT PARCEL BOUNDARY

SUBJECT PROPERTY BOUNDARY

Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

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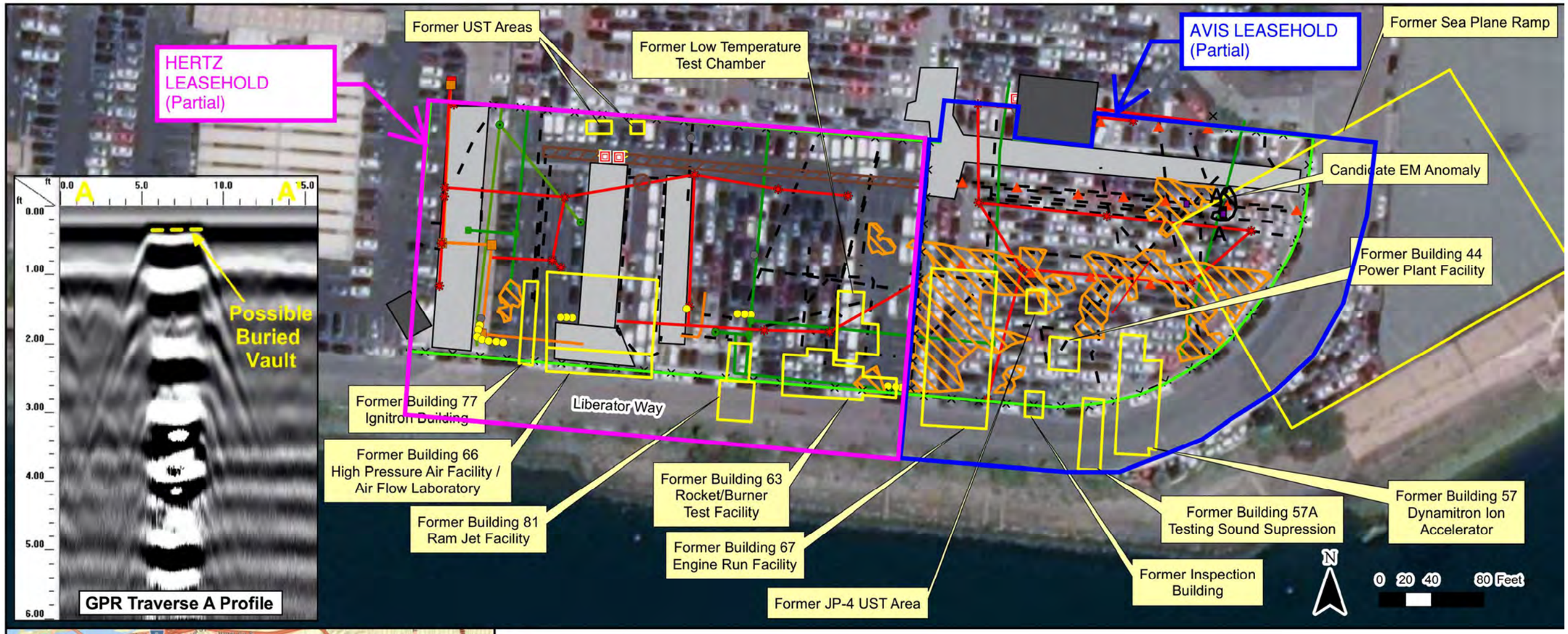
AVIS RENTAL CAR
SITE PLAN

PHASE I ENVIRONMENTAL SITE ASSESSMENT
FORMER HARBOR DRIVE TEST FACILITY PROJECT
SAN DIEGO, CALIFORNIA

FIGURE
6-19

PLOTTED: 10/19/2023 8:50:54 AM, RAlvarez
FILE: \\azrgisstorp03\GIS_Projects\Client\Port_of_San_Diego\20210261.013.02-HarborDrive\MXD\HarborDriveTestFacility\20210261_F6_20.mxd
SAN DIEGO, CA





Legend

- Large Sign
- Possible Buried Vault
- EM Anomaly
- GPR Traverse
- Fence Line
- REC
- Possible Buried Debris or Anomaly Area
- Reinforced Concrete
- Possible Backfilled Excavation
- Transformer
- Unknown Riser
- Bollard
- Electric Vault
- Communication Vault
- Street Light
- Underground Electric Line
- Underground Communication Line
- Building
- Sewer Cleanout
- Underground Storm Drain Line
- Underground Sewer Line
- Unidentified Underground Utility Line or Linear Feature
- Storm Drain Grate
- Parcel 2 Boundary

Notes:
(1) Aerial Imagery: ESRI Aerial Imagery 2021
(2) Inset Source: ESRI Street Map, 2021
(3) Coordinate System: California State Plane Zone VI, North American Datum 1983, U.S. Survey Feet

bgs Below ground surface
ESA Environmental Site Assessment
EM Electromagnetic
REC Recognized Environmental Concern
UST Underground Storage Tank

Source: *Tetra Tech, 2021a*

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SDCRAA PHASE I SITE MAP, PARCEL 2

PHASE I ENVIRONMENTAL SITE ASSESSMENT
FORMER HARBOR DRIVE TEST FACILITY PROJECT
SAN DIEGO, CALIFORNIA

FIGURE
6-20

PLOTTED: 10/19/2023 3:31:17 PM, RAlvarez



FILE: \\azr\gisstorp03\GIS_Projects\Client\Port_of_San_Diego\20210261.013.02-HarborDriveTestFacility\20210261_F6_21.mxd

0 70
Feet
N
Locations are Approximate

EXPLANATION

- APPROXIMATE PORT PARCEL BOUNDARY
- SUBJECT PROPERTY BOUNDARY

Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

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HERTZ RENTAL CAR
SITE PLAN

PHASE I ENVIRONMENTAL SITE ASSESSMENT
FORMER HARBOR DRIVE TEST FACILITY PROJECT
SAN DIEGO, CALIFORNIA

FIGURE
6-21

SAN DIEGO, CA



PLOTTED: 10/19/2023 2:57:02 PM, RAlvarez

FILE: \\azrgisstorp03\GIS_Projects\Client\Port_of_San_Diego\20210261.013.02-HarborDriveTestFacility\2021026

0 65
Feet
N
Locations are Approximate

EXPLANATION

APPROXIMATE PORT PARCEL BOUNDARY

SUBJECT PROPERTY BOUNDARY

Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community; SanGIS Nearmap Fall 2019.

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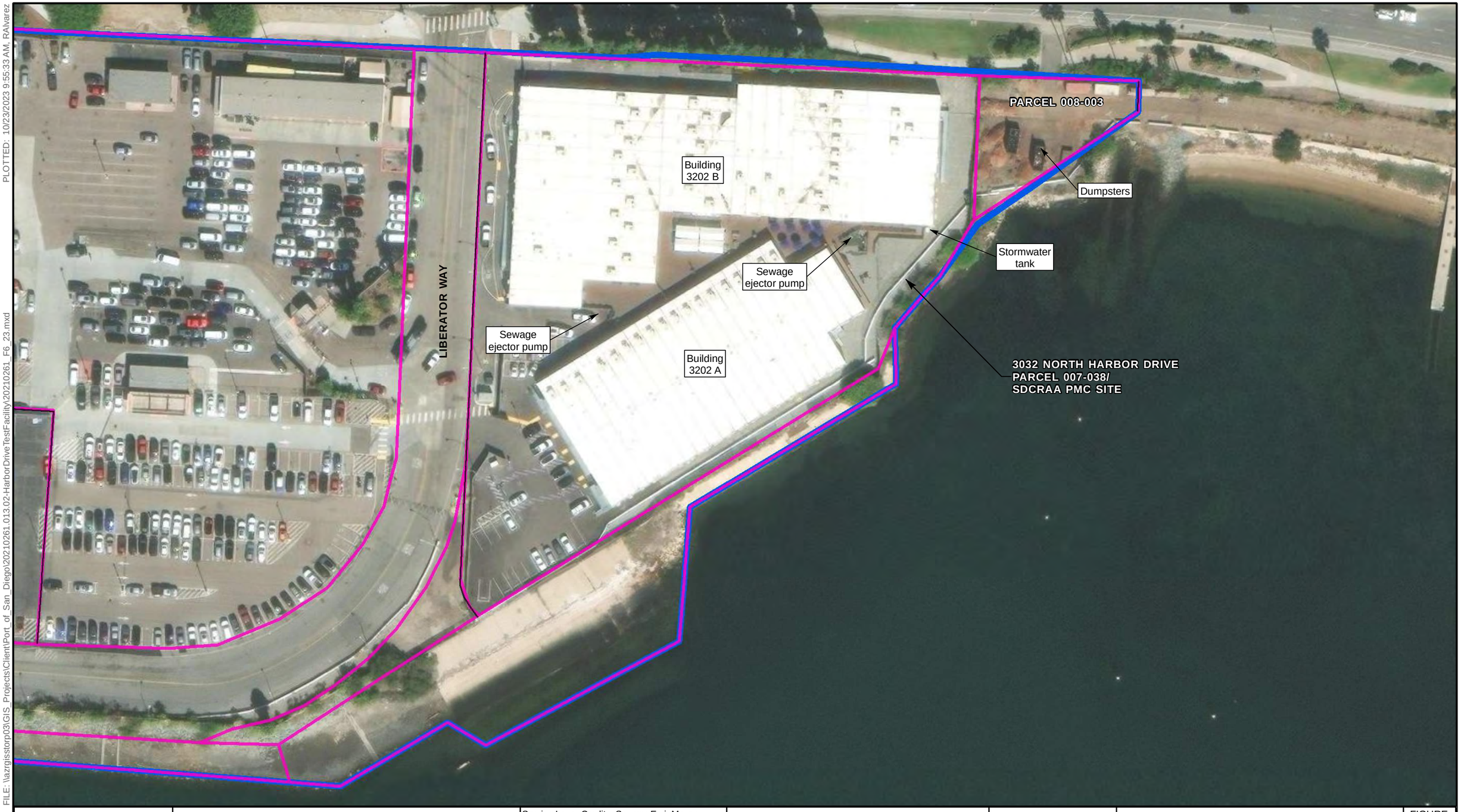
FILE NAME:	20210261_F6_22.mxd

NATIONAL RENTAL CAR
SITE PLAN

PHASE I ENVIRONMENTAL SITE ASSESSMENT
FORMER HARBOR DRIVE TEST FACILITY PROJECT
SAN DIEGO, CALIFORNIA

FIGURE
6-22

SAN DIEGO, CA



PLOTTED: 10/23/2023 9:55:33 AM, RAlvarez

FILE: \\azrgisstorp03\GIS_Projects\Client\Port_of_San_Diego\20210261.013.02-HarborDriveTestFacility\20210261_F6_23.mxd

SAN DIEGO, CA

0 60
Feet

N

Locations are Approximate

EXPLANATION

APPROXIMATE PORT PARCEL BOUNDARY

SUBJECT PROPERTY BOUNDARY

Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

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SDCRAA PMC SITE PLAN

PHASE I ENVIRONMENTAL SITE ASSESSMENT
FORMER HARBOR DRIVE TEST FACILITY PROJECT
SAN DIEGO, CALIFORNIA

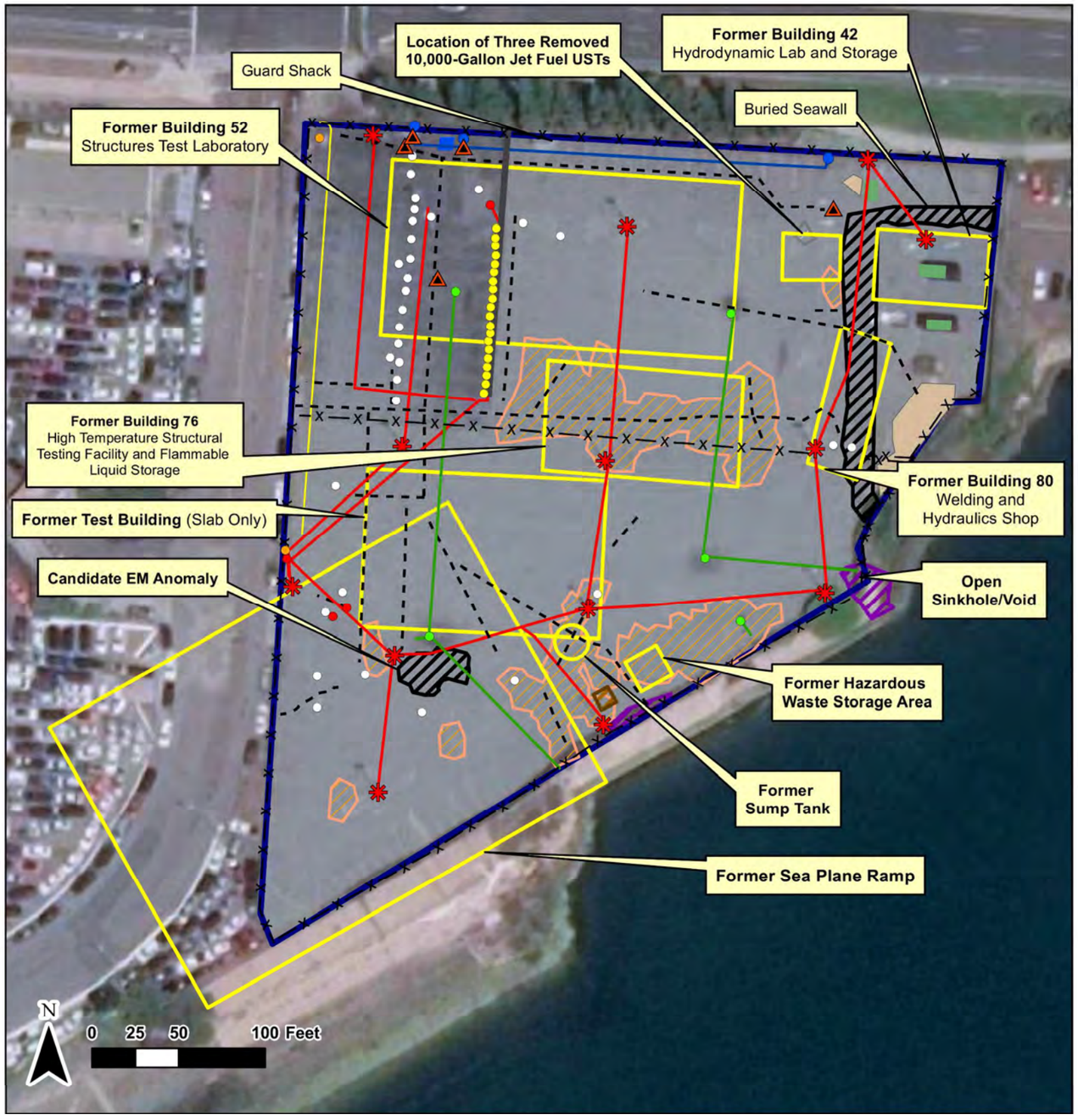
FIGURE

6-23

PLOTTED: 10/19/2023 8:57:06 AM, RAlvarez

FILE: \\azrgisstorp03\GIS_Projects\Client\Port_of_San_Diego\20210261.013.02-HarborDriveTestFacility\20210261_F6_24.mxd

SAN DIEGO, CA



Legend

- REC
- Parcel 1 Boundary
- EM Anomaly
- Possible Backfilled Excavation
- Possible Buried Debris or Anomaly Area
- Reinforced Concrete Surface Debris
- Soil or Concrete Stockpile
- Water Vault
- Open Void
- Confirmed Void (Kleinfelder 2021)
- Roll-Off Bin
- Underground Air Line
- Underground Electric Line
- Underground Storm Drain Line
- Unidentified Underground Utility Line or Linear Feature
- Underground Water Line
- Metal Fence
- Chain-Link Fence
- Street Light
- Fire Hydrant
- Bollard
- Cut-Off Post or Buried Metal
- Electric Riser
- Storm Drain
- Communication Riser

Notes:
bgs Below ground surface
REC Recognized Environmental Condition
UST Underground Storage Tank
(1) Aerial Imagery: ESRI Aerial Imagery 2020
(2) Coordinate System: California State Plane Zone VI, North American Datum 1983, U.S. Survey Feet

Source: *Tetra Tech, 2021c*

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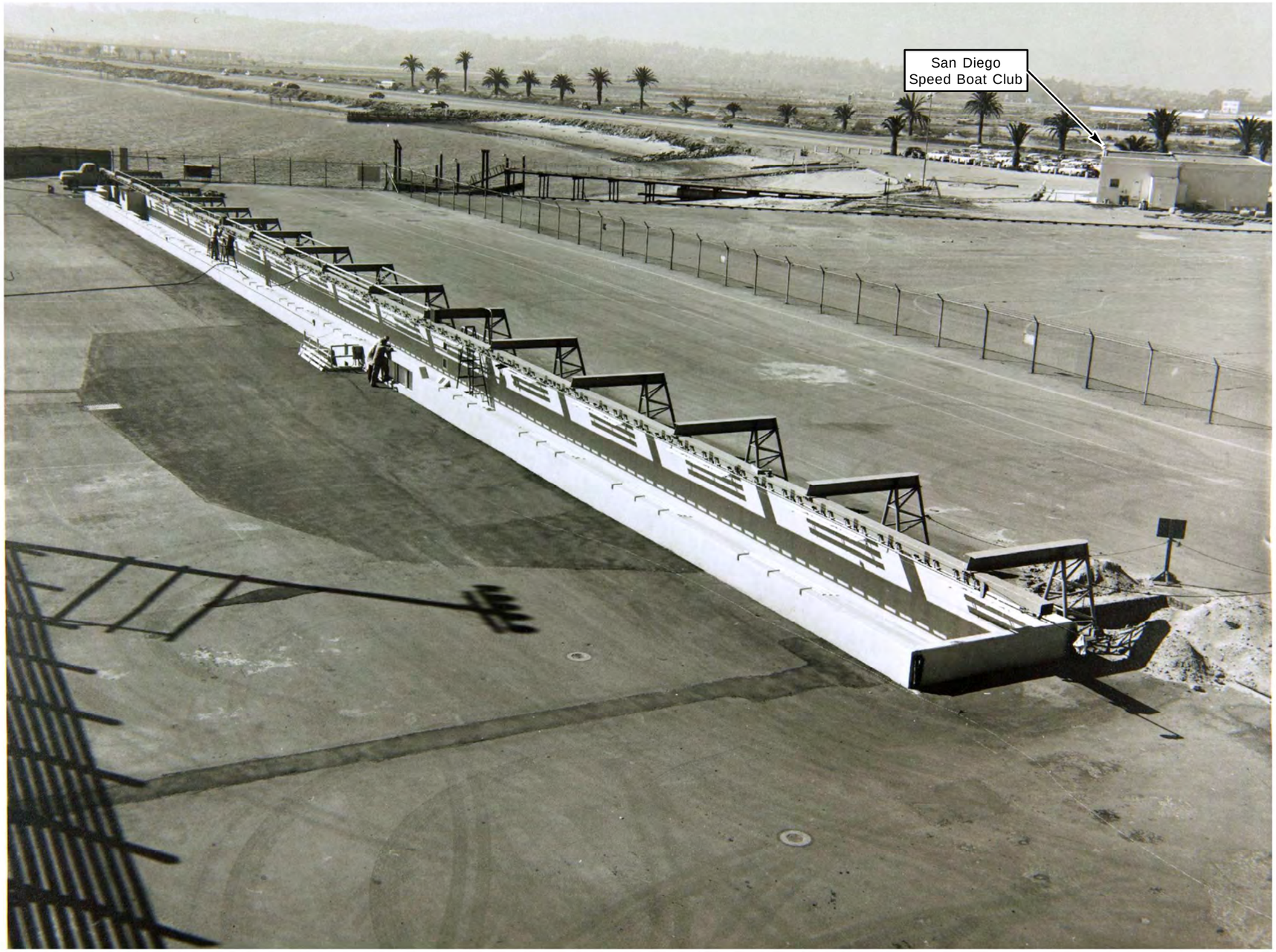
SDCRAA PHASE I SITE MAP, PARCEL 1

PHASE I ENVIRONMENTAL SITE ASSESSMENT
FORMER HARBOR DRIVE TEST FACILITY PROJECT
SAN DIEGO, CALIFORNIA

FIGURE
6-24

PLOTTED: 10/19/2023 1:15:00 PM, RAlvarez
FILE: \\azrgisstorp03\GIS_Projects\Client\Port_of_San_Diego\20210261.013.02-HarborDriveTestFacility\20210261_F6_25.mxd
SAN DIEGO, CA



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TOW BASIN PRIOR TO BUILDING CONSTRUCTION

PHASE I ENVIRONMENTAL SITE ASSESSMENT
FORMER HARBOR DRIVE TEST FACILITY PROJECT
SAN DIEGO, CALIFORNIA

FIGURE
6-25

PLOTTED: 10/19/2023 1:12:55 PM, RAlvarez
FILE: \\azrgisstorp03\GIS_Projects\Client\Port_of_San_Diego\20210261.013.02-HarborDriveTestFacility\20210261_F6_26.mxd
SAN DIEGO, CA



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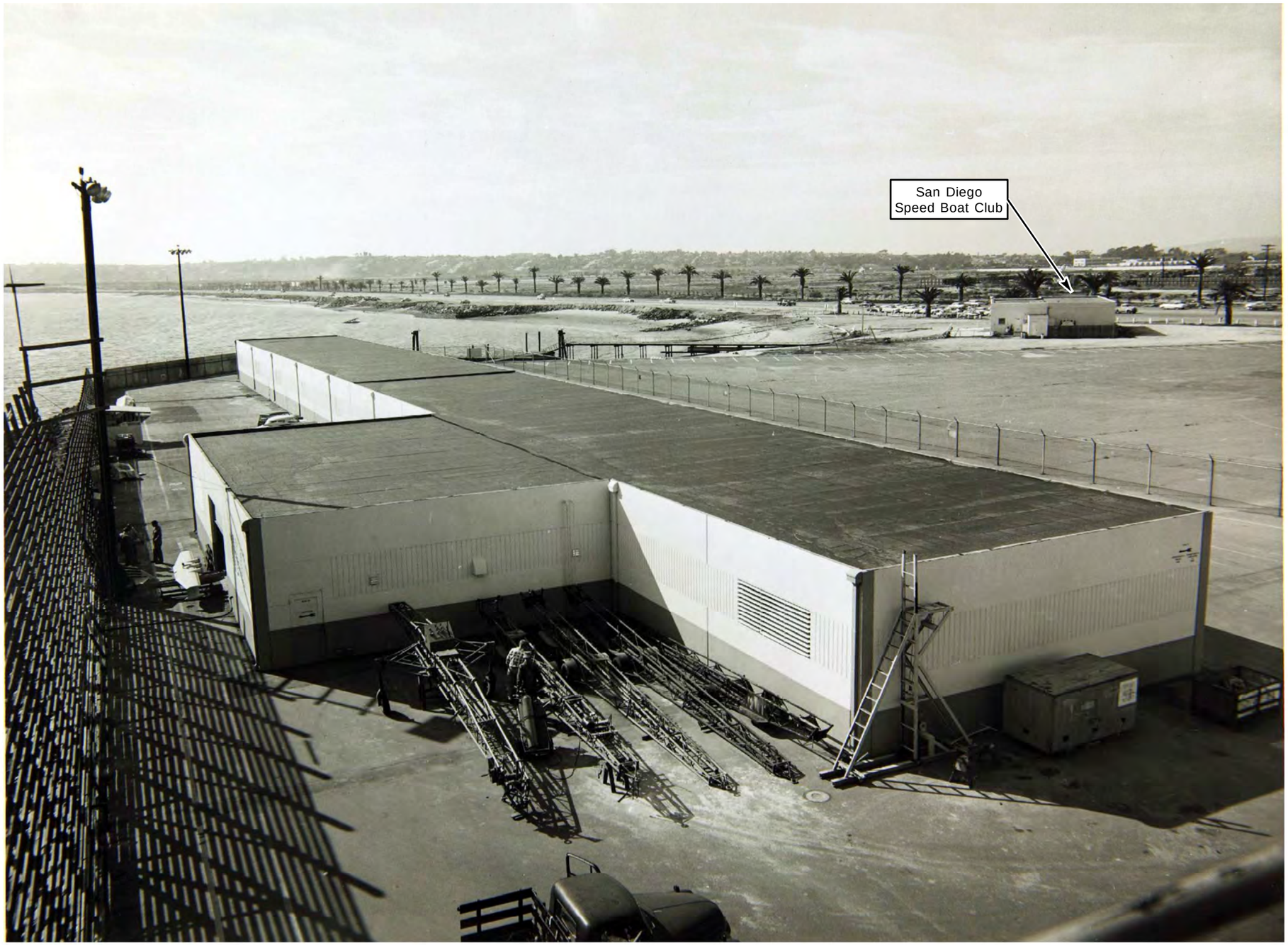
INSIDE TOW BASIN BUILDING

PHASE I ENVIRONMENTAL SITE ASSESSMENT
FORMER HARBOR DRIVE TEST FACILITY PROJECT
SAN DIEGO, CALIFORNIA

FIGURE
6-26

PLOTTED: 10/19/2023 1:11:40 PM, RAlvarez
FILE: \\azrgisstorp03\GIS_Projects\Client\Port_of_San_Diego\20210261.013.02-HarborDriveTestFacility\20210261_F6_27.mxd
SAN DIEGO, CA



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TOW BASIN BUILDING

PHASE I ENVIRONMENTAL SITE ASSESSMENT
FORMER HARBOR DRIVE TEST FACILITY PROJECT
SAN DIEGO, CALIFORNIA

FIGURE
6-27

PLOTTED: 10/20/2023 12:06:05 AM, RAlvarez
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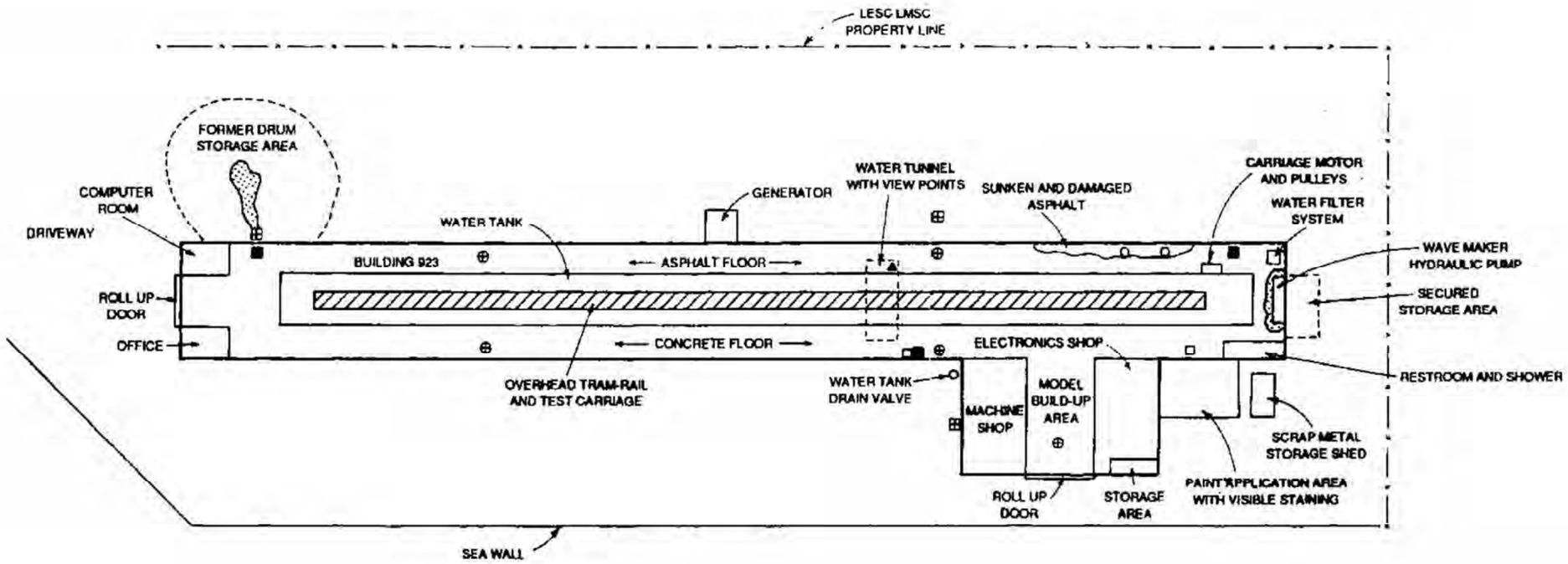
SAN DIEGO, CA



Source: *McLaren Hart, LMSC-Tow Basin Building 923 Facility Layout*

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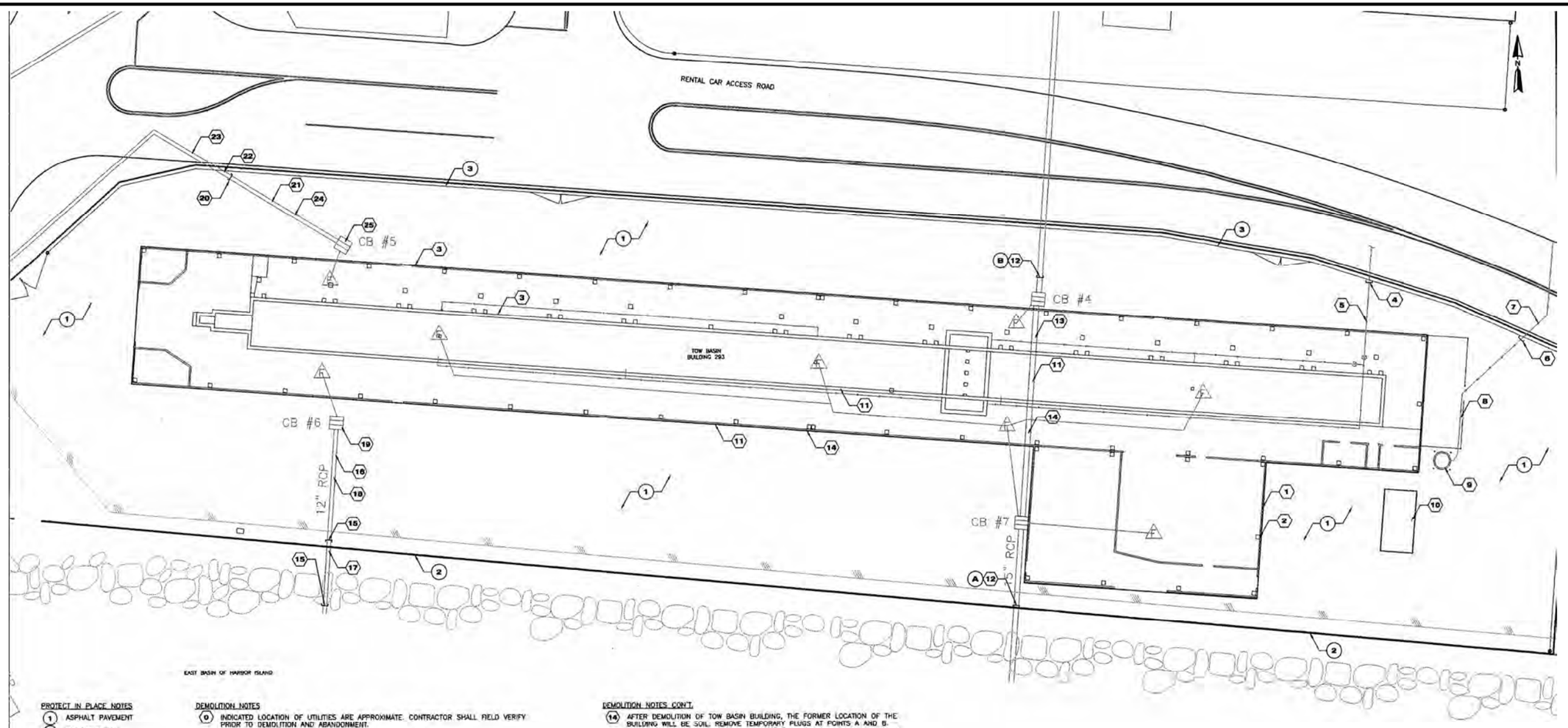
TOW BASIN SITE PLAN

PHASE I ENVIRONMENTAL SITE ASSESSMENT
FORMER HARBOR DRIVE TEST FACILITY PROJECT
SAN DIEGO, CALIFORNIA

FIGURE
6-28

PLOTTED: 10/13/2023 9:01:49 AM, RAlvarez
FILE: \\azrgisstorp03\GIS_Projects\Client\Port_of_San_Diego\20210261.013.02-HarborDriveTestFacility\20210261_F6_29.mxd
SAN DIEGO, CA



PROJECT IN PLACE NOTES

1. ASPHALT PAVEMENT
2. CONCRETE WALL
3. CHAIN LINK FENCE

LEGEND

- CHAIN LINK FENCE
- PAVEMENT MARKING/STRIPING
- SITE BOUNDARY
- RIP-RAP
- PINE TREE
- SANITARY SEWER PIPE
- STORMWATER CATCH BASIN
- FLOOR DRAIN
- STORMWATER PIPE
- WATER PIPE
- WATER VALVE

DEMOLITION NOTES

0. INDICATED LOCATION OF UTILITIES ARE APPROXIMATE. CONTRACTOR SHALL FIELD VERIFY PRIOR TO DEMOLITION AND ABANDONMENT.
1. PERFORM ACM ABATEMENT OF BUILDING IN ACCORDANCE WITH RDIP.
2. PERFORM SOFT DEMOLITION OF INTERIOR FEATURES OF BUILDING (INCLUDES REMOVAL OF SHEET ROCK, WOOD, AND METAL) SUCH THAT ONLY REINFORCED CONCRETE STRUCTURE REMAINS.
3. PERFORM PAINT REMOVAL BY HYDRO-BLAST METHOD (TOW BASIN BUILDING AND TANK) IN ACCORDANCE WITH RDIP.
4. CAP WATER PIPE AT PROPERTY LINE.
5. REMOVE ALL WATER PIPES.
6. CAP SEWER PIPE AT PROPERTY LINE.
7. ABANDON SEWER PIPE WITH CONCRETE SLURRY FROM CAP TO NEAREST POINT OF CONNECTION OFF-SITE. NEAREST POINT OF CONNECTION OFF-SITE IS UNKNOWN. VERIFY WITH PORT AND/OR CITY OF SAN DIEGO.
8. REMOVE SEWER PIPE FROM CAP TO SUMP.
9. REMOVE SEWER SUMP AND BALLARDS.
10. REMOVE WOODEN SHACK.
11. PERFORM DEMOLITION OF TOW BASIN BUILDING (INCLUDES DEMOLITION OF REMAINING CONCRETE BUILDING, TANK, OBSERVATION ROOM, FOOTINGS AND ALL INTERIOR DRAINS AND PIPES. THE 15" RCP WILL UNDERGO DEMOLITION AFTER THE ENTIRE STRUCTURE IS DEMOLISHED. FOLLOW DEMOLITION NOTES 12 THROUGH 13 FOR DEMOLITION OF 15" RCP.
12. TEMPORARILY PLUG 15" RCP AT LOCATIONS A AND B.
13. JET WASH INTERIOR OF STORM WATER PIPE AND CB#4 AND CB#7 AND REMOVE WASH WATER AND SEDIMENT. REMOVE 15" RCP IN BETWEEN CB#4 AND CB#7 AND ALL CONNECTING DRAIN PIPE.

DEMOLITION NOTES CON'T.

14. AFTER DEMOLITION OF TOW BASIN BUILDING, THE FORMER LOCATION OF THE BUILDING WILL BE GRADED. REMOVE TEMPORARY PLUGS AT POINTS A AND B. RECONSTRUCT A NEW CATCH BASIN AND 15" RCP IN BETWEEN THE FORMER LOCATION OF CB#4 AND CB#7, AND GRADE SOIL FOOTPRINT OF THE FORMER BUILDING IN ACCORDANCE WITH SHEET C-4.
15. TEMPORARILY PLUG 12" RCP AT OUTFALL.
16. JET WASH INTERIOR OF 12" RCP AND CB#6 WITH HIGH PRESSURE WASH AND REMOVE WASH WATER AND SEDIMENT.
17. ABANDON 12" RCP WITH CONCRETE SLURRY FROM PROPERTYLINE TO OUTFALL ENSURING THAT CONCRETE SLURRY DOES NOT ENTER THE BASIN. REMOVE THE PROTRUDING OUTFALL PIPE BEYOND THE RIP-RAP. RESURFACE WITH SURROUNDING RIP-RAP.
18. REMOVE 12" RCP FROM PROPERTY LINE TO CB#6.
19. REMOVE CB#6 AND ALL CONNECTING DRAIN PIPE.
20. CAP STORMWATER PIPE AT PROPERTY LINE.
21. JET WASH INTERIOR OF STORMWATER PIPE AND CB#5 WITH HIGH PRESSURE WASH AND REMOVE WASH WATER AND SEDIMENT.
22. JET WASH INTERIOR OF STORM WATER PIPE FROM CAP TO NEAREST POINT OF CONNECTION OFF-SITE. NEAREST POINT OF CONNECTION IS A 48" RCP DOWN STREAM. AT THE CONNECTION OF THE STORMWATER PIPE AND THE 48" RCP, A PLUG/CAP WILL BE INSTALLED TO PREVENT FLOW DOWN STREAM INTO THE 48" RCP.
23. ABANDON STORMWATER PIPE WITH CONCRETE SLURRY FROM CAP TO NEAREST POINT OF CONNECTION OFF-SITE. ENSURE THAT SLURRY DOES NOT ENTER 48" RCP.
24. REMOVE STORMWATER PIPE FROM CAP TO CB#5.
25. REMOVE CB#5 AND ALL CONNECTING PIPE.

1" = 12' - 0"

IF SHEET IS LESS THAN 24"x36" IT IS A REDUCED PRINT - SCALE REDUCED ACCORDINGLY.

Source: *ERM, Demolition Plan, 2003*

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TOW BASIN UTILITIES AND STORM DRAINS

PHASE I ENVIRONMENTAL SITE ASSESSMENT
FORMER HARBOR DRIVE TEST FACILITY PROJECT
SAN DIEGO, CALIFORNIA

FIGURE
6-29

PLOTTED: 10/13/2023 8:24:48 AM, RAlvarez
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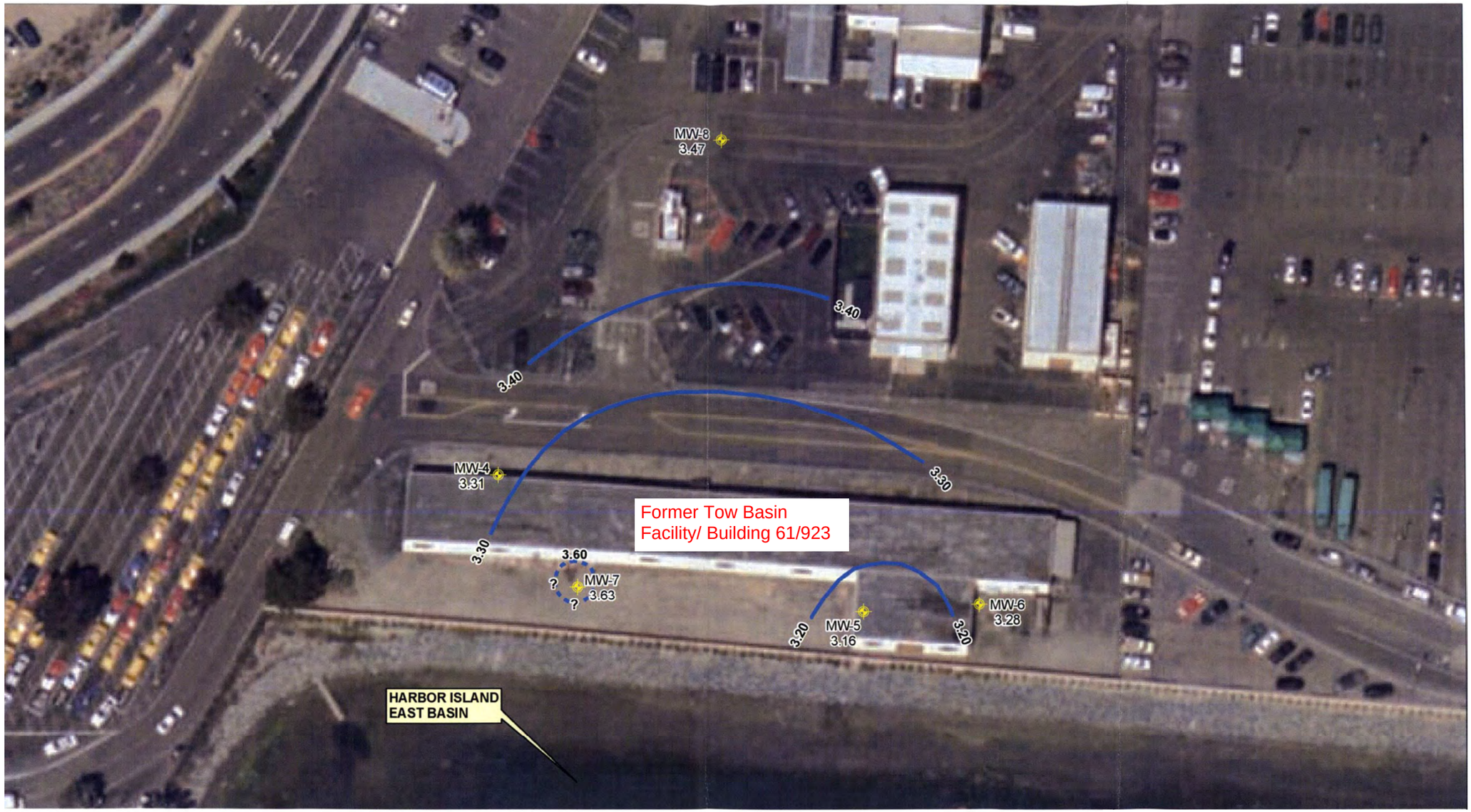

LEGEND

- GROUNDWATER MONITORING WELL LOCATION
- INFERRED GROUNDWATER ELEVATION CONTOUR
- 3.19 GROUNDWATER ELEVATION (FEET)
- ? ? HIGHER GROUNDWATER ELEVATION AT MW-7 IS CONSIDERED TO BE RELATED TO TIDAL INFLUENCE CREATING A LOCAL ARTIFICIAL MOUNDING EFFECT

NOTE:
- ALL LOCATIONS AND DIMENSIONS ARE APPROXIMATE

N W E S

0 50 100
SCALE IN FEET

Source: *Haley & Aldrich, Groundwater Elevations Inferred Contours, 2008*

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TOW BASIN GROUNDWATER MONITORING WELL LOCATIONS

PHASE I ENVIRONMENTAL SITE ASSESSMENT
FORMER HARBOR DRIVE TEST FACILITY PROJECT
SAN DIEGO, CALIFORNIA

FIGURE
6-30

PLOTTED: 10/19/2023 11:56:49 PM, RAlvarez
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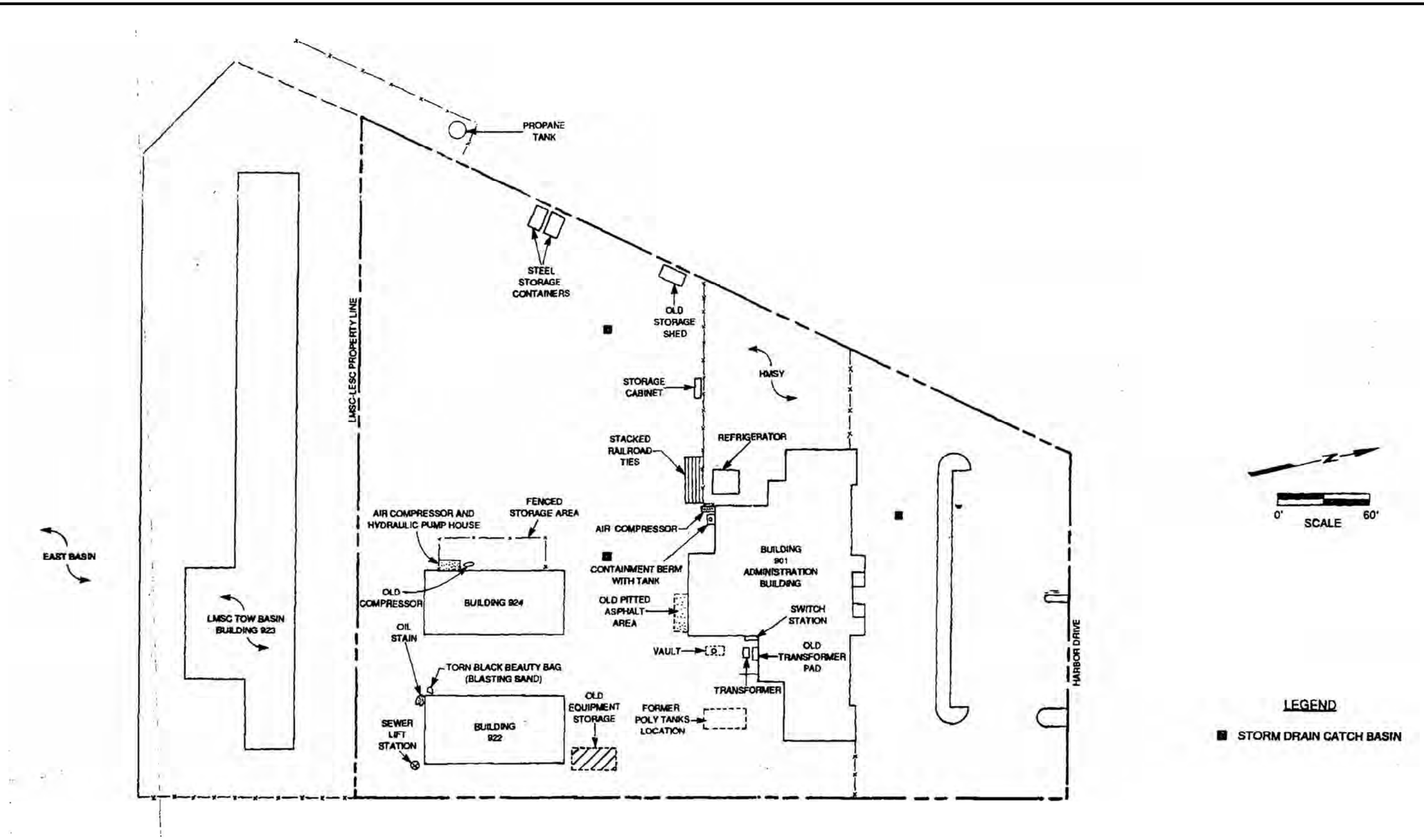
SAN DIEGO, CA



Source: *McLaren, Facility Layout*

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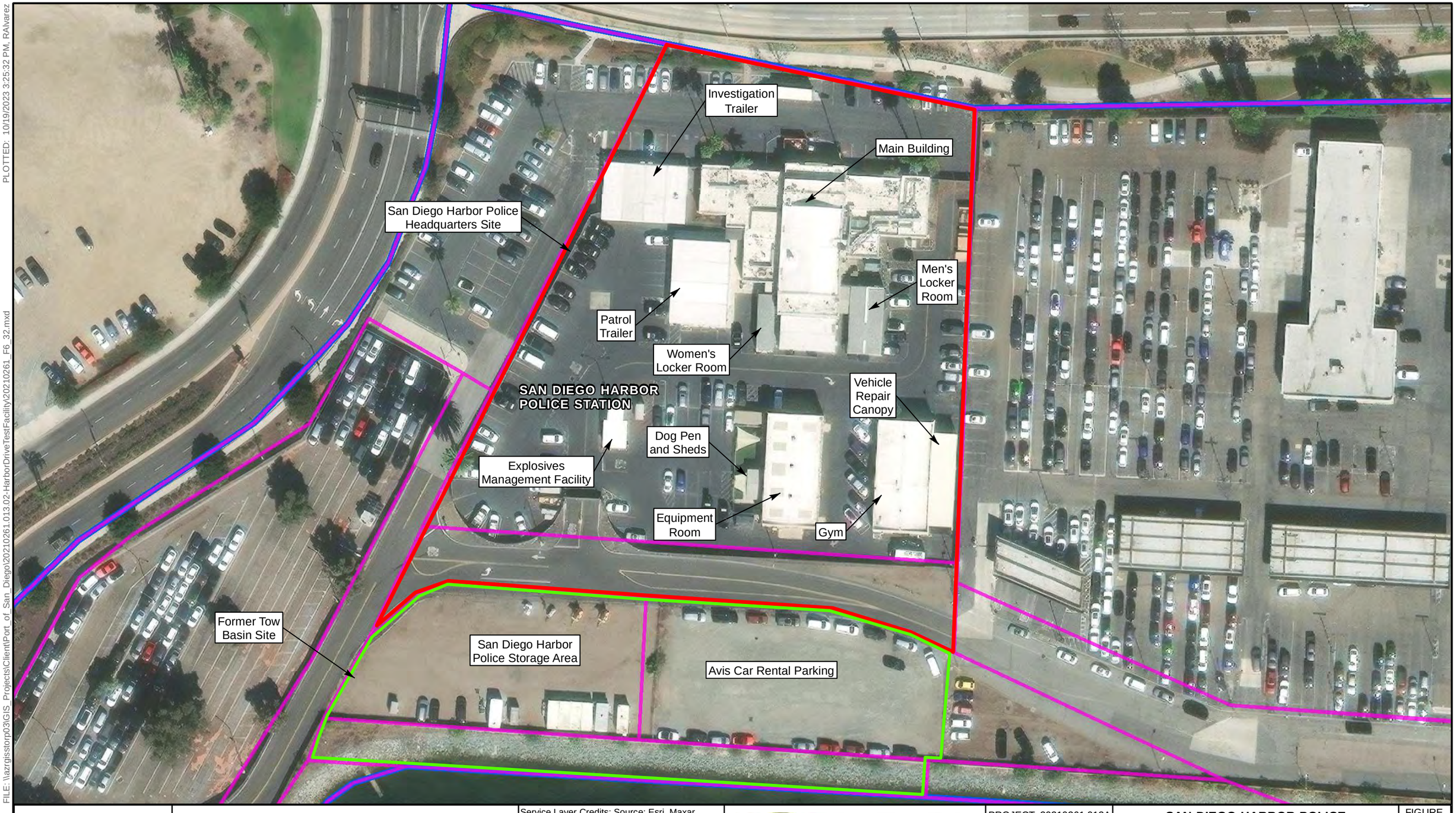
BUILDINGS CONSTRUCTED DURING THE INSTITUTE OF AERONAUTICAL SCIENCES AND LOCKHEED'S TENANCY

PHASE I ENVIRONMENTAL SITE ASSESSMENT
FORMER HARBOR DRIVE TEST FACILITY PROJECT
SAN DIEGO, CALIFORNIA

FIGURE
6-31



0 65
Feet
Locations are Approximate

EXPLANATION

APPROXIMATE PORT PARCEL BOUNDARY

SITE BOUNDARY

Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

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SAN DIEGO HARBOR POLICE HEADQUARTERS AND FORMER TOW BASIN SITE PLAN

PHASE I ENVIRONMENTAL SITE ASSESSMENT
FORMER HARBOR DRIVE TEST FACILITY PROJECT
SAN DIEGO, CALIFORNIA

FIGURE
6-32

SAN DIEGO, CA
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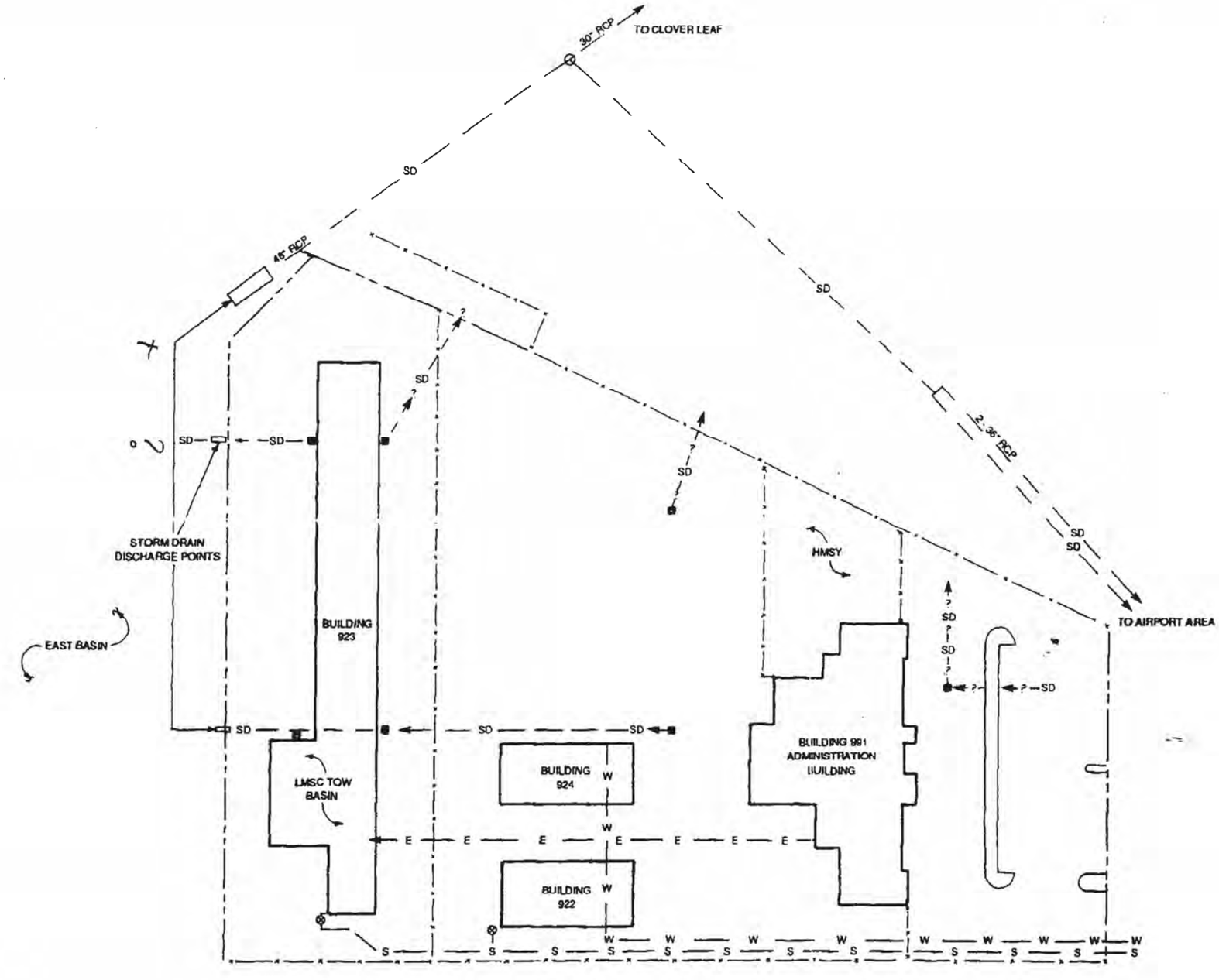
PLOTTED: 10/19/2023 12:51:59 PM, RAlvarez
FILE: \\azrgisstorp03\GIS_Projects\Client\Port_of_San_Diego\20210261.013.02-HarborDriveTestFacility\20210261_F6_33.mxd
SAN DIEGO, CA



Source: *McLaren Hart, 1991 Approximate Locations of Facility Utilities*

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STORM WATER INFRASTRUCTURE AT THE FORMER LOCKHEED FACILITY

PHASE I ENVIRONMENTAL SITE ASSESSMENT
FORMER HARBOR DRIVE TEST FACILITY PROJECT
SAN DIEGO, CALIFORNIA

FIGURE
6-33

PLOTTED: 10/19/2023 12:58:42 PM, RAlvarez
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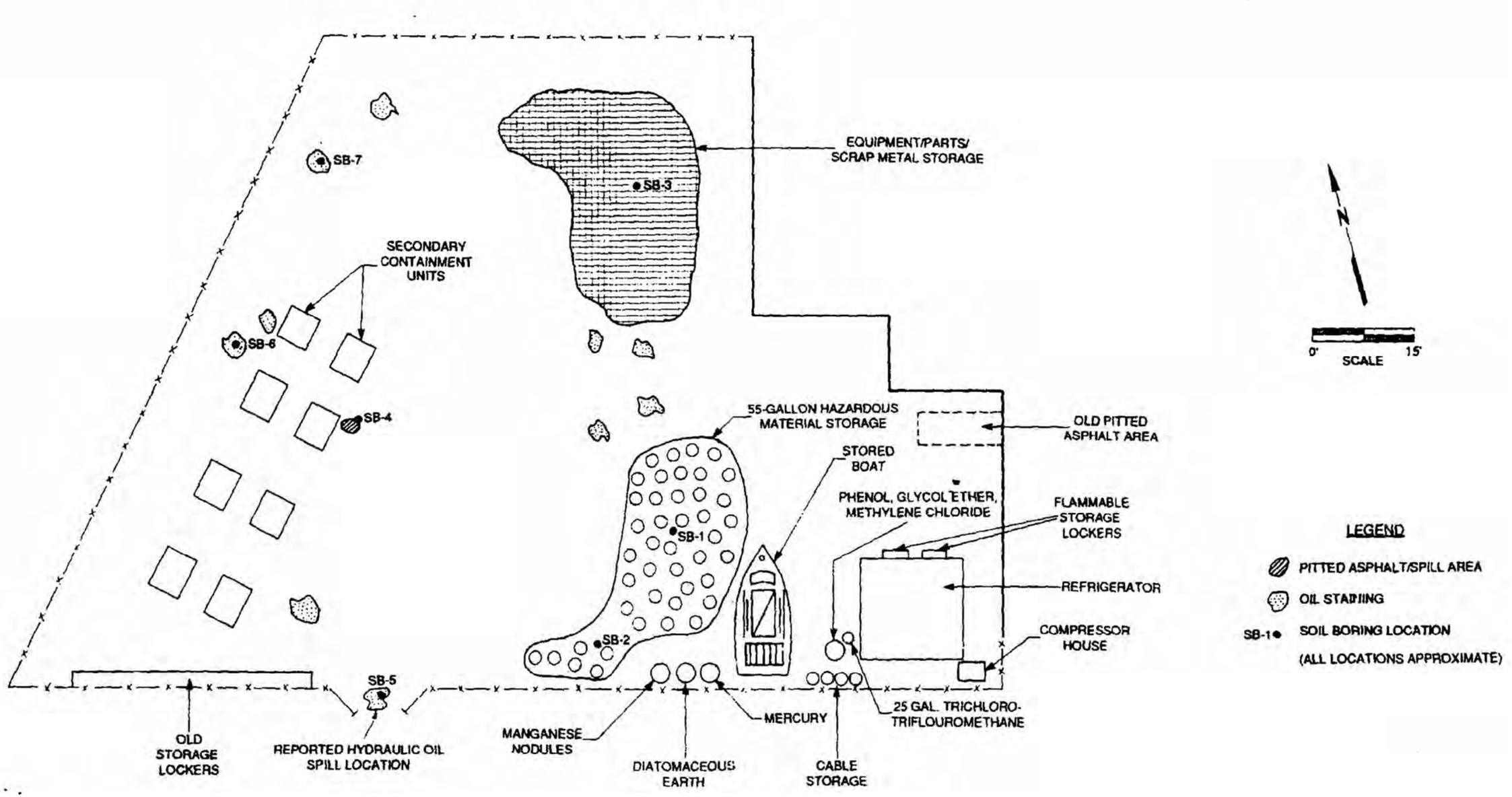

Source: *McLaren, 1991, Hazardous Materials Storage Yard Soil Boring Locations*

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LOCKHEED HAZARDOUS MATERIALS STORAGE YARD SAMPLE LOCATIONS

PHASE I ENVIRONMENTAL SITE ASSESSMENT
FORMER HARBOR DRIVE TEST FACILITY PROJECT
SAN DIEGO, CALIFORNIA

FIGURE
6-34

PLOTTED: 10/19/2023 12:56:43 PM, RAlvarez
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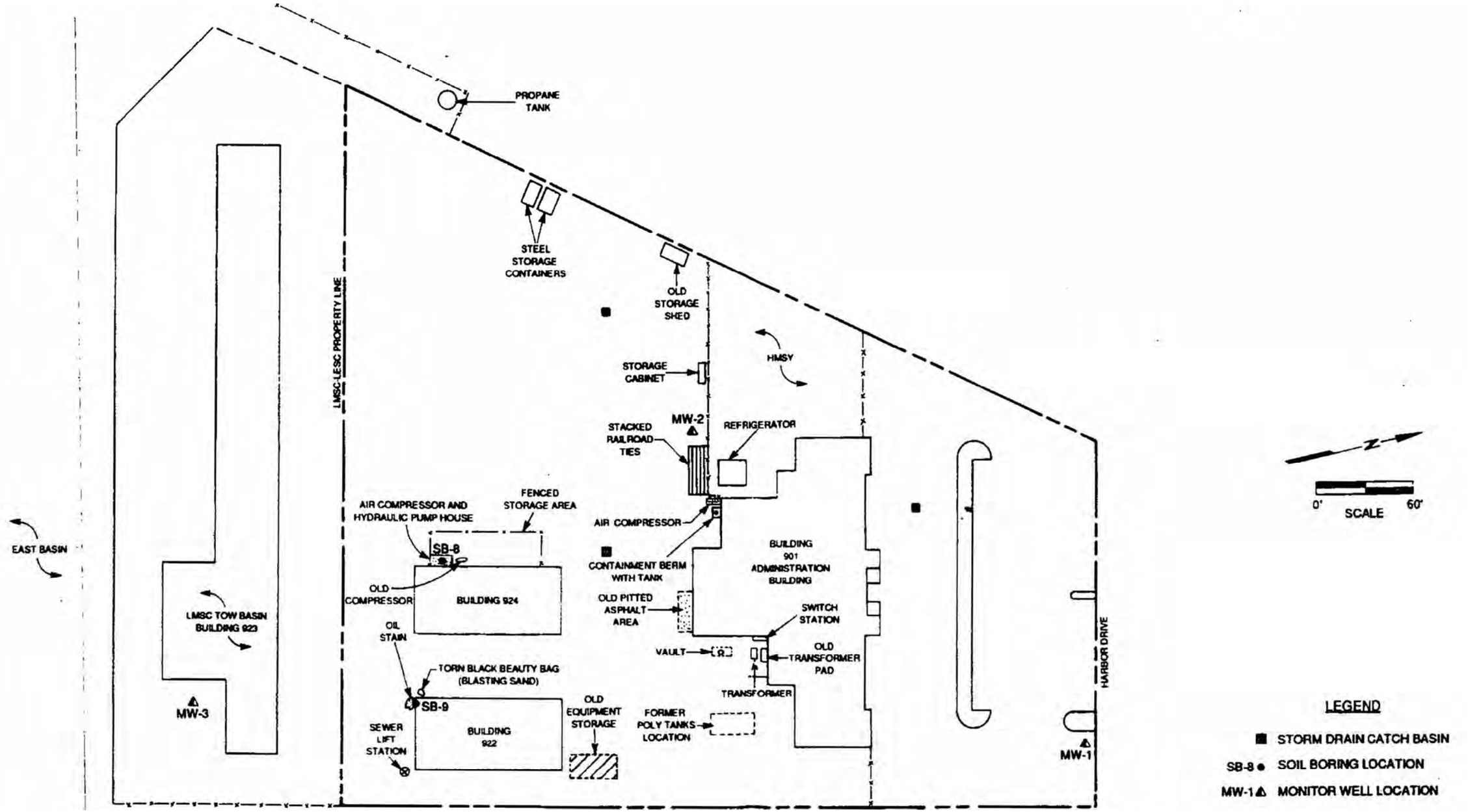

Source: *McLaren,1991, Site Wide Monitoring Well Locations and Soil Boring Locations at Buildings 922 and 924*

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BUILDING 922 AND 924 SAMPLE LOCATIONS

PHASE I ENVIRONMENTAL SITE ASSESSMENT
FORMER HARBOR DRIVE TEST FACILITY PROJECT
SAN DIEGO, CALIFORNIA

FIGURE
6-35

PLOTTED: 10/19/2023 12:53:50 PM, RAlvarez
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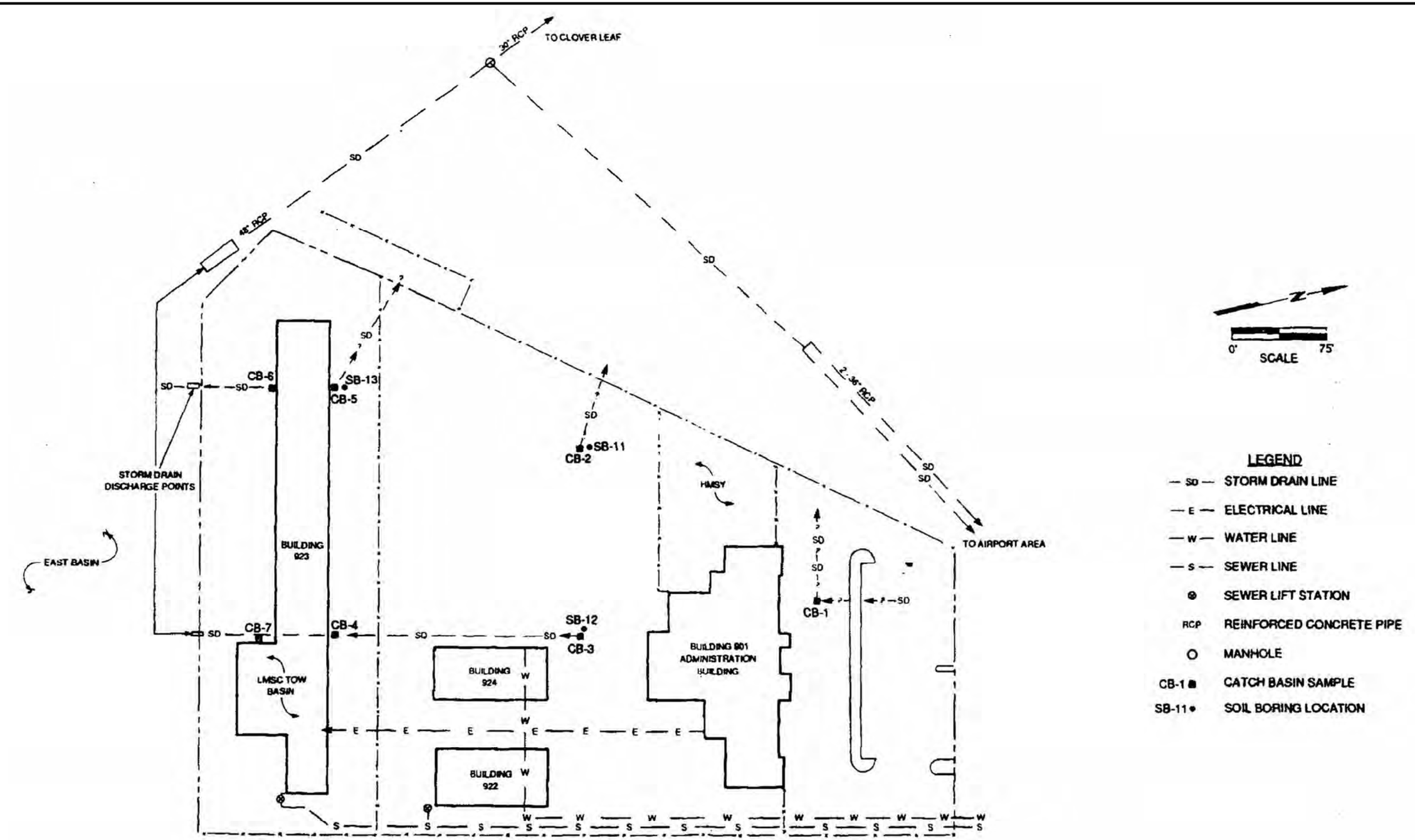

Source: *McLaren Hart,1991, Catch Basin Sampling Locations and Catch Basin Related Soil Boring Locations*

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LOCKHEED FACILITY CATCH BASIN SAMPLE LOCATIONS

PHASE I ENVIRONMENTAL SITE ASSESSMENT
FORMER HARBOR DRIVE TEST FACILITY PROJECT
SAN DIEGO, CALIFORNIA

FIGURE
6-36

PLOTTED: 4/2/2024 1:14:05 PM, RAlvarez
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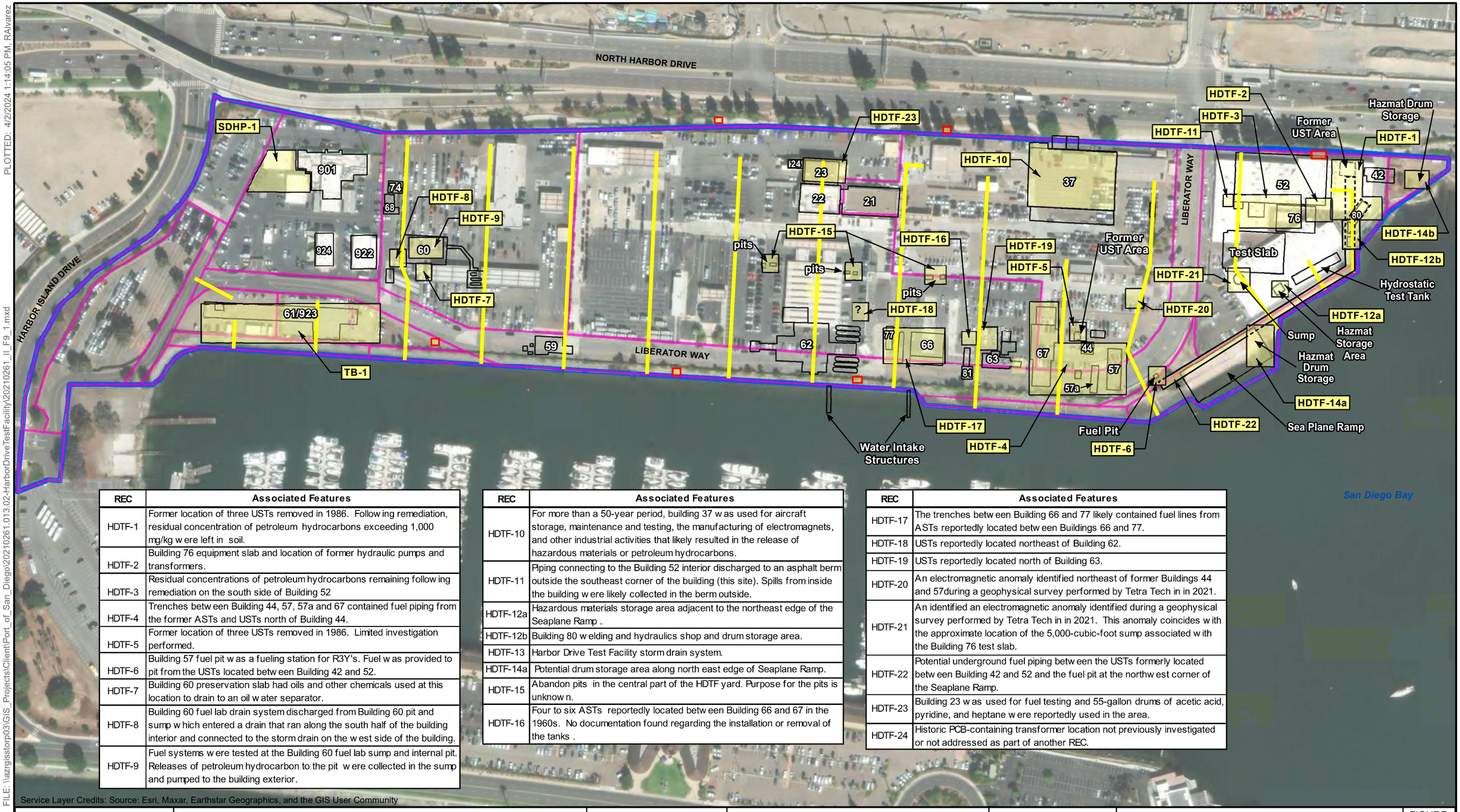

REC	Associated Features
HDTF-1	Former location of three USTs removed in 1986. Following remediation, residual concentration of petroleum hydrocarbons exceeding 1,000 mg/kg were left in soil.
HDTF-2	Building 76 equipment slab and location of former hydraulic pumps and transformers.
HDTF-3	Residual concentrations of petroleum hydrocarbons remaining following remediation on the south side of Building 52
HDTF-4	Trenches between Building 44, 57, 57a and 67 contained fuel piping from the former ASTs and USTs north of Building 44.
HDTF-5	Former location of three USTs removed in 1986. Limited investigation performed.
HDTF-6	Building 57 fuel pit was a fueling station for R3Y's. Fuel was provided to pit from the USTs located between Building 42 and 52.
HDTF-7	Building 60 preservation slab had oils and other chemicals used at this location to drain to an oil water separator.
HDTF-8	Building 60 fuel lab drain system discharged from Building 60 pit and sump which entered a drain that ran along the south half of the building interior and connected to the storm drain on the west side of the building.
HDTF-9	Fuel systems were tested at the Building 60 fuel lab sump and internal pit. Releases of petroleum hydrocarbon to the pit were collected in the sump and pumped to the building exterior.

REC	Associated Features
HDTF-10	For more than a 50-year period, building 37 was used for aircraft storage, maintenance and testing, the manufacturing of electromagnets, and other industrial activities that likely resulted in the release of hazardous materials or petroleum hydrocarbons.
HDTF-11	Piping connecting to the Building 52 interior discharged to an asphalt berm outside the southeast corner of the building (this site). Spills from inside the building were likely collected in the berm outside.
HDTF-12a	Hazardous materials storage area adjacent to the northeast edge of the Seaplane Ramp .
HDTF-12b	Building 80 welding and hydraulics shop and drum storage area.
HDTF-13	Harbor Drive Test Facility storm drain system.
HDTF-14a	Potential drum storage area along north east edge of Seaplane Ramp.
HDTF-15	Abandon pits in the central part of the HDTF yard. Purpose for the pits is unknown.
HDTF-16	Four to six ASTs reportedly located between Building 66 and 67 in the 1960s. No documentation found regarding the installation or removal of the tanks .

REC	Associated Features
HDTF-17	The trenches between Building 66 and 77 likely contained fuel lines from ASTs reportedly located between Buildings 66 and 77.
HDTF-18	USTs reportedly located northeast of Building 62.
HDTF-19	USTs reportedly located north of Building 63.
HDTF-20	An electromagnetic anomaly identified northeast of former Buildings 44 and 57during a geophysical survey performed by Tetra Tech in in 2021.
HDTF-21	An identified an electromagnetic anomaly identified during a geophysical survey performed by Tetra Tech in in 2021. This anomaly coincides with the approximate location of the 5,000-cubic-foot sump associated with the Building 76 test slab.
HDTF-22	Potential underground fuel piping between the USTs formerly located between Building 42 and 52 and the fuel pit at the northwest corner of the Seaplane Ramp.
HDTF-23	Building 23 was used for fuel testing and 55-gallon drums of acetic acid, pyridine, and heptane were reportedly used in the area.
HDTF-24	Historic PCB-containing transformer location not previously investigated or not addressed as part of another REC.

Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

0 100 200
Feet
N
Locations are Approximate

EXPLANATION

- 24 APPROXIMATE HISTORICAL BUILDING OR FEATURE FOOTPRINT WITH BUILDING NUMBER
- APPROXIMATE PORT PARCEL BOUNDARY
- APPROXIMATE LOCATION OF REC, CREC, OR HREC
- ? INSUFFICIENT DOCUMENTATION AVAILABLE TO ACCURATELY LOCATE REC
- REC HDTF-13 (STORM DRAIN)
- HDTF-24 (TRANSFORMERS)
- SITE BOUNDARY

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RECs, CRECs AND HRECs ASSOCIATED WITH PAST USES

PHASE I ENVIRONMENTAL SITE ASSESSMENT
FORMER HARBOR DRIVE TEST FACILITY PROJECT
SAN DIEGO, CALIFORNIA

FIGURE
9-1

PLOTTED: 3/27/2024 10:33:46 AM, RAlvarez
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SAN DIEGO, CA



0 65
Feet
N
Locations are Approximate

EXPLANATION

- RECOGNIZED ENVIRONMENTAL CONDITION
- APPROXIMATE PORT PARCEL BOUNDARY
- SUBJECT PROPERTY BOUNDARY

Note:
Avis-4 See Figure 9-2b for approximate locations of known and estimated locations of unknown sanitary sewer piping

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AVIS RENTAL CAR SITE
RECs, CRECs and HRECs

PHASE I ENVIRONMENTAL SITE ASSESSMENT
FORMER HARBOR DRIVE TEST FACILITY PROJECT
SAN DIEGO, CALIFORNIA

FIGURE
9-2a

PLOTTED: 3/28/2024 11:22:05 AM, RAlvarez

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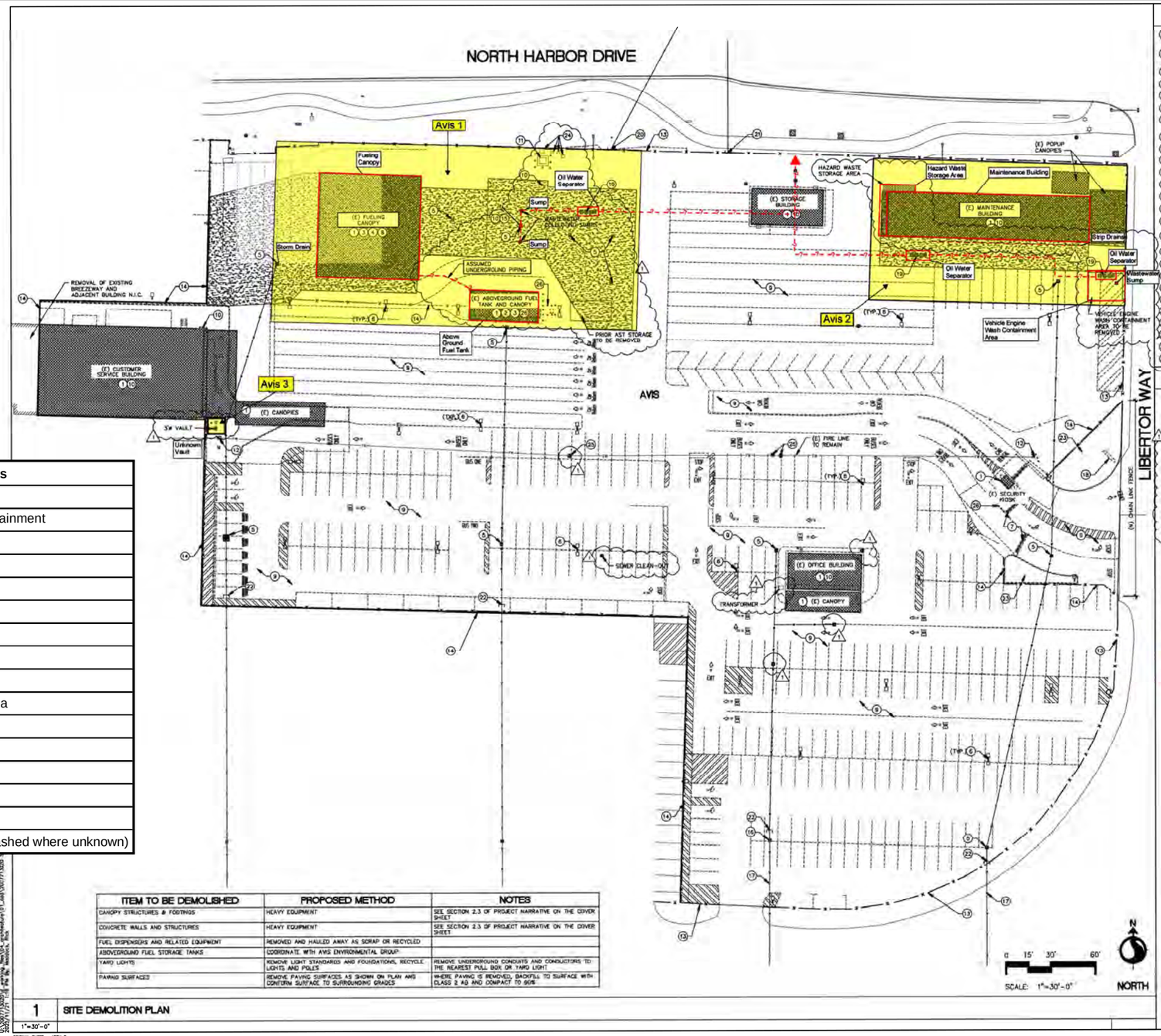

ITEM TO BE DEMOLISHED	PROPOSED METHOD	NOTES
CANOPY STRUCTURES & FOOTINGS	HEAVY EQUIPMENT	SEE SECTION 2.3 OF PROJECT NARRATIVE ON THE COVER SHEET
CONCRETE WALLS AND STRUCTURES	HEAVY EQUIPMENT	SEE SECTION 2.3 OF PROJECT NARRATIVE ON THE COVER SHEET
FUEL DISPENSERS AND RELATED EQUIPMENT	REMOVED AND HAULED AWAY AS SCRAP OR RECYCLED	
ABOVEGROUND FUEL STORAGE TANKS	COORDINATE WITH AVIS ENVIRONMENTAL GROUP.	
YARD LIGHTS	REMOVE LIGHT STANDARDS AND FOUNDATIONS, RECYCLE LIGHTS AND POLES	REMOVE UNDERGROUND CONDUITS AND CONDUCTORS TO THE NEAREST PULL BOX OR YARD LIGHT
PAVING SURFACES	REMOVE PAVING SURFACES AS SHOWN ON PLAN AND CONFORM SURFACE TO SURROUNDING GRADES	WHERE PAVING IS REMOVED, BACKFILL TO SURFACE WITH CLASS 2 AB AND COMPACT TO 90%

1 SITE DEMOLITION PLAN

1"=30'-0"

ORIGINAL SHEET – ARCH D

KEYNOTES

1. (E) BUILDING/CANOPIES INCLUDING CONCRETE FOOTING AND SLABS TO BE DEMOLISHED.
2. ABOVEGROUND FUEL TANK TO BE REMOVED, COORDINATE WITH AVIS ENVIRONMENTAL GROUP.
3. UNDERGROUND FUEL PIPING TO BE REMOVED.
4. UNDERGROUND VENT PIPING TO BE REMOVED.
5. STORM DRAIN STRUCTURES AND RELATED PIPING TO BE REMOVED.
6. YARD LIGHT TO BE REMOVED INCLUDING CONCRETE FOOTING. (TYP. ON-SITE)
7. TRAFFIC CONTROL DEVICES AND RELATED ELECTRICAL CONNECTIONS TO BE DEMOLISHED.
8. FUEL DISPENSERS AND ISLANDS TO BE REMOVED.
9. PAVING/CONCRETE SLAB TO BE REMOVED. SEE PLAN FOR EXTENTS.
10. ELECTRIC SERVICE TO BE REMOVED BACK TO TRANSFORMER.
11. EXISTING TRANSFORMER AND BOLLARDS TO REMAIN.
12. EXISTING FIRE HYDRANT AND BOLLARDS TO REMAIN.
13. EXISTING CHAIN LINK FENCE PROTECT IN PLACE
14. EXISTING CHAIN LINK FENCE TO BE REMOVED
15. FORMER CAR WASH FOUNDATION TO BE REMOVED
16. EXISTING STORM DRAIN INLET TO BE REMOVED AND REPLACED WITH CMP RISER FOR SEDIMENT BASIN. SEE EROSION CONTROL PLAN, EOP1.
17. EXISTING STORM DRAIN PIPING TO REMAIN
18. EXISTING AVIS SIGN AND CONCRETE FOOTING TO BE REMOVED
19. EXISTING OIL-WATER SEPARATOR TO BE REMOVED
20. CAP EXISTING SEWER LINE AT LEASE LINE, V.I.F.
21. CAP EXISTING WATER LINE AT LEASE LINE, V.I.F.
22. CAP EXISTING STORM DRAIN AT LEASE LINE, V.I.F.
23. EXISTING LANDSCAPING AND PALM TREES TO BE REMOVED
24. EXISTING ELECTRICAL EQUIPMENT TO BE REMOVED
25. EXISTING FIRE WATER SUMP TO REMAIN
26. EXISTING BOLLARDS TO BE REMOVED (TYP. UNLESS CALLED TO REMAIN)

LEGEND

- STRUCTURE TO BE DEMOLISHED
- CONCRETE PAVING TO BE REMOVED. NATIVE SOIL TO REMAIN
- HAZARD WASTE STORAGE AREA
- STORM DRAIN PROTECTION. SEE DETAIL 19/SD2.
- OIL WATER SEPARATOR
- SUMP
- STORM DRAIN INLET
- YARD LIGHT
- STRIP DRAIN
- FENCING TO REMAIN
- FENCING TO BE REMOVED
- PAVING, STRIPING TO BE REMOVED
- UNDERGROUND FIRE WATER TO REMAIN
- UNDERGROUND STORM DRAIN TO BE REMOVED
- UNDERGROUND STORM DRAIN TO REMAIN
- ASSUMED UNDERGROUND PIPING

Recognized Environmental Condition (REC)

Existing items related to associated RECs

Potential Underground Sanitary Sewer Piping (REC #4)

REC	Associated Features
Avis-1	Above ground storage tank
	Prior above ground storage tank containment
	Underground fuel piping
	Fuel dispensers
	Former carwash sumps
	Underground wastewater piping
	Oil-water separator
Avis-2	Maintenance building
	Oil-water separators (2)
	Vehicle engine wash containment area
	Wastewater sumps
	Hazard waste storage area
	Strip drains
	Underground wastewater piping
Avis-3	Unknown vault
Avis-4	Underground sanitary sewer lines (dashed where unknown)

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Revision	By	Appd.	YY.MM.DD
1 REVISED TO PDF COMMENTS	MM	CAS	23.11.21
Issued	By	Appd.	YY.MM.DD
ISSUED TO PORT OF SAN DIEGO		CAS	23.06.26

Client/Project
AVIS
SITE DEMOLITION
3180 NORTH HARBOR DRIVE, SAN DIEGO, CA
Title
RAC SITE DEMOLITION PLAN

Permit-Seal

LICENSED ARCHITECT No. C-21841 STATE OF CALIFORNIA

Project Number 2007713020
File Name:
Drawn: Check: Date: YY.MM.DD
Drawing No. SD1
Revision Sheet
- of -

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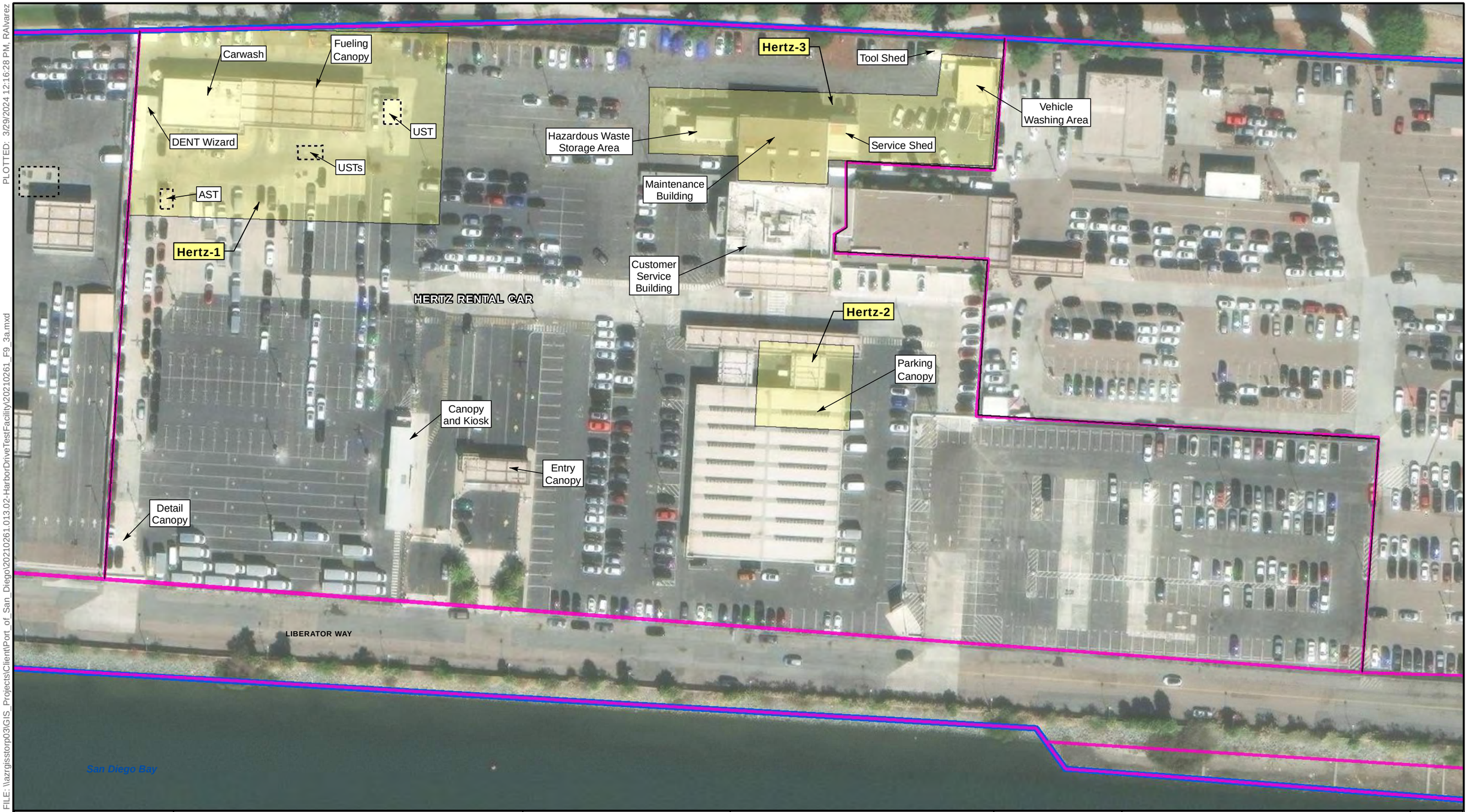
PROJECT:	20210261.013A
DRAWN:	3/28/2024
DRAWN BY:	RA
CHECKED BY:	BG
FILE NAME:	20210261_F9_2b.mxd

AVIS RENTAL CAR SITE REC DETAILS

PHASE I ENVIRONMENTAL SITE ASSESSMENT
FORMER HARBOR DRIVE TEST FACILITY PROJECT
SAN DIEGO, CALIFORNIA

FIGURE
9-2b



0 75
Feet
Locations are Approximate

EXPLANATION

- RECOGNIZED ENVIRONMENTAL CONDITION
- APPROXIMATE PORT PARCEL BOUNDARY
- SUBJECT PROPERTY BOUNDARY

Note:
Hertz-4 See Figure 9-3b for approximate locations of known and estimated locations of unknown sanitary sewer piping

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DRAWN:	3/29/2024
DRAWN BY:	RA
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FILE NAME:	20210261_F9_3a.mxd

HERTZ RENTAL CAR SITE
RECs, CRECs and HRECs

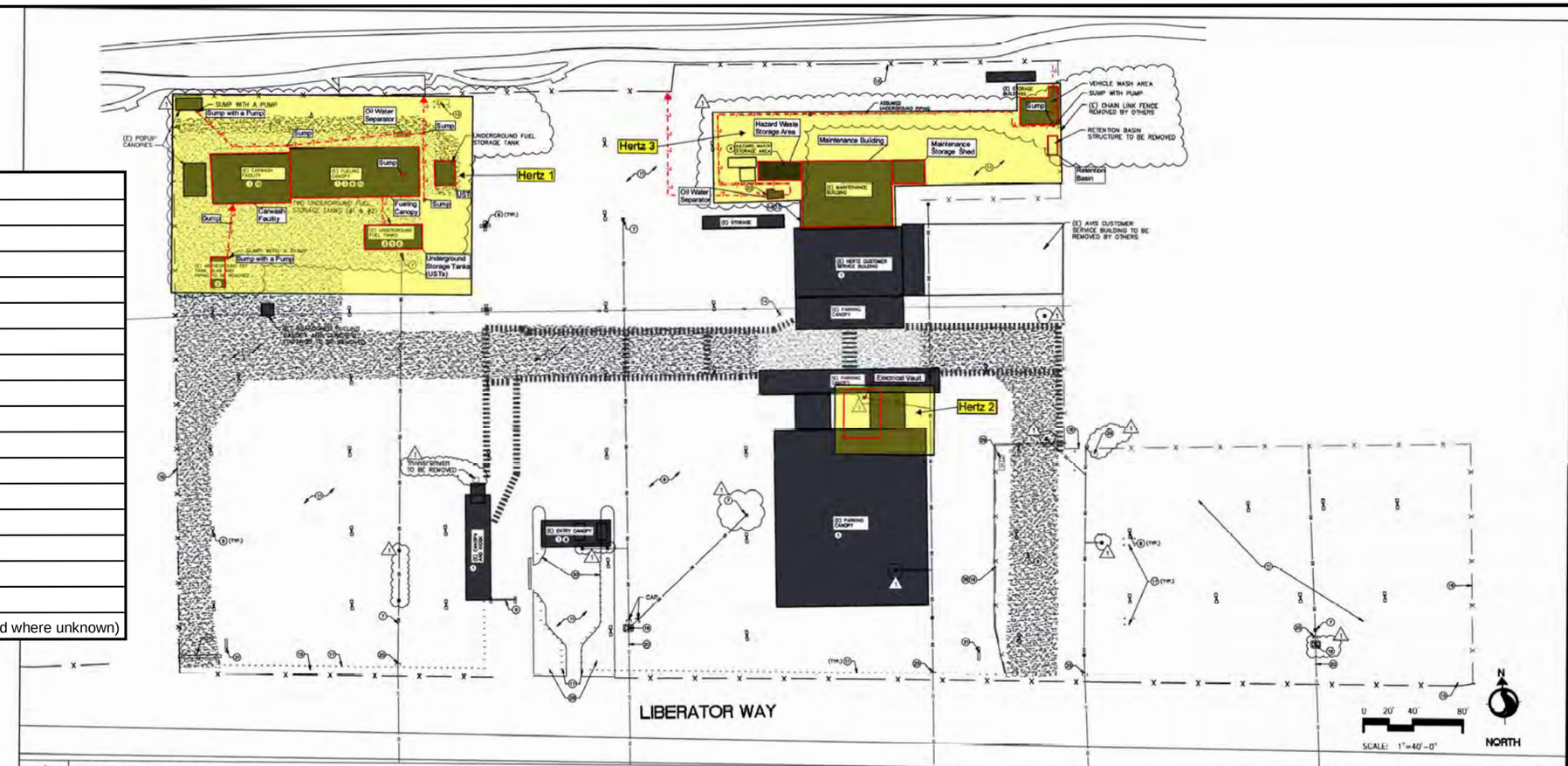
PHASE I ENVIRONMENTAL SITE ASSESSMENT
FORMER HARBOR DRIVE TEST FACILITY PROJECT
SAN DIEGO, CALIFORNIA

FIGURE
9-3a

PLOTTED: 3/29/2024 12:16:28 PM, RAlvarez
FILE: \\azrgisstorp03\GIS_Projects\Client\Port_of_San_Diego\20210261.013.02-HarborDriveTestFacility\20210261_F9_3a.mxd
SAN DIEGO, CA

PLOTTED: 3/28/2024 11:35:58 AM, RAlvarez

REC	Associated Features
Hertz-1	Carwash facility
	Strip drains
	Sumps
	Oil-water separator
	Fuel dispensers
	Aboveground DEF Tank
	Underground fuel storage tanks (3)
	Underground fuel piping
	Underground wastewater piping
Hertz-2	Fuel spill that impacted electrical vault
Hertz-3	Maintenance building
	Oil-water separator
	Hazardous waste storage area
	Vehicle wash area w/wastewater sumps
	Underground wastewater piping
	Maintenance storage shed
Hertz-4	Underground sanitary sewer lines (dashed where unknown)



1 SITE DEMOLITION PLAN
1"=40'-0"

ITEM TO BE DEMOLISHED	PROPOSED METHOD	NOTES
CANOPY STRUCTURES & FOOTINGS	HEAVY EQUIPMENT	SEE SECTION 2.3 OF PROJECT NARRATIVE ON THE COVER SHEET
CONCRETE WALLS AND STRUCTURES	HEAVY EQUIPMENT	SEE SECTION 2.3 OF PROJECT NARRATIVE ON THE COVER SHEET
FUEL DISPENSERS AND RELATED EQUIPMENT	COORDINATE WITH HERTZ ENVIRONMENTAL	
UNDERGROUND FUEL STORAGE TANKS	SEE INSTRUCTIONS ON DRAWING SD2. COORDINATE WITH HERTZ ENVIRONMENTAL	
ABOVEGROUND FUEL STORAGE TANKS	COORDINATE WITH HERTZ ENVIRONMENTAL GROUP	
YARD LIGHTS	REMOVE LIGHT STANDARDS AND FOUNDATIONS, RECYCLE LIGHTS AND POLES	REMOVE UNDERGROUND CONDUITS AND CONDUCTORS TO THE NEAREST PULL BOX OR YARD LIGHT
PAVING SURFACES	REMOVE PAVING SURFACES AS SHOWN ON PLAN AND CONFORM SURFACE TO SURROUNDING GRADES	WHERE PAVING IS REMOVED, BACKFILL TO SURFACE WITH CLASS 2 AB AND COMPACT TO 95%

KEYNOTES

1. (E) BUILDING/CANOPIES INCLUDING CONCRETE FOOTINGS AND SLABS TO BE DEMOLISHED.
2. ABOVEGROUND DEF TANK TO BE REMOVED, COORDINATE WITH HERTZ ENVIRONMENTAL GROUP.
3. (3) UNDERGROUND FUEL TANKS TO BE REMOVED, SEE SD2, COORDINATE WITH HERTZ ENVIRONMENTAL GROUP.
4. (2) ABOVEGROUND OIL TANKS TO BE REMOVED, COORDINATE WITH HERTZ ENVIRONMENTAL GROUP.
5. UNDERGROUND FUEL PIPING TO BE REMOVED.
6. UNDERGROUND VENT PIPING TO BE REMOVED.
7. STORM DRAIN STRUCTURES AND RELATED PIPING TO BE REMOVED.
8. YARD LIGHT INCLUDING CONCRETE FOOTING TO BE REMOVED. (TYP. ON-SITE)
9. TRAFFIC CONTROL DEVICES AND RELATED ELECTRICAL CONNECTIONS TO BE DEMOLISHED.
10. FUEL DISPENSERS AND ISLANDS TO BE REMOVED.
11. PAVING/CONCRETE SLAB TO BE REMOVED. SEE PLAN FOR EXTENTS.
12. ELECTRIC SERVICE TO BE REMOVED BACK TO TRANSFORMER (V.I.F.)
13. EXISTING TRANSFORMER AND BOLLARDS TO REMAIN (V.I.F.)
14. EXISTING FIRE HYDRANT, BOLLARDS AND WATER LINE TO REMAIN.
15. EXISTING CHAIN LINK FENCE PROTECT IN PLACE
16. EXISTING CHAIN LINK FENCE TO BE REMOVED
17. EXISTING BOLLARDS TO BE REMOVED (TYP. UNLESS CALLED OUT TO REMAIN)
18. EXISTING CAR WASH AND FOUNDATION TO BE REMOVED
19. EXISTING STORM DRAIN INLET TO BE REMOVED AND REPLACED WITH CMP RISER FOR SEDIMENT BASIN. SEE EROSION CONTROL PLAN, ECP1.
20. EXISTING STORM DRAIN PIPING TO REMAIN
21. EXISTING SIGN AND CONCRETE FOOTING TO BE REMOVED
22. EXISTING OIL-WATER SEPARATOR TO BE REMOVED
23. CAP EXISTING SEWER LINE AT LEASE LINE, V.I.F.
24. CAP EXISTING WATER LINE AT LEASE LINE, V.I.F.
25. CAP EXISTING STORM DRAIN AT LEASE LINE, V.I.F.
26. EXISTING CONCRETE PARKING BARRIERS TO BE REMOVED
27. EXISTING FIRE LINE TO REMAIN
28. EXISTING LANDSCAPING AND PALM TREES TO BE REMOVED
29. EXISTING VAULTS AND BOLLARDS TO BE REMOVED
30. EXISTING CONCRETE CURB AND GUTTER TO BE REMOVED

LEGEND

- STRUCTURE TO BE DEMOLISHED
- CONCRETE PAVING TO BE REMOVED. NATIVE SOIL TO REMAIN
- HAZARD WASTE STORAGE AREA
- STORM DRAIN PROTECTION, SEE DETAIL 19/SD2.
- SUMP
- 9in WATER SEPARATOR
- STORM DRAIN INLET
- YARD LIGHT
- STRIP DRAIN
- ASSUMED UNDERGROUND PIPING
- FENCING TO REMAIN
- FENCING TO BE REMOVED
- PAVING, STRIPING TO BE REMOVED
- UNDERGROUND FIRE WATER TO REMAIN
- UNDERGROUND STORM DRAIN TO BE REMOVED
- UNDERGROUND STORM DRAIN TO REMAIN
- **Recognized Environmental Condition (REC)**
- **Existing items related to associated RECs**
- **Potential Underground Sanitary Sewer Piping (REC #4)**

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Revision	Date	By	Appd.
1 RESPONSE TO PDRT COMMENTS	33.11.21	RMA	YY.MM.DD
Issued	33.06.27	DMS	YY.MM.DD

Client/Project
HERTZ
SITE DEMOLITION
3202 NORTH HARBOR DRIVE, SAN DIEGO, CA
Title
RAC SITE DEMOLITION PLAN
Permit-Seal
LICENSED ARCHITECT — M. BRIAN — No. C-31421 — REGISTERED PROFESSIONAL ENGINEER — STATE OF CALIFORNIA
Project Number 20077113021
File Name:
Dsn: Chkd: Dwgr: YY.MM.DD
Drawing No. SD1
Revision Sheet
- of -

FILE: \\azrgisstorp03\GIS_Projects\Client\Port_of_San_Diego\20210261.013.02-HarborDriveTestFacility\20210261_F9_3b.mxd
SAN DIEGO, CA

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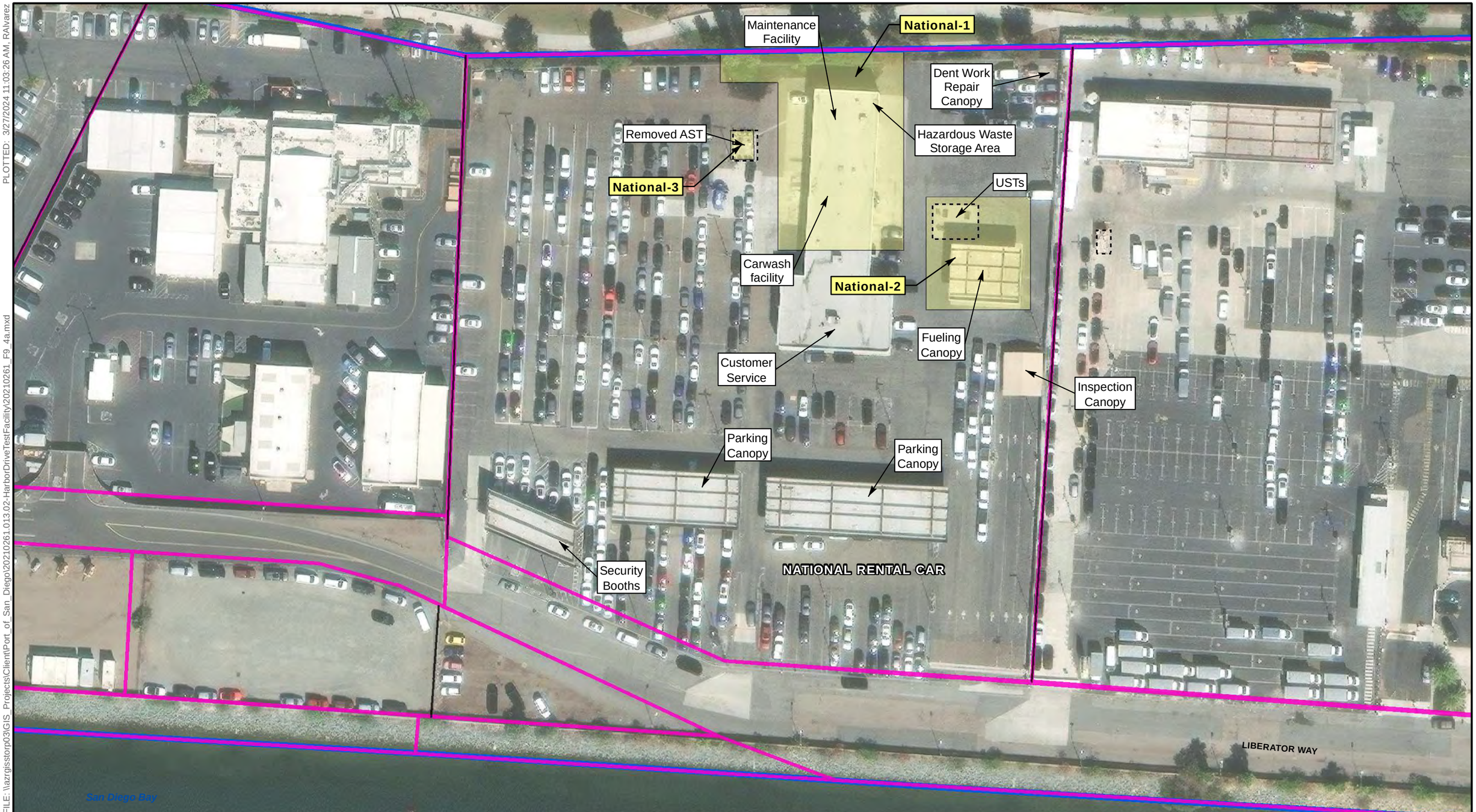
DRAWN:	3/28/2024
DRAWN BY:	RA
CHECKED BY:	BG
FILE NAME:	20210261_F9_3b.mxd

HERTZ RENTAL CAR SITE REC DETAILS

PHASE I ENVIRONMENTAL SITE ASSESSMENT
FORMER HARBOR DRIVE TEST FACILITY PROJECT
SAN DIEGO, CALIFORNIA

FIGURE
9-3b



PLOTTED: 3/27/2024 11:03:26 AM, RAlvarez

FILE: \\azrgisstorp03\GIS_Projects\Client\Port_of_San_Diego\20210261.013.02-HarborDriveTestFacility\20210261_F9_4a.mxd

SAN DIEGO, CA

0 75
Feet
N
Locations are Approximate

EXPLANATION

- RECOGNIZED ENVIRONMENTAL CONDITION
- APPROXIMATE PORT PARCEL BOUNDARY
- SUBJECT PROPERTY BOUNDARY

Note:
National-4 See Figure 9-4b for approximate locations of known and estimated locations of unknown sanitary sewer piping

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FILE NAME:	20210261_F9_4a.mxd

NATIONAL RENTAL CAR SITE
RECs, CRECs and HRECs

PHASE I ENVIRONMENTAL SITE ASSESSMENT
FORMER HARBOR DRIVE TEST FACILITY PROJECT
SAN DIEGO, CALIFORNIA

FIGURE
9-4a

PLOTTED: 3/28/2024 11:43:43 AM, RAlvarez



1 SITE DEMOLITION PLAN
1"=30'-0"
ORIGINAL SHEET – ARCH D

ITEM TO BE DEMOLISHED	PROPOSED METHOD	NOTES
CANOPY STRUCTURES & FOOTINGS	HEAVY EQUIPMENT	SEE SECTION 2.3 OF PROJECT NARRATIVE ON THE COVER SHEET
CONCRETE WALLS AND STRUCTURES	HEAVY EQUIPMENT	SEE SECTION 2.3 OF PROJECT NARRATIVE ON THE COVER SHEET
FUEL DISPENSERS AND RELATED EQUIPMENT	REMOVED AND HAULED AWAY AS SCRAP OR RECYCLED	
UNDERGROUND FUEL STORAGE TANKS	SEE INSTRUCTIONS ON DRAWING SD3	
YARD LIGHTS	REMOVE LIGHT STANDARDS AND FOUNDATIONS, RECYCLE LIGHTS AND POLES	REMOVE UNDERGROUND CONDUITS AND CONDUCTORS TO THE NEAREST PULL BOX OR YARD LIGHT
UNDERGROUND FIRE LINES & HYDRANTS	REMOVED AND HAULED AWAY AS SCRAP OR RECYCLED	
UNDERGROUND SANITARY SEWER PIPING	REMOVE PIPING BACK TO NEAREST STRUCTURE OR CAP AT 3 FEET INSIDE PROPERTY LINE	
UNDERGROUND WATER AND IRRIGATION PIPING	REMOVE METERS AND PIPING BACK TO THE NEAREST VALVE	
PAVING SURFACES	REMOVE PAVING SURFACES AS SHOWN ON PLAN AND CONFORM SURFACE TO SURROUNDING GRADES	WHERE PAVING IS REMOVED, BACKFILL TO SURFACE WITH CLASS 2 AB AND COMPACT TO 90%

REC	Associated Features
National-1	Maintenance facility (RAC Building)
	Carwash
	Hazardous waste storage area
	Oil-water separator
	Underground wastewater piping
	Sumps
	Strip drains
National-2	Underground fuel storage tanks (2)
	Fuel dispensers
	Underground fuel piping
National-3	Former AST diesel containment area
National-4	Underground sanitary sewer lines (dashed where unknown)

Recognized Environmental Condition (REC)

Existing items related to associated RECs

Potential Underground Sanitary Sewer Piping (REC #4)

KEYNOTES

1. CUSTOMER SERVICE – MAINTENANCE BUILDING, INCLUDING CONCRETE FOOTING AND SLABS, TO BE DEMOLISHED.
2. FLEET FUELING CANOPY, INCLUDING CONCRETE FOOTING AND SLABS, TO BE DEMOLISHED.
3. DETAIL CANOPY, EQUIPMENT ROOM AND ALL RELATED UTILITIES INCLUDING CONCRETE FOOTING AND SLABS TO BE DEMOLISHED.
4. SECURITY BOOTHS AND OVERHEAD CANOPY INCLUDING CONCRETE FOOTING AND SLABS TO BE DEMOLISHED.
5. UNDERGROUND FUEL TANKS TO BE REMOVED. SEE SD2.
6. UNDERGROUND FUEL PIPING TO BE REMOVED.
7. UNDERGROUND VENT PIPING TO BE REMOVED.
8. STORM DRAIN STRUCTURES AND RELATED PIPING TO BE REMOVED.
9. UNDERGROUND SEWER STRUCTURE AND RELATED TO BE REMOVED.
10. UNDERGROUND ELECTRICAL PULL BOX TO BE DEMOLISHED.
11. UNDERGROUND TELECOM PULL BOX TO BE REMOVED.
12. OIL WATER SEPARATOR TO BE REMOVED.
13. WATER LINE CONNECTION TO BE REMOVED TO WATER METER (WATER METER TO BE FIELD LOCATED)
14. YARD LIGHT TO BE REMOVED, INCLUDING CONCRETE FOOTING.
15. TRAFFIC CONTROL DEVICES AND RELATED ELECTRICAL CONNECTIONS TO BE DEMOLISHED.
16. FUEL DISPENSERS AND ISLANDS TO BE REMOVED.
17. PAVING/CONCRETE SLAB TO BE REMOVED, SEE HATCHED AREA FOR EXTENTS.
18. ELECTRIC SERVICE TO BE REMOVED BACK TO TRANSFORMER.
19. EXISTING TRANSFORMER AND BOLLARDS TO REMAIN.
20. EXISTING FIRE HYDRANT AND BOLLARDS TO REMAIN.
21. EXISTING STORM DRAIN INLET TO BE REMOVED AND REPLACED WITH CMP RISER FOR SEDIMENT BASIN.
22. UNDERGROUND OIL AND WINDSHIELD WASHING FLUID LINES TO BE REMOVED.
23. PROTECT IN PLACE CHAIN LINK FENCE.
24. PROTECT IN PLACE GATE FENCE.
25. BOLLARDS TO BE REMOVED (TYP. UNLESS CALLED OUT TO REMAIN)

LEGEND

- STRUCTURE TO BE DEMOLISHED
- ASPHALT PAVING TO BE REMOVED. NATIVE SOIL TO REMAIN
- CONCRETE PAVING TO BE REMOVED. NATIVE SOIL TO REMAIN
- HAZARD WASTE STORAGE AREA
- STORM DRAIN PROTECTION. SEE DETAIL 19/SD2.
- OIL WATER SEPARATOR
- SUMP
- STORM DRAIN INLET
- STRIP DRAIN
- UNDERGROUND STORM DRAIN TO BE REMOVED
- UNDERGROUND SANITARY SEWER TO BE REMOVED
- UNDERGROUND ELECTRICAL TO BE REMOVED
- UNDERGROUND TELECOM TO BE REMOVED
- UNDERGROUND WATER TO BE REMOVED
- UNDERGROUND FIRE WATER TO BE REMOVED
- UNDERGROUND FUEL PIPING TO BE REMOVED
- UNDERGROUND OIL AND WINDSHIELD FLUID PIPING TO BE REMOVED
- UNDERGROUND STORM DRAIN TO REMAIN
- UNDERGROUND SANITARY SEWER TO REMAIN
- UNDERGROUND ELECTRICAL TO REMAIN
- UNDERGROUND WATER TO BE REMAIN
- UNDERGROUND FIRE WATER TO REMAIN
- FENCING TO REMAIN

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Rev.	Date	By	Appd.
1	RESPONSE TO PORT COMMENTS	RB	Appd.
	Revision		

Client/Project
ENTERPRISE RENT A CAR COMPANY
SITE DEMOLITION
3380 NORTH HARBOR DRIVE, SAN DIEGO, CA
Title
RAC SITE DEMOLITION PLAN

Permit-Seal

Project Number 2007713019
File Name:

Dsn. Chkd. Dsgn. YY.MM.DD
Drawing No. SD1
Revision Sheet
- of -

FILE: \\azrgisstorp03\GIS_Projects\Client\Port_of_San_Diego\20210261.013.02-HarborDriveTestFacility\20210261_F9_4b.mxd
SAN DIEGO, CA

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DRAWN BY:	RA
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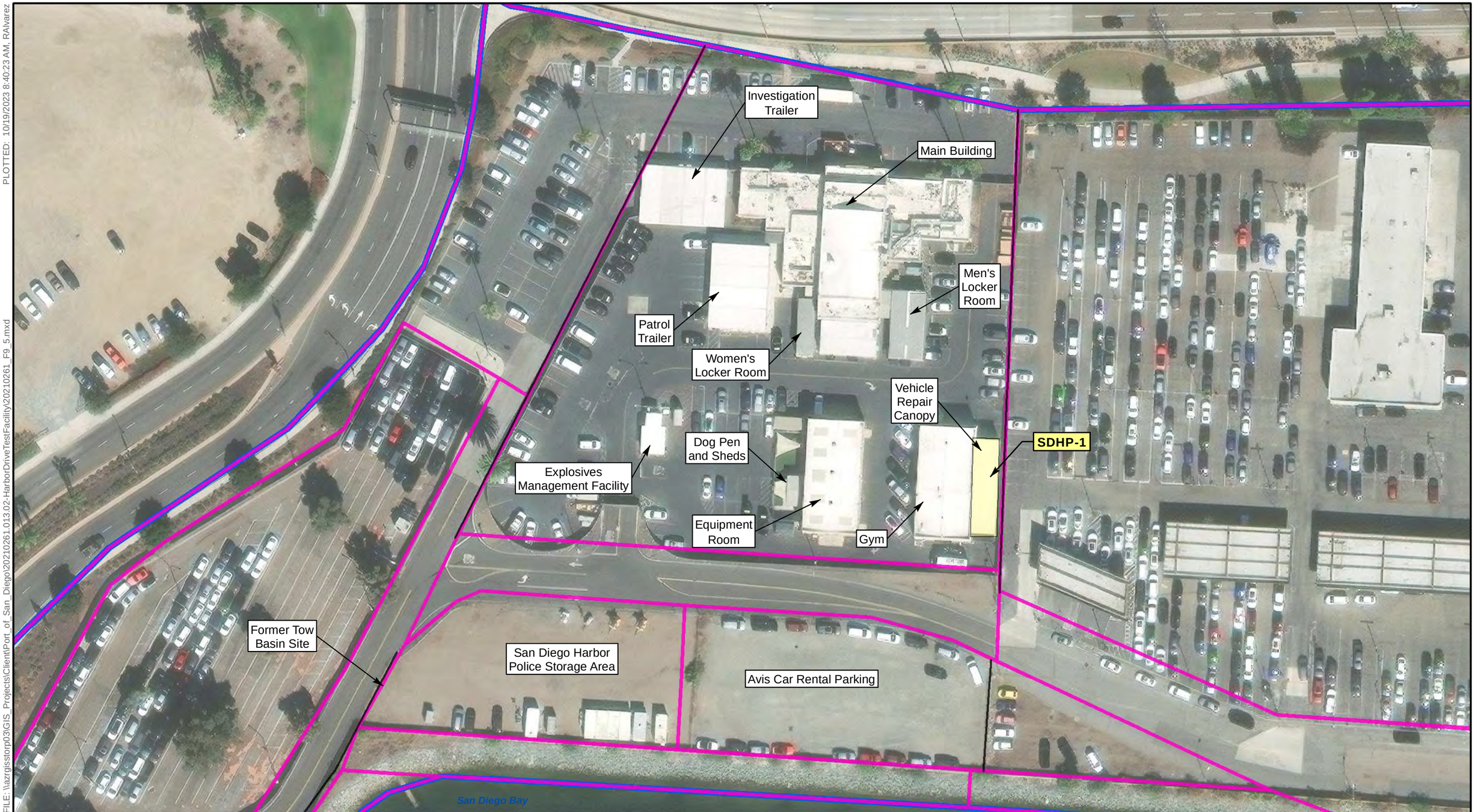
NATIONAL RENTAL CAR SITE REC DETAILS

PHASE I ENVIRONMENTAL SITE ASSESSMENT
FORMER HARBOR DRIVE TEST FACILITY PROJECT
SAN DIEGO, CALIFORNIA

FIGURE
9-4b

PLOTTED: 10/19/2023 8:40:23 AM, RAlvarez
FILE: \\azrgisstorp03\GIS_Projects\Client\Port_of_San_Diego\20210261.013.02-HarborDriveTestFacility\20210261_F9_5.mxd
SAN DIEGO, CA



0 75
Feet
N
Locations are Approximate

EXPLANATION

- RECOGNIZED ENVIRONMENTAL CONDITION
- APPROXIMATE PORT PARCEL BOUNDARY
- SUBJECT PROPERTY BOUNDARY

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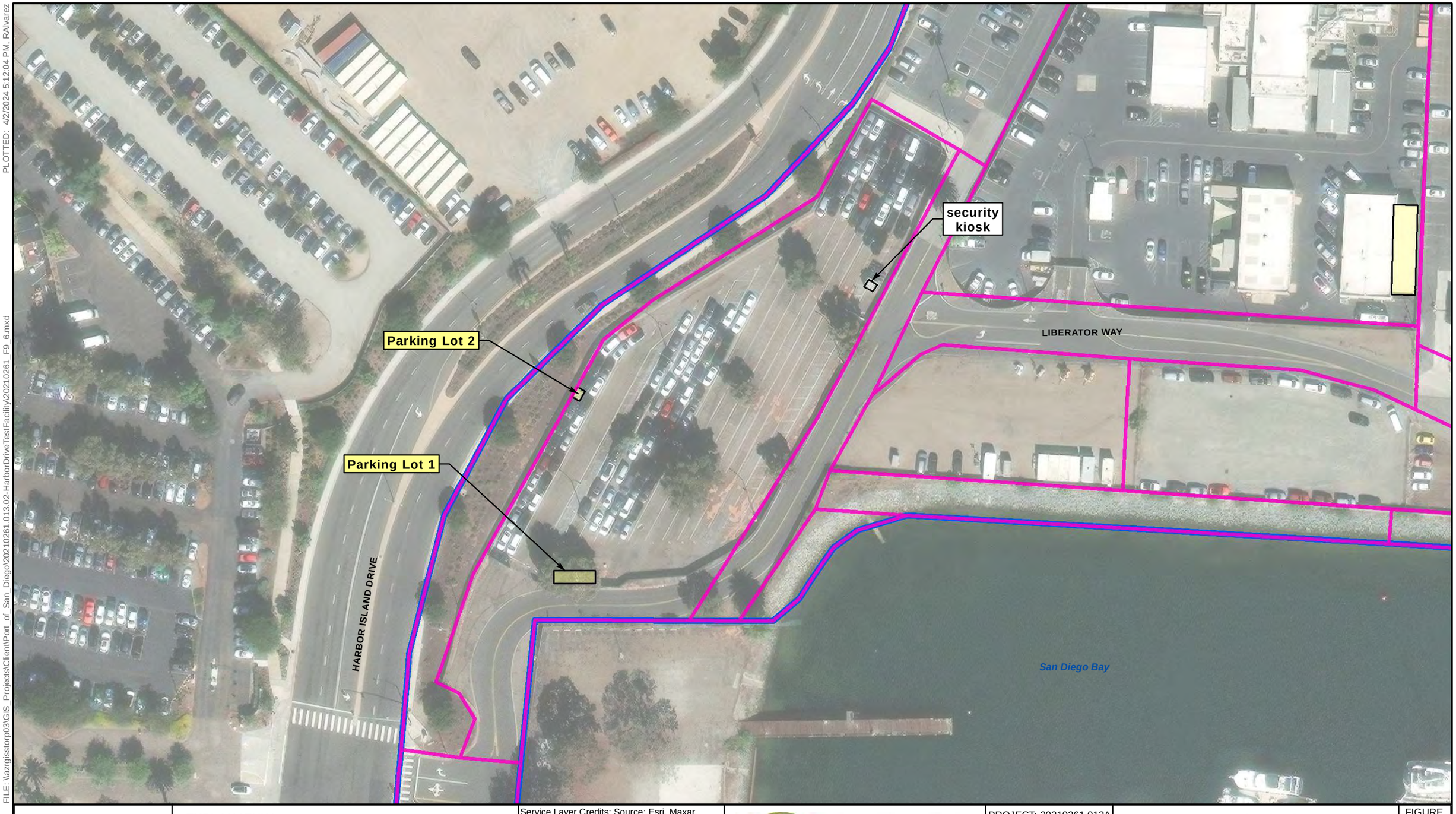
DRAWN BY:	RA
CHECKED BY:	LPH
FILE NAME:	20210261_F9_5.mxd

SAN DIEGO HARBOR POLICE HEADQUARTERS SITE RECs, CRECs and HRECs

PHASE I ENVIRONMENTAL SITE ASSESSMENT
FORMER HARBOR DRIVE TEST FACILITY PROJECT
SAN DIEGO, CALIFORNIA

FIGURE
9-5

PLOTTED: 4/2/2024 5:12:04 PM, RAlvarez
FILE: \\azrgisstorp03\GIS_Projects\Client\Port_of_San_Diego\20210261.013.02-HarborDriveTestFacility\20210261_F9_6.mxd
SAN DIEGO, CA



0 70
Feet
N
Locations are Approximate

EXPLANATION

- RECOGNIZED ENVIRONMENTAL CONDITION
- APPROXIMATE PORT PARCEL BOUNDARY
- SUBJECT PROPERTY BOUNDARY

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PROJECT:	20210261.013A
DRAWN:	4/2/2024
DRAWN BY:	RA
CHECKED BY:	LPH
FILE NAME:	20210261_F9_6.mxd

PARKING LOT SITE
RECs, CRECs and HRECs

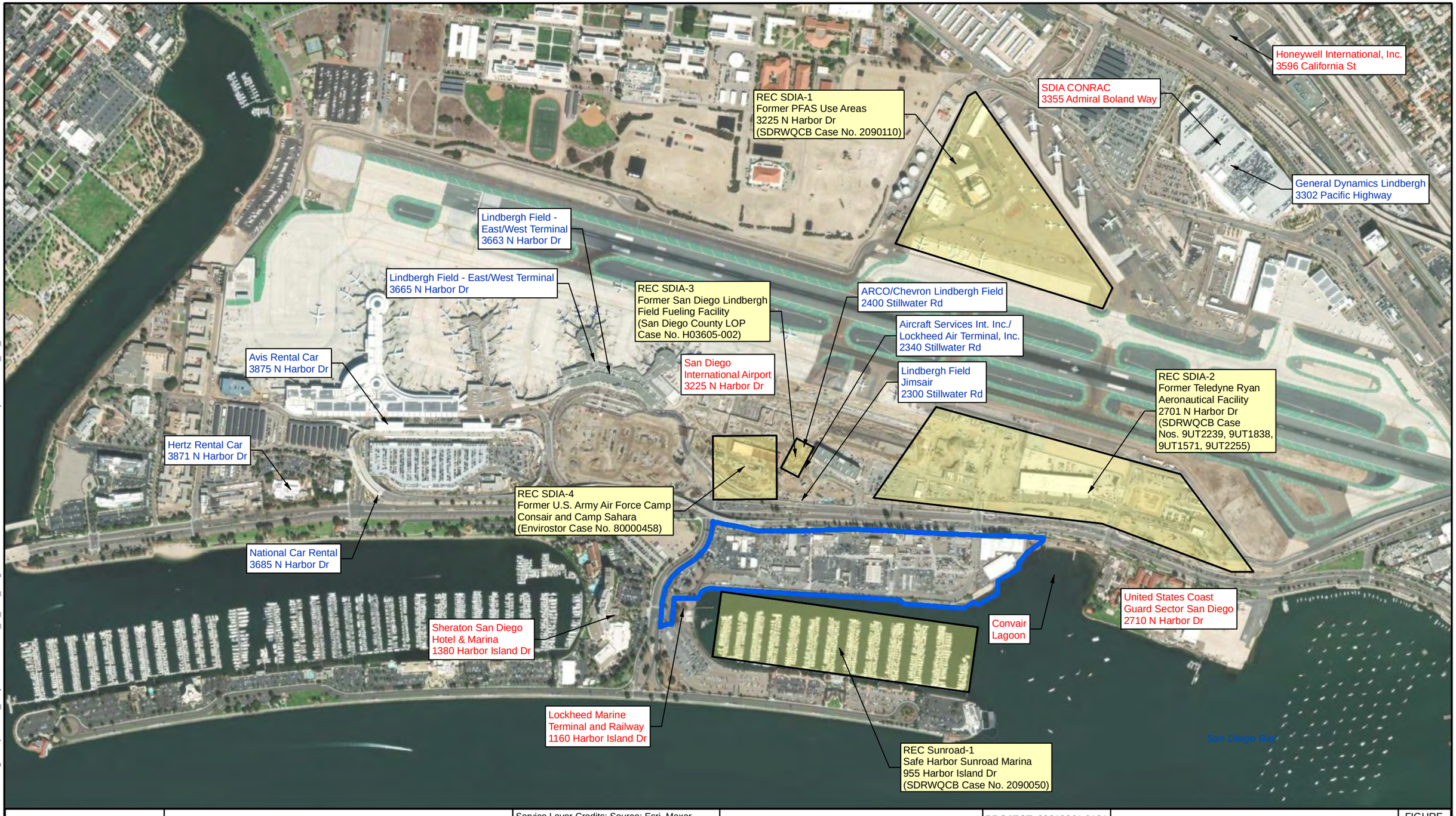
PHASE I ENVIRONMENTAL SITE ASSESSMENT
FORMER HARBOR DRIVE TEST FACILITY PROJECT
SAN DIEGO, CALIFORNIA

FIGURE
9-6

PLOTTED: 4/5/2024 5:24:36 PM, RAlvarez

FILE: \\azrgisstorp03\GIS_Projects\Client\Port_of_San_Diego\20210261.013.02-HarborDriveTestFacility\20210261_F9_7.mxd

SAN DIEGO, CA



N

0 875

Feet

Locations are Approximate

EXPLANATION

East Basin

RED FONT - CURRENT ADDRESS
BLUE FONT - HISTORIC ADDRESS

OFFSITE REC AND CREC

SUBJECT PROPERTY BOUNDARY

Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

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OFFSITE RECs

PHASE I ENVIRONMENTAL SITE ASSESSMENT
FORMER HARBOR DRIVE TEST FACILITY PROJECT
SAN DIEGO, CALIFORNIA

FIGURE

9-7