



Phase I Environmental Site Assessment Report

**Alameda Street Widening Project
(From Anaheim Street to 300 Feet South of
Pacific Coast Highway)
City of Los Angeles, California**

**Converse Project No. 22-41-185-01
May 6, 2024**

Prepared For:

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Prepared By:

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Geotechnical Engineering, Environmental and Groundwater Science, Inspection and Testing Services

May 6, 2024

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Subject: PHASE I ENVIRONMENTAL SITE ASSESSMENT REPORT
Alameda Street Widening Project
(From Anaheim Street to 300 Feet South of Pacific Coast Highway)
City of Los Angeles, California
Converse Project No. 22-41-185-01

Ms. Kochaon:

Converse Consultants (Converse) is pleased to submit the attached report that summarizes the activities and the results of a Phase I Environmental Site Assessment (Phase I ESA) that was conducted at the referenced property (Subject Property).

A summary of the assessment is presented in the Executive Summary, as well as in Sections 8.0 and 9.0 of the report.

We appreciate the opportunity to be of service. Should you have any questions or comments regarding this report, please contact Norman Eke at 626-930-1260 or Laura Tanaka at 626-930-1261.

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Executive Summary

The following is an Executive Summary of the Phase I Environmental Site Assessment (Phase I ESA) that was conducted by Converse Consultants (Converse). Please refer to the appropriate sections of the report for a complete discussion of these issues. In the event of a conflict between this Executive Summary and the report, or an omission in the Executive Summary, the report shall prevail.

This report presents the results of the Converse Phase I ESA performed at the Alameda Street Widening Project (from Anaheim Street to 300 Feet South of Pacific Coast Highway) in the neighborhood of Wilmington, City of Los Angeles, Los Angeles County, California, referred to as the Subject Property in this report. Converse was retained by Parsons Transportation Group, Inc. (Parsons) to conduct this Phase I ESA. Our study has been conducted in order to identify, to the extent practical within the scope of an ESA, Recognized Environmental Conditions (RECs) in connection with the Subject Property.

Converse has compiled and reviewed information that was obtained from document research, and on-site and area reconnaissance to identify potential environmental conditions at the Subject Property, in conformance with the ASTM Standard E: 1527-21 Environmental Site Assessment Standard Practice (ASTM Standard: E1527-21). This Phase I ESA was conducted during the period of January 10, 2023 to April 4, 2023.

The Subject Property consists of an approximate 0.68-mile long segment of Alameda Street, between East Anaheim Street on the south and Mauritania Street on the north. Commercial or industrial properties are located east contiguous to Alameda Street and the Pacific Harbor Lines (PHL) Railroad is located west contiguous to Alameda Street. The proposed widening of Alameda Street would include widening the east and west sides of the roadway. Portions of the privately owned businesses along the east side of Alameda Street would be acquired as part of the widening project except for two properties currently occupied by Hotel Portlight and a trucking business (Pacheco's), which would be a full acquisitions. Approximately 25 feet of the PHL Railroad right-of-way on the west side of Alameda Street would be quitclaimed by the Port of Long Beach and the Port of Los Angeles to the City.

Historically, the existing railroad paralleling Alameda Street on the west, and the Wilmington Wye on the east side of Alameda Street were present as early as 1896. By 1921, Alameda Street was present and a gasoline station occupied the east contiguous property (part of the Subject Property) at the northeast corner of Alameda Street and East Anaheim Street (current location of present day Chevron Station). By 1928, commercial or industrial development began east contiguous to Alameda Street including restaurants, a trucking company, a salvage company and the existing Valero Tank Farm. By 1929, a gasoline station occupied the location of the existing Hotel Portlight (1050 Alameda Street). By 1930 to at least 1946, a gasoline station was



identified located at 1100-1102 Alameda Street (present location of Pacheco's). Two (2) oil containing aboveground storage tanks (ASTs) appeared located in the location of the present day propane yard (southeast of East I Street and Alameda Street) as early as 1938 and by 1950, three (3) oil containing ASTs were present at this location. Automobile junk or scrap yards were evident east contiguous to Alameda Street by 1963 and appear to this day. Dismantling of the large ASTs on Valero Tank Farm site began by 2002.

During this assessment, Converse identified that groundwater has historically been recorded at depths ranging from 7-feet bgs to 40-feet bgs at the Subject Property; therefore, there is a potential to encounter groundwater contamination along the Subject Property segments.

A Phase I ESA was completed for portions of the Subject Property (Alignment) in 2014 by Pinnacle Environmental Technologies (Pinnacle). The Alignment included Alameda Street and the railroad paralleling the west side. The following RECs were identified during the Pinnacle assessment:

- Buried petroleum pipelines on Alameda Street and west side of Alameda Street.
- Four (4) historic oil wells abandoned adjacent to the Alignment.
- Five (5) sets of oil collection tanks located on or in the vicinity of the Alignment.
- The Alignment is located within a methane buffer zone.
- Treated wood stacked on the northern portion of the railroad.
- Threat of releases from underground storage tanks (USTs) and at least one (1) AST.

Based on the findings of the Phase I ESA, Pinnacle completed a Phase II investigation for the Alignment in 2015. Twenty (20) soil borings were staggered along the length of Alameda Street between Mauretania and East Anaheim Streets. Soil samples were collected at 1, 2.5 and 5.0 feet below ground surface (bgs). Soil samples were analyzed for Volatile Organic Compounds (VOCs). Select soil samples were also analyzed for Total Recoverable Petroleum hydrocarbons (TRPH), Total Petroleum Hydrocarbons (TPH), VOCs and fuel oxygenates, Semi-volatile Organic Compounds (SVOCs), Polychlorinated Biphenyls (PCBs), Organochlorine Pesticides (OCPs), Chlorinated Herbicides, and CAM Metals. The results of the investigation yielded the following:

- None of the soil samples contained significant volatile hydrocarbon vapors via field instruments.
- No groundwater was sampled as saturated conditions were not encountered in any of the boreholes.
- VOCs, fuel oxygenates, SVOCs, and herbicides were not detected in the analyzed soil samples.
- Eight (8) soil samples contained PCBs at concentrations ranging from 13 to 134 micrograms per kilogram ($\mu\text{g}/\text{kg}$). Samples with PCBs extended the length of Alameda Street with heavier concentrations from East Grant Street to south of



East Young Street. It was suggested that the oils containing PCBs had been used in the past for weed control along the rail line.

- Six (6) soil samples contained at least one OCP at a concentrations ranging from 1 to 18 micrograms per kilogram ($\mu\text{g}/\text{kg}$).
- Petroleum hydrocarbon concentrations exceeded a typical action level of 1,000 milligrams per kilogram (mg/kg) at three (3) of the analyzed boring locations. However, the highest petroleum hydrocarbon concentrations and the highest frequency of petroleum hydrocarbon-impacted soil were not always at the shallowest sampling interval. Based on these results and at this action level, Pinnacle concluded that soils along approximately 15 percent of the Site (a maximum of 1,000 cubic yards, depending on the depth of excavation) exceeded the action level and recommended the soils be removed from the Alignment during road construction.
- Soluble lead concentrations exceeding the State regulatory limit were identified at two (2) non-contiguous boring locations. However, the lateral extent of impacted soil along the Alignment (identified as California hazardous waste based on results) was not known. Pinnacle stated that if a lateral distance on the Alignment of 20 feet from each location is projected and an average depth of 2.5 feet is given, approximately 100 cubic yards of shallow lead-impacted soil would be present. The vertical extent of soluble lead was not defined at boring location PBN16, where it was detected at a depth of 5 feet bgs.

Based on these findings, Pinnacle recommended that the areas impacted by petroleum hydrocarbons, soluble lead and PCBs be removed during project upgrades.

During Converse's Subject Property reconnaissance, the following items were observed:

- One gasoline station, existing Chevron Station site, 1417 East Anaheim Street, was constructed in 2008. Historically, this site was occupied by a gasoline station as early as 1921.
- Propane tanks are located on the southeast corner of Alameda Street and I Street. Historically, three oil ASTs appeared on this lot between 1938 and 1950.
- Oil and gas pipelines are located west contiguous to Alameda Street, along East Anaheim Street, Grant Street, Mauretania Street and Wilmington Wye.
- Valero Olympic Tank Farm is east contiguous to the Subject Property.
- Oil stained soil was observed throughout the Subject Property.
- Dumped and blown in trash was observed located west and east contiguous to Alameda Street.
- Mounds of rocks, dirt, asphalt and concrete were observed located within Wilmington Wye and west contiguous to Alameda Street.
- Numerous automobile dismantling or repair shops are located east contiguous to Alameda Street and may be impacted during project upgrades.



The regulatory database review identified several historic gasoline stations or sites with USTs located along the Subject Property, sites with oil ASTs, areas where known soil contamination were identified and subsequently removed and hazardous waste generators. Visual observation of the east contiguous properties was minimal and limited to only what could be observed from public thoroughfares and were minimal due to fencing.

The Subject Property is located in the Wilmington Oil Field. According to the DOC CalGEM Online Well Finder website, oil or gas wells are located on and adjacent to the Subject Property.

The Subject Property is located within the City of Los Angeles and is therefore subject to the City's methane code. The soil vapor survey should be performed in accordance with the City of Los Angeles Department of Building and Safety's Site Testing Standards for Methane.

Based on these findings, Converse recommends the following:

A Phase II investigation to include a soil and soil vapor investigation, and groundwater if deemed warranted, to address the historic gasoline stations; tank farm; petroleum and gas pipelines, well and collection tanks; and previously confirmed high levels of PCBs, soluble lead and petroleum hydrocarbon concentrations in soil. Aerially deposited lead (ADL) in soil should also be analyzed due to the presence of heavily traveled roads and highways that occupy the Subject Property. The mounded sand and debris piles, including asphalt and concrete, should be tested for contaminants and based on the findings disposed accordingly.

Specific locations for potential Phase II assessments are:

- The historic oil collection tanks identified in the 2014 Phase I ESA.
- The historic gasoline station located at the present day Chevron Station (1417 East Anaheim Street) from 1921 to at least 1968.
- The historic gasoline station located at the present day Hotel Portlight (1050 Alameda Street) site from as early as 1929.
- The historic gasoline station at the present day Pacheco's site (1102 Alameda Street) as early as 1930 to at least 1953 and abandoned in place in 1961.
- The historic gasoline station at the present day Recycling Center site (1120 North Henry Ford Avenue) as early as 1946 and organic solvent use by 1982.
- The five (5) historic USTs and oil well present (two USTs removed) at 1150 Alameda Street as early as 1969.
- The adjacent Sunshine Truck Stop listed as an "open-active" site with the RWQCB. Has been a gas station since 1941.
- The adjacent Valero Olympic Tank Farm located east of Alameda Street and Wilmington Wye from as early as 1928 to at least 2002.



- The historic petroleum ASTs located on what is today a propane sales yard from as early as 1938 to at least 1950.
- West adjacent site at 1502 East Opp Street that was identified as hazardous waste generator.
- The potholes located along Alameda Street exposing soil to storm water run-off that may be impacted with urban runoff contaminants.
- The soil stained areas located east and west contiguous to Alameda Street.
- The confirmed presence of PCBs in soils along PHL Railroad, and the presence high levels of petroleum hydrocarbon concentrations and soluble lead concentrations along the Subject Property.
- The mounds of sand, rocks and debris, and suspect asbestos-containing asphalt and concrete located west contiguous to Alameda Street and on Wilmington Wye. The origin of these material is unknown.
- Asbestos-containing materials (ACM) and lead-based paint (LBP) may be located within structures scheduled to be demolished (Hotel Portlight and Pacheco's) and ACM and LBP surveys shall be performed prior to demolition. Suspect asbestos-containing asphalt and concrete debris should also be analyzed for asbestos prior to removal activities.

Site wide or general location for potential Phase II assessments are:

- The underground petroleum or gas pipelines along the Subject Property.
- The abandoned or idle oil or gas wells located on the Subject Property.
- The Subject Property being located within the City of Los Angeles methane buffer zone. Any soil vapor survey conducted for methane and VOCs during Phase II assessment activities, should be performed in accordance with the City of Los Angeles' testing standards for methane.
- The use of the east contiguous properties (all or part of which to be acquired prior to project upgrades) as auto scrap or dismantling facilities as early as 1963, where hazardous materials or hazardous wastes are/were generated and stored.
- There is a potential for ADL in soil over the heavily travelled roads and highways that occupy the Subject Property.

Converse also recommends that a Soil Management Plan (SMP) be generated and implemented during the planned development. The SMP should include discussions of the site conditions, excavation of unanticipated contaminated soil; general management procedures for the excavated soil; exported soil management; soil disposal; and encountering groundwater and the procedures that should be followed.

Business Environmental Risks (BERs) or non-scope items are discussed in Section 11.0 of the report.



1.0 Introduction

1.1 Purpose and Scope of Services

This report presents the results of the Converse Consultants (Converse) Phase I Environmental Site Assessment (ESA) performed at the Alameda Street Widening Project from Anaheim Street to Pacific Coast Highway in the neighborhood of Wilmington, City of Los Angeles, Los Angeles County, California, referred to as the Subject Property in this report. Converse was retained by Parsons to conduct this Phase I ESA. Our study has been conducted in order to identify, to the extent practical, Recognized Environmental Conditions (RECs) in connection with the Subject Property. The term Recognized Environmental Conditions is defined in Section 1.1.1 of the American Society of Testing and Materials (ASTM) Standard Practice as (1) *the presence of hazardous substances or petroleum products in, on, or at the subject property due to a release to the environment;* (2) *the likely presence of hazardous substances or petroleum products in, on, or at the subject property due to a release or likely release to the environment;* or (3) *the presence of hazardous substances or petroleum products in, on, or at the subject property under conditions that pose a material threat of a future release to the environment.*

This Phase I ESA was completed in general accordance with Master Service Agreement (MSA No. 684062-5000) dated January 13, 2023. Our work consisted of the following and was completed in general conformance with the scope and limitations of the ASTM Practice E1527-21 and complies with standards and practices set forth in 40 Code of Federal Regulations (CFR) Part 312 for AAI. Additionally a Caltrans Initial Site Assessment Checklist was completed.

- Interviews with the Subject Property owner representatives
- Subject Property and vicinity reconnaissance
- Review of regulatory agency records
- Description of physical setting
- Historical review
- Interviews with public agency personnel
- Preparation of this report along with a Caltrans Initial Site Assessment checklist.

1.2 Non-Scope Considerations

There are a number of non-scope issues which are sometimes assessed concurrently with a Phase I ESA. Unless specifically agreed in the contract



proposal documents, these non-scope considerations are not included as part of the Phase I assessment. Examples of non-scope issues include:

- Asbestos-containing Building Materials unrelated to release into the environment
- Biological Agents
- Cultural & Historic Resources
- Diffuse Anthropogenic Pollution
- Ecological Resources
- Emerging Chemicals/Contaminates
- Endangered Species
- Health & Safety
- Indoor Air Quality unrelated to release of hazardous substances or petroleum products in the environment
- Industrial Hygiene
- Lead-based paint unrelated to releases in the environment
- Lead in Drinking Water
- Mold or microbial growth conditions
- PCB-containing building materials (for example, interior fluorescent light ballasts, paint, and caulk)
- Polyfluoroalkyl Substances
- Naturally-occurring Radon
- Regulatory Compliance
- Substances not defined as hazardous substances unless or until such substances are classified as CERCLA hazardous substance
- Wetlands

No Non-scope issues were addressed in this report.

1.3 Significant Assumptions

Converse made the following assumptions for this assessment:

- The Subject Property boundaries were not marked, and were therefore inferred based on project description information obtained from reports and documents provided by the User. Specifically, the report titled *Alameda Street – North Widening Project (From Anaheim Street to Pacific Coast Highway)*.



1.4 Limitations and Exceptions

The following limitations and exceptions were encountered during the course of this assessment:

- Converse was not able to contact Property owner representatives within the time frame of this assessment.
- Converse did not interview adjoining property owners or have access to adjoining properties that are or may be a part of the acquisition for the proposed upgrade.
- A standard database search, as well as records with the California Department of Toxic Substances Control (DTSC), Regional Water Quality Control Board, Los Angeles Region (RWQCB), and the South Coast Air Quality Management District (SCAQMD) was conducted for the adjacent properties that are or may be a part of the acquisition. However, building records were not researched.
- None of the east adjacent properties, that are slated to be part of the acquisition, were accessible during the Subject Property reconnaissance, and observations from the street were minimal due to fencing.

1.5 Special Terms and Conditions

No special terms or conditions noted.

1.6 Reliance

This report is for the sole benefit and exclusive use of Parsons in accordance with the terms and conditions attached to our proposal under which these services have been provided. Its preparation has been in accordance with generally accepted environmental practices. No other warranty, either express or implied, is made. The Scope of Services associated with the report was designed solely in accordance with the objectives, schedule, budget, and risk-management preferences of Parsons.

This report should not be regarded as a guarantee that no further contamination, beyond that which could be detected within the scope of this assessment, is present at the Subject Property. Converse makes no warranties or guarantees as to the accuracy or completeness of information provided or compiled by others. It is possible that information exists beyond the scope of this assessment. It is not possible to absolutely confirm that no hazardous materials



and/or substances exist at the Subject Property. If none are identified as part of a limited scope of work, such a conclusion should not be construed as a guaranteed absence of such materials, but merely the results of the evaluation of the Subject Property at the time of the assessment. Also, events may occur after the Subject Property visit, which may result in contamination of the Subject Property. Additional information, which was not found or available to Converse at the time of report preparation, may result in a modification of the conclusions and recommendations presented.

Any reliance on this report by Third Parties shall be at the Third Party's sole risk. Should Parsons wish to identify any additional relying parties not previously identified, a completed *Application of Authorization to Use* (see Appendix A of this report) must be submitted to Converse Consultants.

1.7 Continued Viability

This report has continued viability of 180 days from the following:

Table 1 – Viability Dates

Action	Date
Interviews	Not applicable
Review of Government Records	February 28, and March 17, 2023
Visual Inspection	February 13, 2023
Declaration by Environmental Professional (EP)	October 18, 2023
Lien Search	Not applicable

2.0 Subject Property Description

2.1 Current Use(s) of the Subject Property

The Subject Property consists of an approximate 0.68-mile long segment of Alameda Street, between East Anaheim Street on the south, to approximately 300 feet south of Pacific Coast Highway on the north (from Mauretania Street south).

The Subject Property is a major arterial roadway connecting the Port of Los Angeles (POLA) and the Port of Long Beach (POLB) to Downtown Los Angeles. The proposed widening of Alameda Street from its current dimensions of two lanes in each direction, to a Boulevard II arterial of three lanes in each direction would include widening the east and west sides of the arterial roadway from its current width of 50 feet to 104 feet.

Businesses paralleling the arterial along the east side consist of commercial, industrial and railroad right-of-ways. The Pacific Harbor Lines (PHL) Railroad runs parallel along the west side of Alameda Street. Residential, commercial and industrial areas parallel the west side of the PHL railroad right-of-way.

A Subject Property location map and a field generated Subject Property plan are provided in Appendix B. Pertinent Subject Property photographs are provided in Appendix C.

2.2 Location and Legal Description

The Subject Property is 0.68-mile long segment of Alameda Street, between East Anaheim Street on the south, to Mauretania Street on the north, in the neighborhood of Wilmington, City of Los Angeles, Los Angeles County, California.

The Subject Property is located approximately 2.0-miles west of Interstate 710 (Long Beach Freeway). The Subject Property has a slight diagonal direction from northeast to southwest. Eight streets intersect with Alameda Street along the east side including (from northeast to southwest) Mauretania Street, M Street, Robidoux Street, Young Street, Denni Street, Grant Street, East Opp Street, and East I Street. Two major arterial roads including East Anaheim Street along the southern boundary and Henry Ford Avenue, form an irregular intersection with Young Street and Alameda Street. Additionally, two railroad crossings transect Alameda Street, exiting toward the east side of Alameda Street, forming a triangular junction, called Thenard Junction (Wilmington Wye).

The Los Angeles County Assessor's Parcel Numbers (APNs) and legal descriptions for the Subject Property are as follows:

- 7425-023-912: RANCHO SAN PEDRO UND ½ INT IN POR OF P 1-119-121
- 7425-023-913: RANCHO SAN PEDRO UND ½ INT IN POR OF P 1-119-121
- 7425-023-914: RANCHO SAN PEDRO UND ½ INT IN POR OF P 1-119-121
- 7425-023-915: RANCHO SAN PEDRO UND ½ INT IN POR OF P 1-119-121
- 7425-044-063: WILMINGTON 20 ACRE RANGE VAC ALLEY ADJ ON E AND THAT PART SE OF ALAMEDA STREET (EX OF STS AND ALLEY) OF LOT 12
- 7425-044-066: *TR=1401* (EX OF ST AND ALLEY)
- 7425-039-005: WILMINGTON 20 ACRE LOT COM AT INTER-SECTION OF N LINE OF ANAHEIM ST WITH E LINE OF MAHAR AVE TH N ON SD E LINE TO S LINE OF SP RR R/W TH E ON SD S ... SEE MAPBOOK FOR MISSING PORTION ...PART OF LOT 12
- 7425-043-023: TRACT NO 2016 LOT 3 BLK 31
- 7425-044-060: TRACT NO 1401 EX OF ST LOT 7
- 7425-044-046: TRACT NO 1401 EX OF ST LOT 8 AND LOT 9
- 7425-044-005: TRACT NO 1401 LOT 3
- 7425-044-052: TRACT NO 1401 LOT 1 AND LOT 2
- 7425-043-901: TR=2016* LOTS 1, 2 AND LOT 3 BLK 32
- 7425-043-045: TRACT NO 2016 LOTS 1 AND LOT 2 BLK 31
- 7425-042-018: TRACT NO 2016 LOT 1 BLK 30
- 7425-042-019: TRACT NO 2016 LOT 2 BLK 30
- 7425-042-020: TRACT NO 2016 LOT 3 BLK 30
- 7425-042-021: TRACT NO 2016 LOT 4 BLK 30
- 7425-042-022: TRACT NO 2016 LOT 5 BLK 30
- 7425-042-023: TRACT NO 2016 LOT 6 BLK 30
- 7425-042-024: TRACT NO 2016 LOT 7 BLK 30
- 7425-041-001: MILLSIDE TRACT LOT COM AT INTERSECTION OF N LINE OF GRANT ST WITH SE LINE OF ALAMEDA ST TH E ON SD N LINE 114.67 FT TH N 3 22' W 135 FT TH S 85 08' W TO SD SE LINE TH SW THERON TO BEG PART OF LOT 1 BLK 1
- 7425-041-010: MILLSIDE TRACT EX OF STS LOT 13 AND ALL OF LOT 14 BLK 1
- 7425-041-006: MILLSIDE TRACT THAT PART W OF HENRY FORD AVE OF LOT 1 BLK 2
- 7428-005-012: MILLSIDE TRACT THAT PART E OF HENRY FORD AVE OF LOT 1 BLK 2
- 7428-005-013: MILLSIDE TRACT W 40 FT MEASURED ON N AND S LINES EX OF ST OF LOT 2 BLK 2
- 7428-005-025: MILLSIDE TRACT LOT 11 AND THAT PART E OF HENRY FORD AVE OF LOT 12 BLK 2
- 7428-004-900: TRACT # 7387 LOT A
- 7428-004-907: C F 145 UND ½ INT IN POR OF M DOLORES DOMINGUEZ DE WATSON 3365.95 AC ALLOT
- 7428-004-908: C F 145 UND ½ INT IN POR M DOLORES DOMINGUEZ DE WATSON 3365.95 AC ALLOT
- 7428-004-914: RANCHO SAN PEDRO UND ½ INT IN POR OF SD RO



- 7428-004-916: RANCHO SAN PEDRO UND ½ INT IN POR OF SD RO
- 7428-003-001: TRACT NO 5702 LOT 1 BLK 4
- 7428-003-002: TRACT NO 5702 LOT 2 BLK 4
- 7428-003-003: TRACT NO 5702 LOT 3 BLK 4
- 7428-003-048: *TR=5702* LOT 38* (EX OF ST)* LOTS 39 AND LOT 40 BLK 4
- 7428-003-049 : *TR=5702*(EX OF ST) LOT 41 BLK 4
- 7428-002-035: TRACT NO 5702 EX OF ST LOTS 1 AND LOT 2 BLK 5

A copy of the City of Los Angeles' Draft Project Description is provided in Appendix B. The project description includes project location, purpose and right of way acquisition information.

2.3 Zoning Information

According to the City of Los Angeles, Online ZIMAS website, the zoning for the Subject Property east of Alameda Street is M3-1VL, which is defined as heavy industrial.

The zoning for the Subject Property west of Alameda Street is MR2-1VL-CUGU, which is defined as restricted light industrial in the clean-up green-up district.

2.4 Subject Property Characteristics

The Subject Property consists of an irregular stretch of land consisting of an approximate 0.68-mile long segment of Alameda Street between East Anaheim Street on the south and Mauretania Street on the north. Alameda Street currently has two lanes in each direction, with varying widths north and south of Henry Ford Avenue (80 feet wide north and 42 feet wide south of Henry Ford Avenue). In addition to the 0.68-mile long stretch of Alameda Street, approximately ten (10) feet of the Pacific Harbor Line (PHL) railroad right-of-way, located on the west side of Alameda Street, would also be acquired. Portions of the privately owned commercial/industrial properties located along the east side of Alameda Street would also be acquired with the exception of Hotel Portlight (1050 Alameda Street) and Pancheco's (1100-1102 Alameda Street), which would both be a full acquisition. Ross Place is a city street that is currently used for private purposes (located between Opp Street and I Street). This property is completely fenced off and visual observations of this area could not be conducted.

The following addresses pertaining to the commercial/industrial properties located east contiguous to Alameda Street were identified during the Subject Property reconnaissance or from the *Alameda Street – North Widening Project (From Anaheim Street to Pacific Coast Highway)* report. The addresses, currently associated business, and associated parcel numbers are as follows:



Table 2 – East Contiguous Property Use

Location / Address and Adjacent Business	APN
Railroad ROW West of centerline between Anaheim Street and Denni Street	7425-023-912 7425-023-913
Railroad ROW West of centerline between Robidoux Street and Mauretania Street	7425-023-914 7425-023-915
1409 and 1417 E. Anaheim - Chevron Gasoline Station	7425-044-063 7425-044-066
1431 E. Anaheim St – George Auto Parts	7425-044-060
1441 E. Anaheim St. – Manny’s Auto Repair and Geo Used Parts	7425-044-046
1447 E. Anaheim St. – Formerly Action Electric (vacant)	7425-044-080
1443 E. Anaheim St. – USA Angel’s Clutch & Brake	
1409 E. Anaheim St. – Dirt lot with Taco’s Al Vapor Catering Truck	7425-044-063 7425-004-065
Lot used to sell propane (no address)	7425-044-005
Lot used to sell propane	7425-004-052
910 Alameda St. – Vacant lot	7425-043-901
940 Alameda St. – Japanese Truck & Pallet	7425-043-045
1530 Opp St. (address not noted during field visit)	7425-043-045
Felix Auto Dismantling and R-2 Auto Wrecking (1547 Opp)	7425-042-018
Felix Auto Dismantling and R-2 Auto Wrecking (1547 Opp)	7425-042-019
Michoacan’s Auto Used Parts (1010 Alameda St.)	7425-042-020
1018 Alameda St. – Howdy Auto Wrecking	7425-042-021
1020 Alameda St. – North Star Auto Parts	7425-042-022
1028 Alameda St. – North Star Auto Parts	7425-042-023 7425-042-024
1050 Alameda Street – Hotel Portlight (full take parcel)	7425-041-001
1041 North Henry Ford Ave. – R.P.R. Trucking LLC	7425-041-010
1100 Alameda St. – Pacheco Services (Trucking) (full take parcels)	7425-041-006 7425-041-007
1120 North Henry Ford Ave. – Recycling Center	7428-005-013
1120 North Henry Ford Ave. – Recycling Center	7428-005-025
1220 S. Alameda St. – Valero Olympic Tank Farm	7428-004-900
Multi-parcel base lot (assessor identification) at Wye	7428-004-907
Multi-parcel base lot (assessor identification) at Wye	7428-004-908
UP Railroad ROW at Wye from Alameda Street east	7428-004-915 (not 914)
UP Railroad ROW at Wye from Alameda Street east	7428-004-916
1230 Alameda Street – Abierto Los Domingos Recycling	7428-003-001 7428-003-002 7428-003-003
1248 Alameda Street – No signage	7428-003-048
1260 Alameda Street – No signage (appears as used car lot)	7428-003-035

The PHL railroad right-of-way between the tracks and the western edge of Alameda Street consists of unpaved (dirt) land, underground petroleum oil and gas pipelines, and railroad crossings, with a short segment along the north side that has a chain-linked fence. The area to be acquired east of Alameda Street consists of paved or unpaved sidewalks, street crossings, and private

commercial or industrial properties (listed above), that are subject to a full or partial acquisition.

2.5 Description of Subject Property Structure(s)

There are several building structures associated with individually, privately owned properties located east contiguous to Alameda Street. All or a portion of these privately owned properties will be acquired as part of the Alameda Street Widening Project. As of the date of this report, Hotel Portlight at 1050 Alameda Street, will be a full acquisition. These east contiguous properties and associated buildings were not accessed during the Subject Property reconnaissance. Additionally, most of the properties had fencing making visible observations from the street impossible.

Alameda Street has two lanes in each direction. The portion of Alameda Street between Denni Street and just south of East I Street has asphalt paving with a significant amount of cracking and potholes due to heavy truck traffic. Alameda Street north of Denni Street and south of East I Street is concrete paved.

Traffic signals, street lighting, fire hydrants, traffic signs, electric service control cabinets, vent pipes, and storm drains; as well as underground infrastructure including: water, sewer, storm water, high voltage, Southern California Gas, City of Los Angeles (B. P. & L.) are located on the Subject Property. Utility pole lines appear along the east and west sides of Alameda Street.

Unpaved sidewalks or no sidewalks (with or without concrete curbs) appeared along the east side of Alameda Street. Railroad ties separate Alameda Street from Hotel Portlight. The west side of Alameda Street, along the PHL railroad, consists of unpaved areas, with or without street side curbs.

Wilmington Wye is located north of Young Street and west of Valero Olympic Tank Farm, which is owned by the Los Angeles Department of Water and Power. Ultramar took over operations in August 2001. Since the change in operators, there has not been any receiving, transferring, or storage of oil. The tank farm is not operating and is separated from Wilmington Way by an earthen dike. The Wilmington Wye has chain-linked fencing along the Alameda Street side. Two locked concrete utility vaults appeared on the northwest and southwest sides of the Wilmington Wye. Two idle oil wells were observed in Wilmington Wye and enclosed by chain-linked fencing. Railroad crossings appear at Young Street and Alameda Street.

Locked railroad utility boxes are also located along the PHL railroad right-of-way on the west.



Underground oil and gas pipelines were observed during the Subject Property reconnaissance designated by warning markers, vent pipes and below ground pipeline vaults. The pipelines are located parallel to Alameda Street along the east and west sides of the PHL railroad, and also paralleling Wilmington Wye, East Grant Street, East Anaheim Street, Mauretania Street, and East I Street.

Hotel Portlight (1050 Alameda Street) is planned for a full acquisition. The 1-story building has exterior stucco and a shingled roof. The south side of the building appears to be raised as a crawl space was observed. The parking lot on the west is asphalt paved and landscaped planters surround the building on the west and south. A marginal dirt sidewalk with railroad ties for curbing was observed west of the parking lot. A stucco wall separates the parking lot from the sidewalk and a block masonry wall separates the north side of the hotel from the adjacent property. Prior to demolition of this structure, an asbestos and lead-paint survey of suspect building materials should be conducted.

Pacheco's (1100-1102 Alameda Street) is planned for a full acquisition. This is a triangular-shaped parcel bounded by Alameda Street to the west, Henry Food Avenue to the east and Denni Street to the south. The parcel is also surrounded by a metal fence on all sides. Parked trucks and metal debris were observed through the fencing.

The following services were present at the Subject Property at the time of the assessment.

- Electricity: Los Angeles Department of Water & Power (DWP)
- Gas: Southern California Edison
- Potable Water: DWP
- Sanitary Sewer: City of Los Angeles
- Heating, Ventilation, Air Conditioning (HVAC): Not applicable
- Solid Waste: Not applicable

According to the Pre-Design Report for the project, utilities within Alameda Street and adjoining cross streets will have to be assessed in order to determine whether the utilities need protected, relocated and/or abandoned.



3.0 User Provided Information & Responsibilities

3.1 Requested Documents and Information

The ASTM E1527-21 specifies that the User provide any helpful documents that may be available. Converse requested that the User, Parsons provide the following documents and information.

Summaries of the information/documents are provided below.

- Environmental site assessment or environmental compliance audit reports
- Environmental permits or hazardous waste generator notices/reports
- Registrations for aboveground and underground storage tanks
- Septic systems, oil wells, or water wells
- Registrations for underground injection systems
- Safety Data Sheets; Community Right to Know Plans; or Safety, Preparedness and prevention Plans; Spill Protection Countermeasures and Control Plans
- Reports regarding hydrologic conditions on the Property or surrounding area
- Notices or other correspondence from any government agency relating to past or current violations of environmental laws with respect to the Subject Property or relating to environmental liens encumbering the Subject Property.
- Hazardous waste generator notices or reports
- Geotechnical studies
- Risk assessments
- Recorded Activity Use Limitations (AULs)
- Proceedings regarding hazardous substances and petroleum products including any pending, threatened or past: litigation; administrative proceedings; or notices from any governmental entity regarding possible violations of environmental laws or other possible liability related to hazardous substances or petroleum products.

- Phase I ESA, Prepared by Pinnacle Environmental Technologies (Pinnacle), June 13, 2014 – Pinnacle completed a Phase I ESA for the City of Los Angeles for the Alameda Street Widening Project. This assessment included a site visit, review of groundwater information, historical site usage, aerial photograph review, a review of permits, and review of select federal, state, county and city documents. The property was described as a 30-foot wide strip of land, along the west side of Alameda Street, extending south from a point 300 feet south of Pacific Coast Highway (PCH) to Anaheim Street, approximately 3,700 feet long (Alignment). Historically, the present rail line, Alameda Street, several rail spurs, and the Wye appeared by 1913.

A review of City of Los Angeles, Department of General Services, Standards Division, was reviewed by Pinnacle. It appears that nine (9) geotechnical borings were advanced adjacent to the southern portion of the Alignment in Alameda Street by the City of Los Angeles. Each boring was sampled continuously to a depth of 10 feet bgs. Groundwater was encountered. Petroleum hydrocarbon-impacted soil identified in one soil boring and slight organic odors were identified in a second boring.

Pinnacle identified the buried petroleum pipelines (on and off-site), with a larger concentration of pipelines west of the southern portion of the Alignment, south of McFarland Avenue, as a REC, that may have impacted soil and groundwater due to the release of drilling fluids, or petroleum products at the surface or at depth. No historical or current USTs were identified on the Alignment and no known releases from off-site USTs were found to have impacted the Alignment or groundwater beneath. Pinnacle identified four (4) historical oil wells drilled and abandoned adjacent to the Alignment and at least five (5) sets of oil collection tanks located on or in the vicinity of the Alignment as RECs as emissions or seeps resulting from incomplete abandonment could have impacted soil and/or groundwater and releases from collection tanks may have produced surface impacts to soil. The site identified within a Methane Buffer Zone was identified as a REC. Treated wood observed stacked west of the northern portion of the Alignment was identified as a REC as treated wood (arsenic, creosote and/or other PAHs) may have impacted soils. The threat of release from USTs and at least one AST impacting the groundwater below the Alignment was identified as a REC. Based on these findings, Pinnacle recommended that a soil, soil vapor and groundwater investigation be conducted along the Alignment to identify the extent of impacts.

- Phase II Site Assessment, Prepared by Pinnacle, February 17, 2015. This report was missing a key map, Figure 4, which depicted the boundaries of impacted soil identified by Pinnacle. Based on the findings of the Phase I ESA by Pinnacle, a Phase II investigation was completed along the Alignment as follows:
 - Twenty (20) soil borings were completed to depths of 5 feet bgs along the Alignment. Soil samples were collected from the 20 borings at depths of 1, 2.5 and 5.0 feet bgs for a total of 62 soil samples. Soil samples were analyzed for VOCs using EPA Method 5035.
 - Select samples were analyzed for TRPH using EPA Method 418.1, TPH using EPA Method 8105M, VOCs and fuel oxygenates using EPA Method 8260B, SVOCs using EPA Method 8270C, PCBs using EPA Method 8082, OCPs using EPA Method 8051A, Chlorinated Herbicides using EPA Method 8181A, and CAM Metals.

Results:

- None of the soil samples contained significant volatile hydrocarbon vapors.
- No groundwater was sampled as saturated conditions were not encountered in any of the boreholes.
- VOCs, fuel oxygenates, SVOCs, and herbicides were not detected in the analyzed soil samples.
- Eight (8) soil samples contained one variety of PCB at a concentration ranging from 13 to 134 micrograms per kilogram ($\mu\text{g}/\text{kg}$). Samples with PCBs extended the length of the Alameda Street with heavier concentrations from East Grant Street to south of East Young Street. It was suggested that the oils containing PCB had been used in the past for weed control along the rail line.
- Six (6) soil samples contained at least one OCP at a concentration ranging from 1 to 18 $\mu\text{g}/\text{kg}$.
- Petroleum hydrocarbon concentrations exceeded a typical action level of 1,000 milligrams per kilogram (mg/kg) at three (3) of the analyzed boring locations. However, the highest petroleum hydrocarbon concentrations and the highest frequency of petroleum hydrocarbon-impacted soil were not always at the shallowest sampling interval. Based on these results and at this action level, Pinnacle concluded that soils along approximately 15 percent of the Alignment (a maximum of 1,000 cubic yards, depending on the depth of excavation) exceeded the action level and recommended the soils be removed from the Site during road construction.
- Soluble lead concentrations exceeding the State regulatory limit were identified at two (2) non-contiguous boring locations. However, the lateral extent of impacted soil along the Alignment (identified as California hazardous waste based on results) was not known. Pinnacle stated that if a lateral distance on the Site of 20 feet from each location is projected and an average depth of 2.5 feet is given, approximately 100 cubic yards of shallow lead-impacted soil would be present. The vertical extent of soluble lead was not defined at boring location PBN16, where it was detected at a depth of 5 feet bgs.

Based on these findings, Pinnacle concluded the following:

- Because groundwater was not encountered in the borings, groundwater would not be expected to be reached during construction at depths up to 5 feet bgs.
- Material to be uncovered at two (2) non-contiguous locations along the Alignment do contain sufficient concentrations of soluble lead to be regarded as hazardous. The lateral extent is not known.

However, an estimated soil volume of 100 cubic yards, impacted with lead, is located at boring location PBN8.

- Petroleum hydrocarbons were detected at many of the boring locations, but not all hydrocarbon concentrations were above action levels requiring transport and disposal. Most of the hydrocarbon above the action level was confined to the upper 2.5 feet of soil. The hydrocarbon was heavy-end, and did not contain VOCs or SVOCs. Pinnacle estimated that 10 percent of the material extending to 2.5 feet would require transport and disposal due to petroleum hydrocarbon at an action level above 1,000 mg/kg.
- Preliminary Pre-Design Report, Prepared by JMD, September 13, 2022 – This preliminary pre-design report was prepared to define the Alameda Street North Widening Project, under Work Order No. E1907706. The proposed project (Project) consists of widening Alameda Street (to meet a modified Boulevard II classification) between Mauretania Street and Anaheim Street, and redefining the westerly boundary at Ross Place, vacating Ross Place with required easements, and rehabilitating I Street, between Alameda Street and Henry Ford Avenue. Project limits and costs were projected. JMD indicated that most likely the upper 5 feet of soil located in the Southern Pacific Transportation Company ROW will contain hazardous material, mostly arsenic, due to the use of pesticide spray for weed abatement, within the railroad right-of-way. This portion of the railroad right-of-way is owned by the POLA and the POLB and was acquired by the City of Los Angeles. Mitigation measures and associated costs were outlined by JMD. Several geotechnical evaluations have been prepared for the Project by the City of Los Angeles Geotechnical Engineering Division beginning in 1972 to June 2020. JMD stated that the existing geotechnical conditions and/or hazardous materials (i.e., heavy metals, hydrocarbons, etc.) could be a fatal flaw for the Project. The following oil pipelines, identified within the railroad right-of-way, were extracted from this report and include the following:

Table 3 – Pipelines within Railroad ROW

Type and Location	Utility Owner
10" oil undercrossing at MP 501.71	Crimson Cal Pipeline, LP
8" oil pipeline along eastern railroad ROW boundary with 9' wide manhole at Grant Street	GATX Terminals Corporation
4 ¾" steel oil pipeline 35' south of I Street south ROW line encased in 50' section of 8" pipe.	Bankline Oil Co.
10 ¾" crude oil pipeline undercrossing with 16" steel casing 3 feet below bottom of tie at MP 501.6 near Grant Street.	Shell Oil Co.
1 – 2 3/8" production line and 1 – 2 7/8" power water line	Sun Oil Co.

Table 3 – Pipelines within Railroad ROW

Type and Location	Utility Owner
on west side of railroad EOW near I Street.	
12" oil pipeline starting at Mauretania Street to I Street. Contains two (2) encasements at the Y and two (2) at I Street in railroad ROW.	Tesoro So Cal Pipeline
10" products pipeline (Line 140A) at MP 501.30; 12" products pipeline (line 160) between Grant and Anaheim Streets.	Paramount Pipeline, LLC
3 – 16" steel pipelines within 40 feet east of track centerline.	Vopak

Note: Other utilities identified by owner and location included water pipelines and gas pipelines (Southern California Gas Company).

- City of Los Angeles, Department of Public Works, Bureau of Engineering, Survey Division provided Site Survey plans for the Alameda Street Widening Project. The 14 drawings were completed between March 2014 and May 2015. Structures identified included sewer and maintenance holes, storm drains, utilities, traffic signals, gas and water meters, and monitoring wells and many other structures or features (trees, etc.).
- Preliminary Environmental Study (PES) Form, Exhibit 6-A for Federal Project No. STPL-5006 (821), Final Design, June 1, 2020. The City of Los Angeles, Public Works, Bureau of Engineering completed this form for the Project, which was described as Alameda Street Widening From Anaheim Street to 300 feet South of PCH. Widening Alameda Street will provide congestion relief and improve goods movement mobility by widening Alameda Street from two to three lanes in each direction. Potential environmental effects discussed in this report included: general; noise; air quality; hazardous materials/hazardous wastes; water quality/resources; coastal zone; floodplain; wild and scenic rivers; biological resources; visual resources; relocation impacts; land use, community, and farmland impacts; and cultural resources. This form also summarized the Pinnacle Phase I and Phase II reports.
- Review of Section 3.7, Hazards and Hazardous Materials from Environmental Impact Report for POLA.
- Traffic data and impacts for the proposed widening project was completed by Meyer, Mohaddes Associates (MMA); the City of Los Angeles Department of Transportation; and National Data and Surveying Services.
- Draft Project Description – Alameda Street Widening, North Widening Project From Anaheim Street to Pacific Coast Highway



- Pre-Design Report for Alameda Street Widening – From Anaheim Street to 300 feet South of Pacific Coast Highway – Project background, scope of work, alternative analysis, recommended project and fatal flaw analysis were all discussed in this report.

3.2 User Provided Information

Section 6 of ASTM E1527-21 outlines specific User's responsibilities. This information will help identify the possibility of RECs in connection with the Subject Property. The ASTM Standard provides a questionnaire to help the User to comply with the statutory requirements to perform tasks which would help identify RECs. Converse included the questionnaire as Attachment A to our proposal. In general, any Users should make Converse aware of information they have regarding the following:

- Environmental Cleanup Liens filed or recorded against the Subject Property
- Activity and land use limitations that are in place on the Subject Property or have been filed or recorded in a registry.
- Specialized knowledge or experience of the person seeking to qualify for the Legal Liability Protections (LLP)
- Relationship of the purchase price to fair market value of the Subject Property if it were not contaminated
- Commonly known or reasonably ascertainable information about the Subject Property
- The degree or obviousness of the presence or likely presence of contamination at the Subject Property, and the ability to detect this contamination by appropriate investigation.

The following information was requested from the User(s), Parsons.

3.2.1 Environmental Cleanup Liens

The User provided no information regarding environmental cleanup liens or title records.

3.2.2 Activity and Use Limitations

The User did not provide any information indicating they were aware of any AULs.

3.2.3 Specialized Knowledge or Experience

The User did not provide any information indicating they had specialized knowledge or experience related to the Subject Property or nearby

Subject Property other than the information provided in reports and documents summarized in Section 3.1 Requested Documents and Information.

3.2.4 Reason for Significantly Lower Purchase Price

Converse has no information regarding the purchase price of the Subject Property or comparable properties. The User has not indicated to Converse that there is any conclusion that there was a lower purchase price because of known or suspected contamination at the Subject Property.

3.2.5 Commonly Known or Reasonably Ascertainable Information

The User did not provide any information about: past uses; specific chemicals at the Subject Property; past spills; environmental cleanup or other reasonably ascertainable information regarding the Subject Property other than the information provided in reports and documents summarized in Section 3.1 Requested Documents and Information.

3.2.6 Obviousness of Contamination

The User did not provide any information based on their knowledge or experience that would be obvious indicators of contamination on the Subject Property.

Unless specifically stated otherwise in the Scope of Services, the purpose of this Phase I ESA was to qualify for the landowner liability protections to CERCLA Liability as described in ASTM E1527-21.

Business risk unrelated to the CERCLA innocent landowners defense are only assessed as specifically agreed in the Scope of Services and discussed in Section 11.0, Additional Non-Scope Services, of this report.

3.3 Continuing Obligations

In order to assert a LLP, the User must satisfy a number of statutory requirements that are generally referred to as Continuing Obligations, which are outside the Scope of Services of the Phase I ESA. Examples of Continuing Obligations include providing legally required notices, stopping continuing releases and complying with land use restrictions. Failure to comply with these and other statutory post-acquisition requirements will jeopardize liability protection.

It is the responsibility of the User to comply with the Continuing Obligations requirements of ASTM E1527-21 and AAI. Anyone seeking LLP protections should take independent action beyond this Phase I ESA to perfect their position.



4.0 Owner Provided Information

The ASTM E1527-21 specifies that the Subject Property owner and the Key Site Manager provide any helpful documents that may be available as listed below.

- Environmental site assessment or environmental compliance audit reports
- Environmental permits or hazardous waste generator notices/reports
- Registrations for aboveground and underground storage tanks
- Septic systems, oil wells, or water wells
- Registrations for underground injection systems
- Safety Data Sheets; Community Right to Know Plans; or Safety, Preparedness and Prevention Plans; Spill Protection Countermeasures and Control Plans
- Reports regarding hydrologic conditions on the Subject Property or surrounding area
- Notices or other correspondence from any government agency relating to past or current violations of environmental laws with respect to the Subject Property or relating to environmental liens encumbering the Subject Property.
- Hazardous waste generator notices or reports
- Geotechnical studies
- Risk assessments
- Recorded AULs
- Proceedings regarding hazardous substances and petroleum products including any pending, threatened or past: litigation; administrative proceedings; or notices from any governmental entity regarding possible violations of environmental laws or other possible liability related to hazardous substances or petroleum products.

The City of Los Angeles, POLA, POLB, did not provide environmental reports and/or documents regarding the Subject Property other than what was described in Section 3.1 Requested Documents and Information provided by the User.

5.0 Records Review

5.1 *Physical Setting*

5.1.1 *Physical Setting*

The Subject Property is located approximately 10 to 40 feet above mean sea level with surface topography sloping towards the south-southeast (United States Geological Survey [USGS] Topographic Map, Long Beach, Wilmington, and Torrance, California, 1978 photo revised 1981).

5.1.2 *Geology*

The Subject Property is underlain by older alluvium, lake, playa, and terrace deposits (Division of Mines and Geology, Geologic Map of California, 2010).

5.1.3 *Groundwater*

Information regarding regional groundwater was researched on the Regional Water Quality Control Board (RWQCB) Geotracker website. According to the website, the closest site to the south end of the Subject Property is located south adjacent of the Subject Property at the southeast corner of East Anaheim Street and Alameda Avenue. According to a Second Semi-Annual 2021 Groundwater Monitoring Report for the International Longshoreman Warehouse and Union Dispatch Hall Site, groundwater depth was determined to range from approximately 7.9 feet to approximately 10.6 feet bgs and is flowing in a general southwest direction (Site ID No. 2040418, February 2022).

No recent groundwater information was obtained for the north end of the Subject Property. However, according to a No Further Action (NFA) letter for the Alameda Corridor Transportation Authority (ACTA) Parcel PCH-1571, depth to groundwater beneath this site was approximately 40 feet bgs (NFA – ACTA Parcel PCH-1571, August 2004). Therefore, the depth to groundwater for the Subject Property ranges from approximately 7 to 40 feet, south to north, respectively,

5.1.4 *Potable Water Supplier*

Potable water is supplied by City of Los Angeles Department of Water and Power (DWP) via treated water from the Los Angeles Aqueduct, local groundwater wells, and through the purchase of imported water from the Metropolitan Water District (MWD).

5.2 Historical Review

5.2.1 Aerial Photograph and Map Review

Available historical aerial photographs, Sanborn maps and USGS topographic maps, as described in Table 2, were reviewed.

Copies of the aerial photographs, Sanborn maps, and topographic maps have been provided in Appendix D.

Table 4 – Aerial Photograph and Map Review

Date	Reference	Observations
1896 1899 1902	Topographic Maps	<p>The Subject Property appeared vacant and bordered to the west by a railroad (named Southern Pacific Company - San Pedro Branch by 1921). The Wilmington Wye appeared present and continued on to the east with the Southern Pacific Long Beach Railroad.</p> <p>The adjacent properties and general vicinity appeared vacant.</p>
1907	Sanborn Map	<p>The Subject Property did not appear on the map.</p> <p>The north, east, and west adjacent properties did not appear on the map.</p> <p>The south adjacent property, across East Anaheim Street was occupied by Consolidated Lumber Co. Inc. and comprised of lumber racks, a mill, sheds and possibly two ASTs. A dwelling appeared east contiguous to the lumber yard.</p>
1913	Sanborn Map	<p>The Subject Property did not appear on the map.</p> <p>The north and east and portions of the west adjacent properties did not appear on the map.</p> <p>A portion of the west adjacent properties, located center west, was shown on the map. The railroad appeared present followed by residential lots and one “portable house Mfg.” building, between Grant and Thenard Streets. South of Thenard Street was a machine shop/bed factory with possibly one AST. The south adjacent property, across East Anaheim Street remained occupied by Consolidated Lumber Co. Inc. and additional dwellings appeared east contiguous to the lumber yard.</p> <p>Most of the general vicinity was not depicted on the maps, except for residential development to the southwest.</p>
1921	Sanborn	Development within the Subject Property boundaries

Table 4 – Aerial Photograph and Map Review

Date	Reference	Observations
1923	Map Topographic Map	<p>was evident between Robidoux Street and East Anaheim Street. The area north of Robidoux Street was not depicted. Alameda Street was named Railroad Avenue. Southern Pacific Company (San Pedro Branch) railroad appeared along the western boundary. A Pacific Electric Railway Co's right-of-way crosses the Subject Property from west to east, south of I Street. East Anaheim Street to Young Street appeared present along the eastern boundary and no structures were depicted within the boundaries of the Subject Property along the east side other than a gasoline station at the northeast corner of East Anaheim Street and Alameda Street (Railroad Avenue).</p> <p>The adjacent properties appeared to be as follows: North – not depicted on the map East (north to south) – Residential lots between Young and Grant Streets West (north to south) – Residential lots; the machine shop was now a planning mill; and toward the south end was California Barium & Chemical Co. This site included six structures (two storage, laboratory, engine room, ore roasting room and magnesite room). A fuel oil tank was on the eastern boundary of this site where a railroad spur, from the main rail line, entered this site. South – Consolidated Lumber remained.</p> <p>The general vicinity appeared to be of mixed residential or vacant lots and industrial uses including Baxter & Jordan Pole Treating Plant to the west.</p>
1925 1925	Topographic Map Sanborn Map	<p>Only the north end of the Subject Property (north of Robidoux Street) was depicted on the map and showed the railroad.</p> <p>Only the north and northeast adjacent properties were depicted on the map. The railroad continued north of the Subject Property. Vacant lots appeared east of the Subject Property. A possible restaurant appeared at the northeast corner of Railroad Avenue (Alameda Street) and Mauretania Street.</p> <p>Only the areas to the north and northeast were depicted on the map and appeared mainly as vacant lots. A junk yard appeared to the far east and Republic Supply Co. of California to the northeast.</p>
1928	Aerial Photograph	<p>The Subject Property included Alameda Street, the railroad, east adjacent properties and associated perpendicular streets to Alameda Street. Commercial or industrial development was evident north of East Anaheim Street, north of East Opp Street, south of</p>

Table 4 – Aerial Photograph and Map Review

Date	Reference	Observations
		<p>Grant Street, and possibly at the northeast corner of Robidoux Street and Alameda Street. Wilmington Wye was present and several small structures appeared within the wye area. All other lots east contiguous to Alameda Street appeared vacant.</p> <p>The adjacent properties were either vacant lots or occupied by commercial or industrial type uses including the area east of Henry Ford Avenue between Young Street and Grant Street.</p> <p>Development of the oil tank farm, east of Wilmington Wye, appeared present and four large ASTs were present.</p>
<p>1938 1941</p> <p>1942 1943</p>	<p>Aerial Photographs</p> <p>Topographic Map</p>	<p>Scattered commercial or industrial type structures appeared east contiguous to Alameda Street, except for the area between East I Street and East Opp Street, which appeared mainly as vacant lots. Two ASTs appeared southeast of the intersection of East I Street and Alameda Street (current location of propane yard).</p> <p>The adjacent areas east of Alameda Street appeared as vacant lots or commercial/industrial developed lots. Large structures showing possible berm areas were now evident on the east adjacent tank farm. A gasoline station appeared present at the northeast corner of Mauretania Street and Alameda Street by 1941, and by 1947 this lot appeared reconfigured. The west adjacent lots were occupied by residential north of East Grant Street to at least East Robidoux Street with commercial/industrial development further north; and three industrially developed lots south of East Grant Street. Two to three ASTs appeared on two of these industrial lots. The lumber company to the south remained.</p> <p>The general vicinity appeared as residential to the northwest and west; intermittent commercial or industrial development to the east, south and west; and vacant lots. ASTs were scattered in the general vicinity and oil wells were observed east and west of the Subject Property.</p>
<p>1949</p> <p>1950</p>	<p>Topographic Map</p> <p>Sanborn Map</p>	<p>Development within the Subject Property boundaries was evident between Robidoux Street and East Anaheim Street. The area north of Robidoux Street was not depicted. Railroad Avenue was renamed South Alameda Street. Southern Pacific Company (San Pedro Branch) railroad remained along the western property boundary. East Anaheim Street to Young Street appeared present along the eastern boundary. Structures present within the boundary of</p>

Table 4 – Aerial Photograph and Map Review

Date	Reference	Observations
		<p>the Subject Property are as follows (southwest to northeast):</p> <p>East - Gasoline station remained on northeast corner of East Anaheim and Alameda Street remained (1409); followed easterly by auto wrecking, a machine shop and stores. Three (3) ASTs identified as “oil tanks” appeared south of Pacific Electric Railway Co’s ROW (south of I Street) and identified between APN 7425-044-005 and -052. Welding (1020, 1022) appeared south of East Grant Street. Motel (1050) northeast of East Grant and Alameda Streets (current location as today). Gas and oil station (1100) site between East Denni and East Young Street. The remaining lots were vacant.</p> <p>The adjacent properties were depicted as the following:</p> <p>Northeast - Six ASTs appeared north-northeast of the Wye at existing Valero Tank Farm.</p> <p>East - (north to south): Store and sandblasting yard southeast of Young Street and North Henry Ford; dwellings northeast of Denni Street and North Henry Ford intersection; buildings (name not legible) at southeast corner of Denni Street and North Henry Ford; oil wells/derricks east of intersection Ross Avenue and Cristobal Avenue and northeast of Lansing Avenue and alleyway (also oil tank AST); dwelling and industrial north of East Anaheim Street; and remaining lots were vacant or residential.</p> <p>South - Consolidated lumber, dwellings and extension of railroad remained.</p> <p>West - (north to south): Fish Cannery and metal steel yard south of Mauretania Street; two oil ASTs and oil well (1610 East L Street, undeveloped land today); two oil ASTs and dyke at northwest corner of East Denni and S. Alameda Streets (today residential); rock and gravel yard (south of East Grant); Fish Cannery and oil well derrick south of East Opp; three oil tanks and one oil well derrick north of East Anaheim Street (today, Waterman Supply Co.)</p> <p>The general vicinity was occupied by residential, commercial, industrial and vacant properties. A gasoline station occupied the northwest corner of East Anaheim Street and Henry Ford. Oil wells appeared in the general vicinity. An oil refinery appeared beyond Valero Tank Farm. Oil sumps and tanks appeared northeast of PCH and Alameda Street.</p>
1952	Aerial Photograph	The Subject Property appeared in the same general configuration as the 1950 map.

Table 4 – Aerial Photograph and Map Review

Date	Reference	Observations
		<p>The adjacent properties appeared in the same general configuration as the 1950 map. However, the adjacent area west of the Subject Property showing commercial/industrial development beginning in 1941, now appeared with one commercial building located south of East Mauretania Street and a large lot (present day location of Pick Your Parts).</p> <p>Six additional ASTs appeared to occupy the Valero tank farm.</p>
<p>1963</p> <p>1964</p> <p>1968</p> <p>1969</p> <p>1972</p>	<p>Aerial Photograph</p> <p>Topographic Map</p> <p>Aerial Photograph</p> <p>Sanborn Map</p> <p>Topographic Map</p>	<p>The 1963 photograph shows commercial or industrial development east contiguous to Alameda Street. The beginning of a possible junk yard use was evident between East Opp Street and East Anaheim Street. The 1969 map shows the Subject Property boundaries between Robidoux Street and East Anaheim Street. The Subject Property remained unchanged from the 1950 map except for the following:</p> <p>The gasoline station at northeast corner of Alameda Street and East Anaheim Street was referred to as “gas & oil in yard”. The street identified as Railway Co’s right-of-way (between 1921 and 1950), south of East I Street, was now identified as “Junk Auto Storage Yard”. An auto parts/auto wrecking yard (930) appeared south of Ross Place. A steel drum storage yard (940) appeared north of Ross Place. The welding site (1020, 1022) south of Grant Street, was now occupied by auto junk yards (1016) and a machine shop. The hotel remained followed by a Junk Boat Yard to the north. The Gas and oil station (1100) site between East Denni and East Young Street was no longer present.</p> <p>The adjacent properties remained unchanged from the 1950 map, except for the following:</p> <p>East (north to south) - Auto wrecking yard replaced dwellings northeast of East Denni Street and North Henry Ford intersection; equipment storage yard and store replaced buildings (name not legible on 1950 map) between East Denni Street and East Grant Street; boat repair and junk yard between East Grant and East Opp Street (formerly vacant); junk auto yard and machine shop between East Grant and East Opp Streets; three (3) oil wells/ derricks remained between East Opp and East I Street. Auto wrecking and storage yards were introduced by 1969.</p> <p>South - Consolidated Lumber was now Consolidated Dock & Storage Co., dwellings and extension of railroad remained.</p>

Table 4 – Aerial Photograph and Map Review

Date	Reference	Observations
		<p>West (north to south) - Terminal Drilling & Production Company located south of Mauretania Street and included a large “pipe and machine storage yard”, warehouses, “oil tool” storage and one oil AST (present location of Pick Your Parts); fish cannery removed. A Fish Cannery replaced by tile warehouse; pipe storage yard now located on oil tank, dyke and oil well derrick site north of East Anaheim Street (today, Waterman Supply Co.); new plating works building, industrial supply warehouse and pipe/bumper yard appeared west of tile warehouse (formerly vacant); the three oil tanks and one oil well derrick remained north of East Anaheim Street in what was a Pipe Storage Yard.</p> <p>The general vicinity was occupied by residential, commercial and industrial lots. An increase in junk yards appeared to the east. Gas and Oil and oil ASTs appeared southwest of East Anaheim Street and Watson Avenue, with oil wells to the north of this location. Oil wells or oil ASTs were interspersed between residential areas west of the Subject Property.</p>
<p>1976</p> <p>1981</p> <p>1983</p>	<p>Aerial Photographs</p> <p>Topographic Map</p> <p>Aerial Photograph</p>	<p>Many of the adjoining properties located east of Alameda Street appeared as auto junk or scrap yards. A small building occupied the northeast corner of Alameda Street and East Anaheim Street (present location of Chevron Gas); not present by 1983.</p> <p>The building associated with the lumber company, south adjacent, was no longer present by 1983. The building associated today with Sunshine Truck Stop, northeast adjacent to the Subject Property, was evident by 1983.</p> <p>The general vicinity appeared as industrial and residential. Pick Your Parts was now evident to the west. The existing building associated with Channel Islands Logistics, northeast of the Subject Property across PCH was now present by 1976.</p>
<p>1994</p>	<p>Aerial Photograph</p>	<p>A small building was noted at the northeast corner of Alameda and East Anaheim Streets (present day Chevron); the northeast corner of I Street and Alameda Street was now vacant (remains vacant today); and much of the remaining adjoining properties to the east appeared as junk yards and the tank farm.</p> <p>The lumber company to the south now appeared occupied by freight shipping containers.</p> <p>The general vicinity appeared as industrial and residential.</p>

Table 4 – Aerial Photograph and Map Review

Date	Reference	Observations
2002 2005	Aerial Photographs	<p>The northeast corner of Alameda and East Anaheim Streets was now vacant (present day Chevron). Small structures or automobiles now appeared on the vacant lot identified north of I Street in 1994. Buildings associated with auto yards remained on adjoining properties, east contiguous to Alameda Street. One of the ASTs located on the tank farm site (Valero) was no longer present by 2005.</p> <p>The adjacent properties remained as industrial and residential. No freight shipping containers were observed on the south adjacent site by 2005.</p> <p>The general vicinity appeared as industrial and residential. The underpass at PCH was evident by 2005.</p>
2009 2010 2012	Aerial Photographs	<p>No significant changes to the Subject Property were identified except for the following:</p> <p>The lot located north of East I Street was again vacant. The building associated with Chevron Gasoline Station was now evident on the northeast corner of Alameda and East Anaheim Streets.</p> <p>No significant changes in land use were noted on the adjacent properties.</p> <p>The general vicinity appeared much as it does today.</p>
2014	Aerial Photograph	No significant changes to the Subject Property were identified.
2015	Topographic Map	The building associated with Wilmington Water Front Berths, located south of the Subject Property across East Anaheim Street was present by 2014.
2016 2018	Aerial Photograph	The general vicinity was predominately developed for industrial or commercial uses, with oil tank farms to the north east and east of the Subject Property and south of Valero Tank Farm. Residential properties remained to the far northwest, west and far west of the Subject Property.
2018	Topographic Map	
2020	Aerial Photograph	
2021	Topographic Map	

5.2.2 Building Permit Review

Building permits were not reviewed for this assessment.

5.2.3 City Directories

A city directory search was completed on the Subject Property by ERIS. The complete city directory is provided in Appendix E, ERIS-City Directory.

The Subject Property was identified under the following listings in the directories published during the years indicated:

Table 5 – City Directory Summary

Subject Property Address	Listing	Year
830 Alameda Street	• United Bottled Gas, United LPG	1995-2016
930 Alameda Street	• Alameda Auto Wrecking	1960-1985
	• Team Truck	1990
	• Team Truck & VN Salvage	1995
	• Team Truck Dismantling	2000, 2003,2008
	• A Truck Van & SUV Used Parts	2008, 2016- 2020
940 Alameda Street	• Zavatsky Barrel – Drum	1960-1995
	• Japanese Truck Dismantling	2000-2022
	• Mahram Ehsanollah	2000
	• Foreign Mini Truck Parts	2008
960 Alameda Street	• Alameda Auto Wrecking	1978
1006 Alameda Street	• Blvd Blacksmith – Welding	1960, 1971
	• Olson H 1 Mach. Works	1960
	• Edwards Mach. Co.	1971-2000
	• Mork William	2000
1010 Alameda Street	• Michoacan Auto Dismantling	2012-2022
1018 Alameda Street	• Gold Star Auto Sales & Dismantling	2000
	• Howdy Auto Dismantler	2012-2022
1020 Alameda Street	• Boulevard Salvage Co.	1926
	• Bert Johnson Blacksmith	1930, 1946
	• Ray Reeder Mach.	1946
	• Colorado Auto Wrecking	1965
	• H & F Auto Wrecking	1971
	• Dales Auto Wrecking	1978
	• Sauer Bros. USD Cars	1981
	• J & S Auto Wrecking	1985
	• Ed Sauer	1990
	• Dakota Auto Sales	1995
• M & C Auto Dismantling or Auto	2000-2012	
1028 Alameda Street	• Mikes Auto Repair	1985
	• Best Radiator Shop	1990
	• Juan’s Auto Body Shop	1995
1050 Alameda Street	• Harry Sabel Gas Station	1929
	• Alameda Motel	1960, 1965
	• Edwin Rodgers	1971

Table 5 – City Directory Summary

Subject Property Address	Listing	Year
	• Nakama Trucking	
	• Alameda Motel	
	• Frank Jenisch	1978
	• Alameda Motel	
	• Rojas Secundino	1981
	• Miramontes Genaro	
	• Ruben Z. Raso	
	• Manu Patel	1985
	• Desai Dineshchandr	2000
	• Alameda Motel	2000-2022
1052 Alameda Street	• Harry Sabel	1926
1056 Alameda Street	• Mrs. Ida Wright “Restr” restaurant	1926
1100 Alameda Street	• W. C. Klander	1946
1102 Alameda Street	• Vacant	1926
	• M. A. Engeseth Gas Station	1930
	• T. R. Klander Gas Station	1946
1150 Alameda Street	• Asbury Truck Co.	1926-1930
	• Asbury Transportation Co.	1946-1965
	• Carver Trucking Co.	1971
	• Wilson Trucking or Transportation	1971, 1978
	• Asbury Transportation Co.	1971, 1978, 1981
	• Pacer Oil Inc.	1981
	• Asbury Transportation Co.	1985, 1990
	• Villa Louis Tire “Sv” Service	1990
	• Asbury CA Entprs 25 8	1995
1220 Alameda Street	• Julian Petroleum Corp.	1926
	• Alex Patterson	1926
	• Olympic Refining Co.	1930
	• Alex Patterson	1930
	• W. C. McArthur	1946
1224 Alameda Street	• F.E. Speelman “Restr” Restaurant	1926
	• Mrs. May Waltze “Restr” Restaurant	1930
1226 Alameda Street	• W. E. Anderson, F.V. Taylor “Rear”	1946
1228 Alameda Street	• Vacant	1926
	• Benj Martin	1930
1230 Alameda Street	• Vacant	1926
	• Carl Segal	1960
	• Banner Auto Salvage	1965
	• Cem Motor Salvage	1971
	• Alco Auto and/or Truck Wrecking	1971, 1978-1995
	• Rearend Specialists	1995, 2000
	• Ted Smith	2000
	• Alco Truck and Van Parts	2000, 2003, 2008, 2012
• Alameda Truck & Van Parts Inc.	2003, 2012	

Table 5 – City Directory Summary

Subject Property Address	Listing	Year
	• Installers Parts	2003
	• Alameda Recycling & Metals	2012, 2016
1248 Alameda Street	• Silver Steel – Metal Co.	1960-1990
	• Alameda Truck & Van Parts	2000
	• Truck Wrecking.com	2003
	• Alameda Truck & Van Parts	2008
	• Chevy & Ford Truck Parts	2008
	• Truck Wrecking.com	2012-2016
1250 Alameda Street	• Super Auto Wrecking/Sales	1978
1260 Alameda Street	• Pugh Construction Co. Marine “Contrs”	1946
	• Parks Welding Service	1960
	• Dyer RC Trucking Co.	1960
	• Huffman “Repr” Repair Shop	1965
	• Parks Welding – Crane	1965
	• Bills Welding Service	1965
	• Welc & “Fbrctn” Fabrication Contractors	1971
	• Super Auto Wrecking / Sales	1981
	• Croix View Auto Body	2000
	• Cars Volvo Specialist	2003
• Car Works	2008-2022	
1262 Alameda Street	• Lincoln Iron & Metals	1985-2022
1270 Alameda Street	• C. W. Redick Gas Station	1946
	• Oscars Rocket Service	1965
	• Charles Dupuy	2000
1276 Alameda Street	• John Wieser “Restr”, restaurant	1930
	• Noel Griffin “Restr”, restaurant	1946
1401 E. Anaheim Street	• Allen Bros. Trucking	1926
1409 E. Anaheim Street	• Fred Caskin Tires, Union Tire Serv.	1926
	• Boulevard Service Station	1926
	• Wynn’s Tire & Rubber Co.	1930
1411 E. Anaheim Street	• March & Wells Auto “Reprs”, repair	1926
1413 E. Anaheim Street	• Vacant	1926
1415 E. Anaheim Street	• L & M Service Auto “Electns”, electrician	1926
1417 E. Anaheim Street	• Rio Grande Café	1926
	• W. B. Chestnut Tires	1946
	• Russell Truck Co.	1960
	• Eric’s Assoc. Truck “Stn”, station	1960
	• Lido	1960
	• Harbor Truck Service	1965
	• Carl’s Corner Café	1965
	• United Truck Service	1971-1978, 1981
	• United Bottled Gas, United LPG	1978-1995
• Rocket Oil 2	2012-2022	

Table 5 – City Directory Summary

Subject Property Address	Listing	Year
1427 E. Anaheim Street	• A.J. Busefink "Uphol", upholstery	1926
	• Harry Yettra Used Autos	1930
	• Rube's Western Auto Parts	1946
1441 E. Anaheim Street	• Western Salvage – Parts	1960-1985
	• Wilmington Transmission	1990
	• Soto A"Atmtc", automatic Transmiss	1995- 2000
	• Manny's Auto Repair	1995-2000
	• Shin Hi	2000
	• Manny's Auto Repair	2006-2016
	• Napa Group LLC	2020-2022
1443 E. Anaheim Street	• Carlton Hillis	1926-1930
	• R & H Café	1926
	• Ray Hull	1926-1930
	• The Coffee Shop Restaurant	1930
	• Vacant	1946
	• Duck Inn, Duck Inn Beer	1960-1965
	• Evelios Truck Service	1995
	• Angels Clutch Repair	1995-2008
	• L & L Towing	2008
	• Angeles Clutch Repair	2012-2022
1447 E. Anaheim Street	• Electrical Machinery Serv. Co.	1930
	• H. M. Carlton	1946
	• C & J Liquor Store	1946
	• R. R. Hull	1946
	• Associated Marine Supply	1960
	• Marine Ins. Agency	1960
	• El Inca Racing Cams	1965
	• Yorktown Marine Engine	1971
• Action Battery & Elec./Action Truck Electric	1978-2008	
Adjacent Property Address	Listing	Year
1400 E. Anaheim Street	• Consolidated Dok & Strg	1971
	• Lodi Truck Service	1971
	• Retla Yacht Co.	1971
	• Upland Industries	1978
	• Chozen Trucking Co.	1978, 1981, 1985
	• Browning Ferris Ind.	1978, 1981
	• Termo King Prts & Sv.	1978
	• Summit Lumber Co.	1978
	• Ted Peters Trucking	1981, 1985
	• Federal Prdc Transport	1981
	• Agri Transport & Load	1981
	• Pac Trans Inc.	1985
• Trnspc Intermodel	1985	
1500 E. Anaheim Street	• Pacific Maritime Assn.	2016-2020,

Table 5 – City Directory Summary

Subject Property Address	Listing	Year
		2022
	• Longshore Dispatch	2020,2022
1503 E. Anaheim Street	• Williams & Reeder “Mach”, machine	1930
	• Smith Welding	1946-1960
	• Varela Reydesal	2000
1507 E. Anaheim Street	• ABC Industries, Bert Chase	1965-1971
	• Maggi’s Auto Body	1978
	• Flame on Trucking	1981
	• Sil’s Muffler Shop	1995-2000
	• Varela Reydesal	2000
	• Sil’s Muffler Shop	2003-2008
	• Evelios Truck Service	2008
	• Port Lube Center	2016
1201 Alameda Street	• Ryders Auto Wrecking	1960
1261 Alameda Street	• Alco Auto Wrecking	1965
	• H & S Sales, Inc.	1971-1981
	• Help Yourself	1985
1275 Alameda Street	• Wilm Supply – Sales Co.	1965, 1971, 1978
	• Harbor Ship Electric	1965, 1971,1978, 1981
	• Yukon Equipment Machinery	1965, 1971, 1978, 1981, 1985-2022
	• American Cyanmc Co.	1971
	• Walter Gibbings	1971, 1978, 1981

5.2.4 Data Failure

Historical information regarding the Subject Property was dated as early as 1896 which indicated the Subject Property as vacant land. Therefore, no historical data failure occurred during this assessment.

5.2.5 Summary of Historical Property Use

The Southern Pacific Company – San Pedro Branch railroad bordering the west side of the Subject Property and Wilmington Wye on the east side of the Subject Property were present as early as 1896. By 1921, Alameda Street appeared present (named Railroad Avenue), and a gasoline station appeared located at the northeast corner of Alameda Street and East Anaheim Street (current location of present day Chevron). City directories

identified the gasoline station as Boulevard Service Station and located at this corner as early as 1926.

By 1928, commercial or industrial development began east contiguous of Alameda Street including restaurants, a trucking company, a salvage company and the existing Valero Tank Farm was present. As early as 1929, a gasoline station appeared present at 1050 Alameda Street (present Hotel Portlight site), and by 1930 to at least 1946, a gasoline station was identified as located at 1102 Alameda Street (present location of Pacheco's). As early as 1938, commercial and industrially developed lots remained east contiguous of Alameda Street and two ASTs appeared located in the present day propane yard. By 1950, three ASTs were identified in the same location as the propane yard and identified as oil tanks. Other facilities located east contiguous to Alameda Street in 1950 included the gasoline station (first identified in 1921) at the northeast corner of Alameda Street and East Anaheim Street, followed easterly by an auto wrecking yard, machine shop and stores; a welding facility and the previously identified gasoline station at 1100 Alameda Street. By 1963, evidence of auto junk yard development began east contiguous to Alameda Street. By 1976, junk yard or scrap yard development increased east contiguous to Alameda Street.

By 2002, the northeast corner of Alameda Street and East Anaheim Street was now vacant and by 2009, this corner appeared developed with the present day gasoline station currently occupied by Chevron. Dismantling of the Valero Tank Farm began by 2002. Since 2009, the east contiguous properties have remained in the same general configuration as today, and appeared occupied by auto salvage, auto dismantling, auto repair, junk yards, a metal recycling center, a propane yard, hotel and a gasoline station (Chevron).

The historic gasoline stations located on the east contiguous properties (Hotel Portlight, 1050 Alameda Street; Pacheco's, 1102 Alameda Street; Chevron, 1409 East Anaheim Street) are considered RECs, based on the following: the USTs were abandoned in place (1102 Alameda Street); or there is no information on file with LAFD or RWQCB to indicate that the historic USTs were removed.

The Valero Olympic Tank Farm located east of Wilmington Wye is also considered a REC based on the length and type of use from as early as 1928 to at least 2002. The ASTs located on what is today a propane sales yard from as early as 1938 to at least 1950 is considered a REC.

5.2.6 Summary of Past Uses of Adjoining Properties

As early as 1896, the north, east, south and west adjacent properties appeared as vacant land, surrounding the Southern Pacific Company – San Pedro Branch railroad.

By 1907, the south adjacent property, across East Anaheim Street appeared developed by a lumber company until sometime prior to 1983. By 1913, residential and industrial development began west of the railroad near East Grant Street.

By 1921, residential lots appeared east and west of the Subject Property, and a planning mill and chemical company appeared west of the railroad. By 1938, the east adjacent lots were occupied by commercial, industrial, residential or vacant lots and additional development on the east adjacent tank farm was also evident. The west adjacent lots were occupied by residential lots north of East Grant Street and commercial or industrial lots south of East Grant Street by 1938. A gasoline station appeared at the northeast corner of Alameda Street and Mauretania Street by 1941. Commercial and industrial uses identified by 1950 on the east and west adjacent sites included: a sandblasting yard, oil wells and derricks (east adjacent); and a metal sheet yard, oil ASTs and wells, rock and gravel yard, and fish cannery (west adjacent). By 1969, auto wrecking yards, equipment storage yards, and junk yards were present east adjacent to the Subject Property and a large industrial site (drilling and production company with a large pipe storage yard) now appeared west adjacent to the Subject Property (today Pick Your Parts). Also by 1969 a plating company appeared west of the Subject Property. The lumber company to the south was no longer present by 1983.

The north adjacent gasoline station identified as early as 1941 is an environmental concern. This corner lot remains occupied as a gasoline fueling site (Sunshine Truck Stop) and is currently listed on the CLEANUP database with a status of “Open – Inactive”.

The oil and gas wells located east and west of the Subject Property are environmental concerns. The south adjacent lumber company site was redeveloped into Pacific Maritime Association – Longshore Dispatch by at least 2016. This site is currently listed as ILWU Local 13 Dispatch Hall, Project/POLA, 1500 East Anaheim Street and is listed in the ERIS database report as a CLEANUP site, with a status of “Open – Verification Monitoring” as of October 29, 2014. This site was listed as formerly used for crude oil exploration and production. Impacted soil (contaminated with petroleum hydrocarbons) has been removed and a No Further Action determination was granted by the RWQCB. Groundwater cleanup is ongoing. The former use of this site is an environmental concern,



however, it does not rise to the level of a REC based on the distance and location of the site, with respect to regional groundwater, and ongoing remediation with local oversight.

5.2.7 Summary of Past Uses of the Surrounding Area

The surrounding areas appeared as vacant land with railroads as early as 1896. By 1913, residential development appeared to the southwest and by 1921, a mix of residential and industrial uses were identified. By 1925, junk yards began to appear and the present day tank farm was evident to the northeast by 1928. By 1938, the general vicinity was occupied by intermittent industrial and commercial uses as well as residential to the northwest and west. By 1950, a gasoline station appeared present at the northwest corner of East Anaheim Street and Henry Ford Avenue. Additional ASTs were evident on the tank farm to the east by 1952. By 1963, an increase in junk yards appeared present east of the Subject Property, and oil wells or oil ASTs appeared in the surrounding areas. By 1994, the general vicinity appeared much as it does today with industrial or commercially developed properties to the northeast and east, oil ASTs to the east and residential properties to the far northwest and west of the Subject Property.

5.3 Results of Environmental Records Sources Review

An Environmental Risk Information Services (ERIS) report of Standard Environmental Record Sources (Records) was prepared specifically for the Subject Property, adjoining properties and other off-site locations of concern. The search included queries to the following databases for cases within specified ASTM search distances. A copy of the ERIS Radius Map Report is provided in Appendix F.

5.3.1 Subject Property Listings

The Subject Property consisting of Alameda Street, and east and west contiguous properties, that may be acquired as a result of the Alameda Street Widening Project were identified on the following databases in the ERIS report:

- Balfour Beatty Rail Inc., Alameda Street at Denni Street, southwest corner (ERIS Map ID No.1). This exact location of this site is unknown and was identified on the following database.

Generators from Hazardous Waste Manifest Data (HAZ GEN)

List of handlers listed as having generated waste from the facilities and manifests

data as maintained by the California Department of Toxic Substances Control (DTSC) in their Hazardous Waste Tracking System (HWTS).

- HAZ GEN - Listed with DTSC on the HWTS database, under EPA ID No. CAC002630879 beginning in May 2008 to December 2008. This generator is currently listed as “inactive”. Ten (10) manifests were generated between June and July 2008 for the removal of a total of 226 tons of non-RCRA hazardous waste solid (chrome impacted soil).
- Dekor Logistics, Alameda Street at Denni Street (ERIS ID No. 1). Listed with DTSC on the HWTS database, under EPA ID No. CAC002721979 beginning in February 2013 to May 2013. This generator is currently listed as “inactive”. One (1) manifest was generated in February 2013 for the removal of 0.3 tons of non-RCRA hazardous waste solids (absorbent with diesel).
- 1102 North Alameda Street (ERIS ID No. 2). This address was not identified during the Property reconnaissance and appears to be historical. This address is at the location of Pecheco’s (1100 Alameda Street) and was identified on the following database.

Historical and Active Underground Storage Tank (UST) Sites

An inventory of USTs identified on the following databases: Facility Inventory Database (CA FID UST); UST; Hazardous Substance Storage Container Database (HIST UST); and Statewide Environmental Evaluation and Planning System (SWEEPS UST).

- UST – Listed as a historical UST site.
- 1020 Alameda Street (ERIS ID No. 3, 7, 83). This address is the current location of North Star Auto Parts and was identified on the following databases.

California Hazardous Material Incident Report System (CHMIRS)

Database of sites in which hazardous material incidents, spills, and releases have been reported.

RCRA Non-Generators (RCRA NON GEN)

The EPA’s RCRA Program identifies and tracks hazardous waste from the point of generation to the point of disposal. Non-Generators do not presently generate hazardous waste.

- CHMIRS – In April 2007, an incident occurred in which 5-gallons of petroleum oil was released to the “road”. Two (2) 55-gallon abandoned drums were identified on the side of the road near the railroad tracks. Oil was observed leaking from the bottom of one of the drums. The oil was contained.
- RCRA NON GEN – North Star is also listed as a non-generator of hazardous wastes beginning in November 2022. No violations were listed.
- FINDS – North Star Auto Parts is listed under SIC code for “Motor Vehicle Parts, Used”.



- M & C Auto Dismantler, 1018 Alameda Street (ERIS ID No. 4, 5). This address is the current location of Howdy Auto Wrecking and was identified on the following databases.

Facility and Manifest Data (HAZNET)

Database of sites which submit a hazardous waste manifest to DTSC.

- HAZNET – Listed on the DTSC Handler database under four different business names as follows:

Listed as “active” under the name, Howdy Auto Wrecking (EPA ID No. CAL000470565 and CAL000434524) in May 2022. Also listed as “inactive” under the name, Howdy Auto Dismantler Inc. (EPA ID No. CAL000343908) in June 2020. No manifest information was identified on the database.

Listed as “inactive” under the name, Susan Peters (EPA ID No. CAC002928595) beginning in December 2017. No manifest information provided.

Listed as “inactive” under the name, Gold Star Auto Sales & Dismantling (EPA ID No. CAL000272571) in June 2004. No manifest information provided.

Listed as “inactive” under the name, M & C Auto Dismantler (EPA ID No. CAL000173444) in June 1998. No manifest information provided.

- Howdy Auto Dismantler Inc., 1018 Alameda Street (ERIS ID No. 5, 53). This is the current occupant, which is identified on the following databases.

Facility Registry Service/Facility Index (FINDS/FRS)

A list of EPA registered facilities subject to environmental regulations.

- FINDS – Howdy Auto Dismantler Inc. is listed under Standard Industrial Classification (SIC) code for “Motor Vehicle Parts, Used” under special interest groups for storm water, transporter and other hazardous wastes. No violations were listed.
- RCRA NON GEN – Also identified as a non-generator of hazardous wastes. No violations were listed.
- HAZMAT LA CITY – Listed as active for Hazardous Materials Inventory. Also listed on CUPA LA COUNTY.

- National Edward Tool & Machine, 1006 Alameda Street (ERIS ID No. 6, 65). This address is the current location of Michoacan Auto Dismantling- Used Parts and was identified on the following databases.

Los Angeles County - Certified Unified Program Agency (LA COUNTY CUPA)

Los Angeles County Fire Department maintains a list of active and inactive CUPA Program facilities including inspection and enforcement records.

- HAZNET – Listed on the DTSC Handler database under two different business names as follows:

Listed as “inactive” under the name, National Edward Tool (EPA ID No. CAC002296769) in June 20012. No manifest information was identified on the database.

Listed as “inactive” under the name, Edwards Machine Co., Inc. (EPA ID No. CAL000042333) in June 1998. No manifest information provided.

- CUPA LA – National Edwards Tool & Machine is listed under Facility ID No. FA0002018. No pertinent information was provided in the database report.
- HAZMAT LA CITY – Edwards Machine Co., Facility ID No. FA0002528, is listed as inactive in 2019.
- Estate of Ruth H. Rohet, 1120 Henry Ford Avenue (ERIS ID No. 7, 59). This address is the current location of Recycling Center and was identified on the following databases.

Historical Hazardous Waste Manifest Data (HIST MANIFEST)

A list of hazardous waste manifest received by the Department of Toxic Substance Control (DTSC) from the year 1980 to 1992.

Recycling Centers (RECYCLING)

The California Department of Resources Recycling and Recovery maintains a listed of Certified Recycling Centers operating under the California Beverage Container Recycling Program.

- HAZNET – Listed as “inactive” under the name of Estate of Ruth H. Rohet (EPA ID No. CAC000806680) in October 2000. No manifest information was identified on the DTSC Handler database.
- HAZNET – Listed as “inactive” under the name of Harbor Glenn Sandblasting (EPA ID No. CAC000665448) in October 2000. No manifest information was identified on the DTSC Handler database.
- HIST MANIFEST – Listed under the same EPA ID number above as Harbor Glenn Sandblasting beginning in 1992 for manifesting unspecified oil-containing waste. Listed under a new EPA ID number, CAL000048459 (no business name identified), in 1992 for manifesting the following wastes: other inorganic solid waste, other organic solids, and paint sludge. No quantities were provided. Also in 1992, 0.91 tons of unspecified solvent mixture and 10.42 tons of waste oil and mixed oil were manifested.
- UST SWEEPS – Harbor Sandblasting with the City of Los Angeles Fire Department (LAFD) as “inactive”. According to records provided by LAFD, in 1946, this site was a private auto filling station with one (1) 7,500-gallon diesel fuel tank and one (1) 1,000-gallon gasoline tank. The owner was identified as George E. Roget and John J. Bunch, DBA Harbor Sandblasting Co. This site is currently occupied by a Recycling Center. Also listed on EMISSIONS database. RWQCB pending.
- RECYCLING and FINDS – Operations began for Wilmington Recycling Center in November 1997.
- Asbury Transportation, 1150 South Alameda Street (ERIS ID No. 8). This address was not identified during the Property reconnaissance



and appears to be historical. This address was identified on the following databases.

- UST SWEEPS – Listed as inactive.
- UST LA CITY – Listed as an historical UST site. According to LAFD records, a permit was issued in 1969 to install two (2) USTs (7,500-gallon and 3,000-gallon containing gasoline and diesel fuel). Also located on this site were an oil well, and three existing tanks. In January 1984, a permit to abandon two (2) atmospheric tanks was issued. The business name was Asbury Transportation. An Inspection Records was on file, which indicated on January 17, 1985, the 7,500-gallon and 3,000-gallon USTs were removed. The tanks were identified as located 125 feet east of Alameda Street and 80 feet north of Southern Pacific Railroad right-of-way.
- The California Endowment, 1000 Alameda Street (ERIS ID No. 9, 69). This appears to be an historic address, as this is the current location of R 2 Auto Wrecking (1547 Opp Street). This address is listed on the following databases.
 - FINDS – The California Endowment. is listed under special interest groups, State Master CIWQS for refuse disposal. No violations were listed.
 - FINDS, RCRA NON GEN – R 2 Auto Wrecking identified under EPA ID No. CAL000452470 and as a non-generator of hazardous wastes. No violations were listed.
 - RCRA NON GEN - J & R Auto Wrecking, 1547 East Opp Street, is listed under EPA ID No. CAL000441944 beginning in 2018. No violations were listed. Listed under SIC code as “Motor Vehicle Parts, Used”.
 - RCRA NON GEN – Felix Auto Dismantling also identified as a non-generator in 2021.
- Michoacan’s Auto Dismantler and Used Parts, 1010 Alameda Street (ERIS ID No. 82). This business is actually located at 1006 Alameda Street and is listed on the following database.
 - RCRA NON GEN – Listed as a non-generator, under EPA ID No. CAL000433437 beginning in 2018. No violations were listed. Also listed on FINDS database.
- Alameda & Henry Ford Street, “directly behind property” (ERIS ID No. 10). This appears to be an historic address, as this is the current location of R 2 Auto Wrecking (1547 Opp Street). This site is listed on the following database.

Emergency Response Notification System (ERNS)

ERNS records and stores information on reported releases of oil and hazardous substances.

- ERNS – An incident occurred where an unknown sheen (white frothy material), approximately one foot by 100 feet was observed “flowing down the channel”, Dominguez Channel, in 1992.

- Tesoro Logistics Operation, 940 Alameda Street (ERIS ID No. 11, 12, 15, 50, 52, 55). This address was identified during the Property reconnaissance as occupied by Japanese Truck & Pallet Making and identified on the following database.
 - CHMIRS and ERNS – An incident occurred in June 2018, where approximately 68 barrels of oil and water (equated to only 2 barrels of actual oil) of crude oil from a broken underground pipe was released onto the street. The leak was stopped, clean-up including soil excavation was conducted by a contractor.
 - HAZ GEN – Listed under Japanese Truck, (EPA ID No. CAL000158524) and identified under DTSC Handler database as “active” in January 1996. One manifest was identified as generated in 2006 identifying 0.225 tons of waste was manifested. Waste description not identified. Also under the same EPA ID number, Japanese Truck is listed as “inactive” as of June 1997. One manifest was generated identifying 0.0756 tons of an unidentified waste was generated in 2001.
 - RCRA NON GEN – Japanese Truck is also listed as a non-generator of hazardous wastes in 1996. No violations were listed.
 - FINDS – Japanese Truck Dismantling is listed under environmental interest type, ICIS, NPDES for industrial storm water under SIC code for “Motor Vehicle Parts, Used”.
 - CHMIRS – The 940 Alameda Street address, under the name of Crimson Pipeline, is listed due to an incident in June 2018, involving a 4’ by 4’ petroleum sheen observed pooled on the asphalt. Unknown who handled cleanup and containment. Crimson Pipeline was not the responsible party.
 - CUPA LA COUNTY – Japanese Truck Dismantling is listed under Facility ID No. FA0030911.
 - CERS HAZ – Violations were issued to Japanese Truck Dismantling for failing to label hazardous waste drums in 2015 and 2021; failing to properly train employees in 2015; and general administrative type violations. All violations were corrected.
- Team Truck, 930 Alameda Street (ERIS ID No. 13, 16). This address was identified during the Property reconnaissance as occupied by Japanese Truck & Pallet Making. This site is listed on the following databases.
 - HAZ GEN – Listed under Team Truck, (EPA ID No. CAL000005207) and identified under DTSC Handler database as “inactive” in January 1989. One manifest was identified as generated in 2001 identifying 0.1287 tons of waste was manifested. Waste description not identified. Also under Wang Brothers Investments, Inc. (EPA ID No. CAC003099738), as “inactive” as of April 2021. One manifest was generated identifying 5.75 tons of an unidentified waste was generated in 2021.
 - HAZNET – Team Truck Dismantling is listed under EPA ID No. CAL000195483, as “inactive” in 2009. No waste manifests were identified on the database.

- Vacant lot. This site is listed on the following databases. Canales Trucking, 1523 East I Street (ERIS ID No. 17, 20). This address was identified during the Property reconnaissance as occupied by truck dismantling company and located on the north side of East I Street, east adjacent to

Integrated Compliance Information System (ICIS)

The ICIS Program provides information for the Federal Enforcement and Compliance (FE&C) which supports the EPA's civil enforcement and compliance programs and also the National Pollutant Discharge Elimination System (NPDES) program which tracks permits and discharge monitoring data.

California Environmental Reporting System (CERS HAZ)

List of sites that fall under the Unified Program for hazardous chemical management, hazardous waste treatment, or hazardous waste generators as maintained by various regulatory agencies.

City of Los Angeles Hazardous Materials Facilities (LA CITY HAZMAT)

List of active and inactive hazardous materials facilities made available by the City of Los Angeles Fire Department CUPA.

- FINDS, ICIS – Listed under business name, Canales Vehicle Dismantling for “Formal Enforcement Action” regarding storm water permitting and other hazardous waste activity. No other pertinent information was provided. Also listed on North American Industry Classification System (NAICS) code for “Automotive Parts and Accessories Stores”.
- CERS HAZ – Commercial Truck Used Parts is identified as a hazardous waste generator and chemical storage facility. General non-compliance administrative type violations were issued by LAFD in 2015, 2018 and 2022. Also in 2015, 2018 and 2021, violations for improper labeling of hazardous waste containers (antifreeze, used oil) with proper labels (returned to compliance in 2017); and in 2021 for having open waste containers and no labels (used fuel filter drum, used absorbent drums, possible used oil drum, no label on waste diesel).
- HAZMAT LA CITY – Commercial Truck Used Parts is listed with Facility No. FA0035818, as active hazardous materials inventory.
- HAZNET – Canales Trucking is listed under EPA ID No. CAL000268745, as “inactive” in 2003. No waste manifests were identified on the database.
- HAZ GEN - Listed under Commercial Truck Used Parts, (EPA ID No. CAL000303425) and identified under DTSC Handler database as “active” in February 2006. One manifest was identified as generated in 2015 and one in 2016 for generating a total of 0.4 tons of waste. Waste descriptions were not identified.
- CUPA LA COUNTY, RCRA NON GEN and FINDS listed facility. No pertinent information provided.
- Alco Auto Wrecking, 1230 Alameda Street (ERIS ID No. 21, 62). This address was identified during the Subject Property reconnaissance as occupied by Abierto Los Domingos (buy plastic and cans). This site is listed on the following databases.



RCRA Generators List

The EPA's RCRA Program identifies and tracks hazardous waste from the point of generation to the point of disposal. This is a database which lists facilities which generate, store, transport, treat, or dispose of hazardous waste. Small quantity facilities generate less than 1,000 kilograms per month of non-acutely hazardous waste. Large quantity facilities generated at least 1,000 kilograms per month of non-acutely hazardous waste or one kilogram per month of acutely hazardous waste. FINDS, ICIS – Listed under business name, Canales Vehicle Dismantling for "Formal Enforcement Action" regarding storm water permitting and other hazardous waste activity. No other pertinent information was provided. Also listed on North American Industry Classification System (NAICS) code for "Automotive Parts and Accessories Stores".

- RCRA SQG – Listed as a small quantity generator (EPA Handler No. CAD981682859) beginning in 1986 under Alco Auto Wrecking.
- FINDS – Listed under SIC code for "Scrap and Waste Materials".
- Also identified on the HAZMAT LA CITY under Alameda Recycling & Metals in 2019 and CUPA LA COUNTY.
- CERS HAZ – Violations were issued to Alco Truck & Auto Inc. in 2014, 2017 for general administrative type issues. Facility inspections indicated that in 2014, the facility no longer handled antifreeze waste, gasoline waste and oxygen. Propane and waste oil on site.
- **United Bottled Gas Service, 830 Alameda Street (ERIS ID No. 23, 72).** This site is listed on the following databases.
 - FINDS – Listed under SIC code for "Liquefied Petroleum Gas (Bottled Gas) Dealers.
 - CERS HAZ – Listed as a chemical storage facility. General non-compliance administrative type violations were issued in 2016, 2019 and 2022. All violations were corrected.
 - HAZMAT LA CITY – United Bottle Gas Service is listed under Facility ID No. FA0026141 as active for hazardous materials inventory.
- **Zulem's Clutch Repair, 1443 East Anaheim Street (ERIS ID No. 24).** This site is listed on the following databases. During the Property reconnaissance this address was observed occupied by USA Angel's Clutch & Brake.
 - CERS HAZ – Listed as a hazardous waste generator. General administrative type violations were issued in 2014. Other violations were issued in 2014 and 2017 for not having adequate aisle space for unobstructed movement, and failure to maintain the facility to prevent unauthorized release or fire. All violations were corrected.
 - RCRA NON GEN - The current occupant, Angel's Clutch & Transmission is listed as a non-generator of hazardous waste under EPA ID No. CAL000265486 beginning in 2003. Also identified on CUPA LA COUNTY under Facility ID No. FA0036859.



- HAZ GEN – Angel's Clutch & Transmission is also identified on the HAZ GEN database under the same EPA ID number as “inactive” in June 2022. Wastes manifested included 2 tons of oil/water separation sludge was manifested in 2007; 0.26 tons of aqueous solution in 2014, 0.27 tons in 2015; and 0.20 tons of unidentified waste in 2016,
- Patricia Ertzman, 1447 East Anaheim Street (ERIS ID No. 25). During the Subject Property reconnaissance this address was observed as a vacant lot. This site is listed on the following databases.
 - HAZNET – Identified under EPA ID No. CAC000611056 as “inactive” in October 2000. No manifest data was provided.
 - HAZMAT LA CITY – Action Truck Electric is listed at the same address and “inactive” in June 2019. Also listed on CUPA LA COUNTY and HAZ GEN databases as a hazardous waste generator. This facility was listed as “inactive” in June 2008. Listed with one manifest for 0.1677 tons of unidentified waste in 1998.
- Ultramar Inc. Olympic Tank Farm, 1220 North Alameda Street (ERIS ID No. 26). This site is listed on the following databases.

Toxic Pollutant Emissions Facilities (EMISSIONS)

A listing of criteria and toxic pollutant emissions data for facilities in California under local air districts.

Air Facility System (AFS)

Dataset, formerly maintained by the EPA, contains emissions, compliance, and enforcement data on sites regarding air pollution emissions.

Toxics Release Inventory (TRIS) Program

The EPA maintains the Toxic Release Inventory database which contains data on disposal or other releases of over 650 toxic chemicals from facilities and information on how these facilities manage those chemicals. The TRIS Program also informs communities about toxic chemical releases to the environment.

- FINDS, ICIS, TRIS – Listed under SIC code for “Petroleum Build Stations and Terminals, Refined Petroleum Pipelines, water Supply”, and NAICS code for “Pipeline Transportation of Refined Petroleum Projects, Water Supply and Irrigation Systems”. Listed under special interest groups: CERS, Hazardous Waste Program, ICIS, and CIWQS programs. Also listed on the CERS HAZ with violations issued in 2018.
- HAZNET, UST SWEEPS – Olympic Tank Farm is listed under EPA ID No. CAC002296713, as “inactive” in 2001. No waste manifests were identified on the database.
- EMISSIONS, AFS – Permitted with the South Coast Air Quality Management District (SCAQMD) under LA City DWP and Olympic Tank Farm with general emissions criteria.
- 1441 Anaheim Street (ERIS ID No. 27). This site is listed on the following databases.

- ERNS, CHMIRS – An incident occurred in October 2009 while conducting a required nitrogen (pressure) test on a well. Approximately two (2) gallons of crude oil/drilling mud/and produced water spilled. Caller stated that the substance was released to the street and a small amount to the storm drain.
- HAZNET – Manny’s Auto Repair is also listed at the above address under EPA ID No. CAC002292425 and listed as “inactive” in June 2001 and under EPA ID No. CAL000209722 in 2012. No manifest data was listed on the Handler database.
- CERS HAZ - Manny’s Auto Repair is listed as a hazardous waste generator and chemical storage facility. Violations were issued in 2021 for failing to operate the facility in a manner that would prevent fire, explosion or sudden release of hazardous waste; failure to properly label hazardous waste containers; and general administrative non-compliance type issues. All violations were corrected.
- Alameda Recycling and Metals, 1230 Alameda Street (ERIS ID No. 28). This site is listed on the following databases.
 - FINDS – Identified under special interest ICIS-NPDES for industrial storm water permitting beginning in 2017.
 - HAZ GEN – Former occupant, Alco Truck & Van Parts is listed under EPA ID No. CAD981682859 as a generator beginning in 1987 and “inactive” in June 2017. No manifest data was listed on the Handler database. From 1999 to 2013, approximately 0.86 tons of hazardous waste were manifested. Wastes generated included aqueous solution (pH <12.5) with organic residues; unspecified oil containing waste; unspecified aqueous solution. The disposal method was recycler.
- Silver Steel/Metal Co., 1248 Alameda Street (ERIS ID No. 30). This site was observed with trucks in the yard, no signage on fence. This site is listed on the following databases.
 - HAZMAT LA City and UST LA CITY – Silver Steel/Metal Co., is identified under Facility ID No. FA0001207 on the Inactive UST Inventory List.
 - UST SWEEPS – Former occupant, Steinmeyer Corporation is listed as “active”, with inspections conducted by LAFD. The LAFD had no records for this address. RWQCB records are pending.
 - HAZ GEN – John Steinmeyer was also identified in the ERIS report on the Unplottable (Orphan Sites) listings as “inactive” in 2000. Listed on the Handler website for generating 0.313 tons of unspecified oil-containing waste in 1993.
- Rey USA Auto Dismantling, 1260 Alameda Street (ERIS ID No. 33, 34). Numerous vehicles occupied this site. No signage was observed, and the gates were closed. This site is listed on the following databases.
 - HAZNET – Rey USA Auto Dismantling appears to be the current occupant. This facility is listed under EPA ID No. CAL000381502 is listed as “inactive” in June 2013. No manifest data was listed on the Handler database. Also listed on the FINDS; HAZMAT LA CITY (2019); DELISTED HAZ (2018); and CERS HAZ

databases. According to the CERS HAZ database, general non-compliance type violations were issued to the facility in 2016, 2019, and 2022 regarding permitting and business plan submittals.

- HAZNET – Former occupant, Super Auto Wrecking is listed under EPA ID No. CAL000042072 beginning in 1991 and “active” by 1994. Also listed under EPA ID No. CAC000501304 in 1990 and “inactive” by 2000. No manifest data was listed on the Handler database.
- HAZNET – Former occupant, C.A.R.S (or KARS) is listed under EPA ID No. CAL000189362 beginning in 1998 and “inactive” in 1999. No manifest data was provided. Also listed under EPA ID No. CAL000257357 as “inactive” in June 2003. Also listed on CUPA LA COUNTY
- HIST MANIFEST – No occupant name provided, however, the same EPA ID No. CAL0000420072 as issued to Super Auto Wrecking. One manifest was generated in 1991 for the disposal of 0.2 tons of contaminated soil from site clean-up.
- FINDS – Dreamers USA LLC is listed under special interest group for industrial storm water permitting under ICIS – NPDES in August 2017.
- Lincoln Iron Metals, 1262 Alameda Street (ERIS ID No. 35). Numerous vehicles occupied this site. No signage was observed and the gates were closed. This site is listed on the following databases.
 - FINDS – Lincoln Iron Metals is listed under special interest group for industrial storm water permitting under ICIS – NPDES in August 2017. This facility is identified under SIC code for “Scrap and Waste Materials”.
- Warren EP, Alameda and Mauretania Street (ERIS ID No. 37). The exact location is unknown; however, the incident occurred on an oil field. This site is listed on the following databases.
 - CHMIRS – An incident occurred in 2008, in which 15 barrels or drums of petroleum (produced water) was accidentally released from a leaking 2-3/8 inch pipeline. The cause of the leak was unknown. The spill site was identified as “oil field”.
- Garin Oil Company, 1417 East Anaheim Street (ERIS ID No. 42). This is the current location of Chevron. This site is listed on the following databases.
 - HHSS – According to the Geotracker database, four (4) USTs containing gasoline or diesel fuel (1,000-gallon, 2 5,000-gallon, 10,000-gallon) were installed at this site in 1968.
 - HAZNET – Listed under the name of Bufford Spence (EPA ID No. CAC000673536) in 1992; and Rocket Oil #2 (EPA ID No. CAL000406201) in 2015.
 - UST, DELISTED TANK, FINDS – Rocket Oil, Chevron #2 is listed under SIC code for “Gasoline Service Stations”. Currently there are two (2) 15,000-gallon USTs and one (1) 10,000-gallon UST at this location, all double walled-fiberglass tanks, installed in 2008.

- CERS TANK – Violations were identified for Rocket Oil in 2020 for not submitting Monitoring System Certification and Spill Bucket Testing Results and other administrative non-compliance type violations in 2015 to 2019.
- Also listed on EMISSIONS, HIST TANK, UST LA CITY, RCRA NON GEN, and HAZMAT LA CITY.
- UST SWEEPS – Listed under Buford T. Smith Family as an “inactive” for four (4) USTs. The USTs matched what was listed on Geotracker other than the 1,000-gallon tanks which was identified as a 2,000-gallon tank.
- American Petroleum LTD, 1041 North Henry Ford Avenue (ERIS ID No. 48). This is the current location of R.P.R. Truck LLC. This site is listed on the following database.
 - HAZMAT LA CITY – American Petroleum LTD is listed as “inactive” in 2019.
- Port Access project (Unit 2-5), 1100 Henry Ford Avenue (ERIS ID No. 49). This is the current location of Pachecos. This site is listed on the following databases.
 - CLEANUP SITES – According to the Geotracker database, this site is listed with a status of “Open – Inactive” as of January 2015. The case was opened in October 1997. Contaminants of concern include volatile organic compounds. Based on the status and potential contaminant of concern, this does represent an environmental concern.
 - FINDS – Listed under supplemental environmental interest, Geotracker – STL4L1541773, Superfund.
- El Compadre Auto Sales, 1028 Alameda Street (ERIS ID No. 51). No signage was observed on the fence identifying the business. This site is listed on the following database.
 - CUPA LA COUNTY – Listed under Facility ID No. FA0033488.
- 1401 East Anaheim Street (ERIS ID No. 88) appears to be a historical address associated with the Subject Property. This address is listed on the following database.
 - UST LA CITY – Listed as an historical UST site.
- Adivari Inc., 1733 East Robidoux Street (ERIS ID No. 90). This site is listed on the following databases.
 - RCRA NON GEN – Listed under EPA ID No. CAC003106288 as a non-generator of hazardous wastes beginning in 2021.

5.3.2 Adjoining Properties

The following adjoining properties were identified in the regulatory database report:

- Sunshine Truck Stop, 1800 Pacific Coast Highway (ERIS ID No. 118). This site is located north adjacent to the Subject Property across Mauretania Street (approximately 40 feet) and is listed on the following database:
 - CLEANUP – This site is listed as “Open – Inactive” as of February 23, 2016. The RWQCB issued a letter to the responsible party in September 2005 stating that 3,670 milligrams per kilogram (mg/kg) of total petroleum hydrocarbons as gasoline and 9,100 micrograms per kilogram (ug/kg) of benzene were detected in the soil, and further stated that the “release of chemical may have degraded the groundwater quality...”. In October 2006, the RWQCB issued a letter to the responsible party regarding their comments on the Phase II Investigation at Sunshine Truck Stop. The Phase II was completed in August 2005. Based on the findings, the RWQCB recommended additional assessment to delineate petroleum hydrocarbon impacted soil; a soil gas survey to delineate the lateral and vertical extent of the vapor plume; and install at least three groundwater monitoring wells as VOCs were found at approximately 38 feet bgs and groundwater is located at 40 feet bgs. Based on these findings, the site status (open inactive) with the RWQCB, is an environmental concern.
- Help Yourself Auto Wrecking, (Pick Your Parts) 1261 Alameda Street (ERIS Map ID No. 31). This site is located approximately 100 feet west of the Subject Property’s western most border, and was identified on the following database.
 - RCRA – This site is listed as a small and large quantity generator and no violations were listed.
 - HIST MANIFEST, HAZ GEN – Listed as generating manifests beginning in 1987 to 2003. Hazardous wastes generated included waste oil and mixed oil and aqueous solution with total organic residues less than 10 percent.
 - UST SWEEPS – Listed with a status of “active” with LAFD. No other information was provided in the database. According to LAFD files, a permit was issued in July 1990 for a service station dispensing gasoline. A violation was issued by the AQMD regarding no submittal of monthly gasoline throughput data in 2018. This site is not listed on the RWQCB Geotracker database. Based on these findings, regional groundwater flow direction and distance from the Subject Property, this is not considered an environmental concern.
- 955-967 Alameda Street (ERIS ID No. 14, 58). This address is not located in the vicinity of the Subject Property.
- Oryx Energy Co., Alameda Street (ERIS ID No. 22, 32). No address was provided in the database.
 - CLEANUP SITES – Oryx Energy is listed on the RWQCB Geotracker website with a status of “Completed – Case Closed” as of January 31, 1996. The oil oilfield sump

appears to have been located west of the PHL, south of the intersection of Opp Street and Blinn Street. It appears that only soil contamination was identified and completely removed. No contamination was identified as migrating off-site. The identified shallow soil contamination was determined to pose no risk to human health and the environment, and did not pose a significant water quality issues. A no further action determination was granted in January 31, 1996.

- 1298 North Alameda Street (ERIS ID No. 36) appears to have been located at least 200 feet north of Mauretania Street (on the north side of Sunshine Truck Stop). This address was not identified during the Subject Property reconnaissance. This address is listed on the following database.
 - UST LA CITY – Listed as an historical UST site. According to a review of LAFD records, a gasoline station occupied the area east of Alameda Street, between East N and East Mauretania Streets. Five (5) gasoline containing USTs were permitted in 1934. Two (2) of the USTs were abandoned in place (filled with sand) in 1949 and three (3) USTs were abandoned in place (filled with mud) in 1955. Based on the distance of this former gasoline station to the Subject Property, this does not appear to be an environmental concern.
- ILWU Local 13 Dispatch Hall, Project/POLA, 1500 East Anaheim Street (ERIS ID No. 38). This site is located approximately 100 feet south of the southern Subject Property boundary and identified on the following database.
 - CLEANUP SITES – This facility is listed with a current status of “Open – Verification Monitoring” as of October 29, 2014. Contaminants of concern were identified as gasoline and other petroleum. This site was formerly used for crude oil exploration and production. Both soil and groundwater have been impacted with petroleum hydrocarbons from past industrial activities. Impacted soil has been removed and the RWQCB issued a No Further Action determination on September 8, 2017. Groundwater monitoring is ongoing. The last groundwater monitoring report dated February 2022 was reviewed. Groundwater at this site is approximately 10 feet bgs and has a southerly flow direction. Environmental restrictions and covenants have been instituted for this site limiting the use to commercial and industrial. Site usage can only be changed if the potential risks associated with residual contamination in soil, soil gas, and groundwater is re-evaluated. Additionally, the 2022 report states that according to soil gas data, off-gassing of “residual concentrations of volatile compounds in the groundwater is not posing a risk to current and future Site users”. Based on ongoing cleanup efforts with oversight provided by the RWQCB, regional groundwater flow direction, this is not considered a REC. Also listed on FINDS.
- Alameda Street and Anaheim Street (ERIS ID No. 39). The exact location is unknown. This site is listed on the following database.
 - ERNS – An incident occurred in 2000, when a tractor trailer carrying pipes “dropped” the pipes, which punctured the saddle tank causing a release.
- Wilmington Industrial Park, Alameda Street and East Anaheim Street (ERIS ID No. 39). The exact location is unknown. The property was

plotted in the intersection of these two streets. This site is listed on the following database.

Assessment, Cleanup and Redevelopment Exchange System (ACRES) Brownfield (FED BROWNFIELDS)

The EPA provides data on Brownfields (real property) that are or may be impacted by the presence or potential presence of hazardous substances or contaminants, which can complicate the expansion, redevelopment or reuse of such properties.

- FED BROWNFIELDS – None of the links on the database could be opened. No data was identified on the EPA Brownfields website other than the site was formerly used as industrial. The site is also listed on the FINDS database under EPA Registry ID No. 110061002070). The acreage was identified as 11,441.
- Wilmington Town Lot, #369, 371, 372 (ERIS ID No. 41). The exact location is unknown. The RWQCB Geotracker website plots the site at the intersection of Alameda Street and East Anaheim Street. This site is listed on the following database.
 - CLEANUP SITES – This site is listed with a status of “Completed – Case Closed” on March 27, 1999. No other information was provided on the Geotracker website.
- 1600 Denni Street (ERIS ID No. 43). This address is listed on the following database.
 - ERNS – A caller reported a leak from a pipeline (exact location unknown) in which the equipment failed (ruptured) and 50 gallons of crude oil was release to the environment in 2002. The oil was cleaned up.
- BFI Chemical Services Inc. (ERIS ID No. 44). The exact location of this address is unknown; however, appears to be located west adjacent to PHL railroad, northwest of the intersection of Alameda Street and East Anaheim Street. This site is listed on the following databases.
 - HAZNET – According to the Handler database, this site is listed as “inactive” in 1995. No manifest data was provided. Also listed on the RCRA SQG, and FINDS databases.
 - UST LA CITY – According to this database, the address is listed as UST Historical Files.
- LA City Fire Department, Anaheim and Alameda Street (ERIS ID No. 46). The exact location is unknown. This site is listed on the following database.
 - CHMIRS – An incident occurred in 2010, where approximately 20 gallons of diesel fuel spilled onto the roadway due to a traffic accident. One injury occurred. It is unknown if the spill was contained. Fuel did migrate to the storm drain.



- Garcia's Truck Repair, 1503 East Anaheim Street (ERIS ID No. 47). This site is located east adjacent to the Subject Property across North Lansing Avenue. This site is currently occupied by Port Lube Center. This site is listed on the following database.
 - HAZNET – According to the Handler database, this site is listed as “inactive” in 2003. No manifest data was provided. Also listed on the RCRA SQG, and FINDS databases.
- Mike's Auto, 1507 East Anaheim Street (ERIS ID No. 66). This site is located east adjacent to the Subject Property across North Lansing Avenue. This site is currently occupied by Port Lube Center. This site is listed on the following databases.
 - HAZNET – According to the Handler database, Mike's Auto is listed as “inactive” in 1998. No manifest data was provided.
 - HAZNET - According to the Handler database, MTZ Big Rig Repair is listed as “inactive” in 2016. No manifest data was provided. Also listed on the CUPA LA COUNTY database
 - HAZMAT LA CITY - According to this database, R/J Road Service is listed as “inactive” in 2019.
 - HAZ GEN – According to this database, Port Lube Center LLC is listed as “inactive” in 2015. One hazardous waste manifest completed in 2012 identified 0.374 tons of unspecified organic liquid mixture to be disposed via other recovery of reclamation.
- GLX Environmental Services, Chemtrec Pacific Services, Coast Tank Services, 1634 East Denni Street (ERIS ID No. 56). This site is located east adjacent to the Subject Property across North Henry Ford Avenue. This site is currently occupied by Savage Yard. This site is listed on the following databases.
 - PRP – Coast Tank Service Co., and Chemtrec Pacific Services, Inc. are listed on the Final NPL under the name of Stringfellow.
 - HAZNET – GLX Environmental Services is listed on the Handler database under EPA ID No. CAC000306695 in 1990 and “inactive” in 2000. No manifest data provided.
 - HIST MANIFEST – The address is listed on this historical database with a waste description identifying 18.98 tons of other inorganic solid waste was manifested in 1990.
- Ariste Used Auto Body Parts & Wrecking, 1538 East Opp Street (ERIS ID No. 71, 78). This site is located east adjacent to the Subject Property address, 940 Alameda Street. This site is listed on the following database.



- FINDS – Listed under SIC code for “Motor Vehicle Parts, Used” and NAICS code for “Tire Dealers”. Also listed on the RCRA NON GEN database.
- Buckeye Trucking Company, 1041 Henry Ford Avenue (ERIS ID No. 77). This site is located east adjacent to the Subject Property address, 1050 Alameda Street (Portlight Hotel). This site is currently occupied by RPR Trucking LLC. This site is listed on the following database.
 - SWEEPS UST – Listed as “inactive” within LAFD jurisdiction.
- Tradewest Hardwood Co, 1502 East Opp Street (ERIS ID No. 86), is located west adjacent to the Subject Property PHL railroad. This site is listed on the following databases.
 - FINDS – Tradewest Hardwood Co., is listed under special interest type – air emissions in 2017.
 - FINDS - American Integrated Services, Inc. is listed under special interest type – transporter in 2018. Also listed on the CERS HAZ database with general administrative type violations issued in 2015 and 2018; and additional violations issued in 2017 and 2020 for improper labeling of hazardous wastes. All violations were corrected. Also identified on the HAZMAT LA CITY, RCRA NON GEN (beginning in 2006 and again in 2020), CUPA LA COUNTY, HW TRANSPORT, and WASTE TIRE databases. Listed on the HAZ TSD database as an “active” transporter under EPA ID No. CAR000148338.with over 100 manifests from 2002 to 2023. The following wastes were manifested wastes: unspecified aqueous solution; other inorganic solid waste; contaminated soil; other organic solids; off-specification, aged or surplus material; tank bottom waste; unspecified oil containing waste; waste oil and mixed oil; hydrocarbon solvents; liquids with Chromium, Nickel; laboratory waste; paint sludge, latex waste, adhesives, asbestos-containing waste; metal dust; alkaline solution; polychlorinated biphenyls; pesticides and pesticide products; fly ash, bottom ash’ baghouse waste; solids/sludges with halogens (2007); household waste; halogenated solvents.
 - FINDS - Southern California Edison, NAICS code for “Electric Power Distribution”.
 - EMISSIONS – Tradewest Hardwood Co. is listed on this database for permitted air emissions facility.
 - PCB - American Integrated is listed on this database in 2009.
 - HAZ GEN – Hanjin Shipping is listed under EPA ID No. CAC000755664, and is “inactive” in 2000. Other organic solids were manifested in 1995.
 - INSP COMP ENF – No violations were identified during a DTSC Compliance Evaluation Inspection – Transporter, in 2021.
- 1692 East Mauretania Street (ERIS ID No. 92), appears to be located west adjacent to the Subject Property PHL railroad. No business name provided. This site is listed on the following database.
 - UST LA CITY – This address is listed as having an historic UST file.

- Antonio Abrego DBA 4 Wheel Truck & Van Dismantling (current occupant), 1034 Cristobal Avenue (ERIS ID No. 93), is located at the southeast corner of East Grant Street and Cristobal Avenue, east adjacent to the Subject Property. This site is listed on the following databases.
 - HAZNET – This business is listed under EPA ID No. CAL000273617 beginning in 2003; EPA ID No. CAL000321605 beginning in 2007; EPA ID No. CAL000400713 beginning in 2014. No manifest data was provided on the Handler database.
 - HAZNET – Listed under business name, Cal-Les Enterprises (EPA ID No. CAL000232111). No manifest data on Handler site.
 - FINDS – 4 Wheel Dismantling is listed under NAICS code for “Motor Vehicle Parts, Used”. Also identified on the RCRA NON GEN database.
- Luis Auto Dismantling, 1030 Cristobal Avenue (ERIS ID No. 95), is located at the east adjacent to the Subject Property across Cristobal Avenue. This site is listed on the following databases.
 - RCRA NON GEN – This business is listed under EPA ID No. CAL000443385 as a non-generator beginning in 2019. Also identified on the FINDS database.
 - CERS HAZ – Violations were issued in 2021 for improper labeling of hazardous waste containers. The violation was corrected.
- Oryx Energy Company, 1560 East L Street (ERIS ID No. 983), is located west of the PHL railroad, at the southwest corner of East L Street and Alameda Street. This site is listed on the following database.
 - HAZMAT LA CITY – Listed under Facility ID No. FA0033176 for inactive hazardous materials inventory.
- Push & Pull, 1609 East Grant Street (ERIS ID No. 99) is located east adjacent to Portlight Hotel (1050 Alameda Street) and appears to be an historical address. The current occupant of this site is a trucking company at 1041 North Henry Ford Avenue. This site is listed on the following database.
 - CUPA LA COUNTY – Listed under Facility ID No. FA0030993 for inactive hazardous materials inventory
- Identified by Well Number, the following were described on the PFAS GW database as maintained by the RWQCB (ERIS ID No. 61, 63) and were plotted near the Subject Property boundaries. According to the RWQCB Geotracker website, the wells appear located at 445 Ferry Street, San Pedro.

Monitoring Well ID No. WDR100000534-101221

PFAS GW – Ongoing monitoring for deep groundwater contaminants continues. Well data collected in 2021 show non-PFAS for this site including: 1,1,1,2-Tetrachloroethane, 1,1,2-Trichloroethane, lead, mercury, Methyl-tert-butyl ether (MTBE) and many others to be below reportable limits except for Perfluorooctanoic sulfonate, which was slightly above the reporting limit. Wells were sampled at approximately 135-155 feet bgs.

Monitoring Well ID No. WDR10000534-101220

PFAS GW – Well data collected in 2021 for deep groundwater monitoring wells. All results identified no contaminants above the reporting limits.

5.3.3 Other Off-site Locations of Concern

Other off-site locations of concern identified by ERIS within a maximum 500-foot one-mile radius from the Subject Property included registered UST sites, LUST sites, hazardous waste generators, permitted hazardous materials handlers, CHMIRS sites, Clean-up sites, SEMS sites and CERCLIS NFRAP sites.

The potential for environmental concern to the Property from these off-site locations appears to be low due to one or more of the following: type of regulatory listing; type of resource (soil) affected, location with respect to the direction of regional groundwater, distance from the Property; status of the case; remedial efforts being directed by a regulatory agency; and/or potential responsible parties have been identified.

5.3.4 Orphan Listings

The EDR database report identified 20 orphan listings. The locations of sites that were identified by address were found to be in the general vicinity of the Property; however, due to distance, location with respect to the direction of regional groundwater, and/or type of listing were determined to have a low potential for environmental concern to the Property.

Other orphan sites were identified only by street name. These street names were found in the general vicinity of the Property; however, the specific site locations could not be determined. These orphan sites appeared to have a low potential for environmental impact to the Property due to one or more of the following: type of regulatory listing; type of resource (soil) affected, location with respect to the direction of regional groundwater, distance from the Property; status of the case; remedial efforts being directed by a regulatory agency; and/or potential responsible parties have been identified.

5.4 Additional Environmental Record Sources

Requests for information or review of online databases were completed for the following regulatory agencies.

The following addresses were identified from APNs provided by the client; corresponding addresses; and field observations on the day of the reconnaissance.

- 820, 828, 830, 836, 910, 940, 955-967, 1102, 1150, 1261, 1270, 1298, 1000, 1006, 1010, 1018, 1020, 1028, 1050, 1055, 1100, 1102, 1220, 1248, and 1250 Alameda Street;
- 820, 1041, 1100, 1120, and 1141 Henry Ford Avenue;
- 1401, 1400, 1500, 1409, 1417, 1441, and 1443 East Anaheim Street;
- 1530 Opp Street; and
- 1619 Denni Street.

Table 6 – Additional Environmental Record Sources

Federal Agency	
<p><i>U.S. Department of Transportation, Pipeline and Hazardous Material Safety Administration (PHMSA)</i></p>	<p>The PHMSA online mapping system for gas transmission pipelines or hazardous liquid pipelines was reviewed (https://www.npms.phmsa.dot.gov/default.htm).</p> <p>The following pipelines are located on the Subject Property or adjacent properties:</p> <ul style="list-style-type: none"> • One 0.45 miles long, permanently abandoned, empty crude oil pipeline (Operator name: Wilmington Crude MPPL), parallels Alameda Street. • A second permanently abandoned, empty liquid pipeline (0.58 miles long); System name: LA Basin Pipelines, is located at the north end and parallels Alameda Street and Mauretania Street. • A 3.0-mile long active crude oil pipeline (Operator name: Vopak Terminal LA) parallels Alameda Street. • A permanently abandoned 0.70-mile long empty liquid pipeline (Operator: LA Basin Pipelines) parallels Alameda Street. • A 1.55-mile long active crude oil pipeline (Operator name: Paramount Pipeline LLC) parallels Alameda Street. • A 1.96-mile long active Non-HVL product (Operator name: Ultramar Inc.) parallels Alameda Street and ???. • A 6.78-mile long active Non-HVL product pipeline (Operator name: Equilon Enterprises LLC) parallels

Table 6 – Additional Environmental Record Sources

	<p>Alameda Street.</p> <ul style="list-style-type: none"> • A 0.31-mile long active crude oil pipeline (oily water) (Operator name: Paramount Pipeline LLC) parallels Wilmington Wye. • A 0.29-mile long, permanently abandoned, empty liquid pipeline (Operator name: LA Basin Pipelines) parallels Wilmington Wye. • A 4.33-mile long active crude oil pipeline (Operator name: Crimson Pipeline L.P.) parallels East Grant Street. • A 0.72-mile long active crude oil pipeline (Operator Name: Phillips 66 Pipeline LLC) parallels East Anaheim Street. • A 1.43-mile long active natural gas pipeline (Operator name: Southern California Gas) parallels East Anaheim Street. • A 3.20-mile long, permanently abandoned, empty gas pipeline (Operator name: LA Basin Pipelines) parallels East I Street on and west of Alameda Street. <p>According to the Pre-Design Report for the project, oil pipelines within the railroad corridor, within the newly acquired area, will have to be surveyed and evaluated to determine whether the pipelines need protection, relocation and/or abandonment.</p>
<p>State Agencies</p>	
<p><i>California Environmental Protection Agency (Cal/EPA), Department of Toxic Substances Control (DTSC)</i></p>	<p>The following information regarding the Subject Property was on file with DTSC for the following address:</p> <p>1041 Henry Ford Avenue – An Abbreviated Preliminary Assessment (APA) was completed by the DTSC for Oil Company property (site), located at 1041 Henry Ford Avenue, EPA ID No. CASFN0905499, on December 15, 2003 to assess the threat to public health or the environment and to determine if further investigation was warranted. This site was considered a potential hazardous waste site and entered into the CERCLIS in April 1999.</p> <p>The site has been occupied by several companies in the past and identified as having potentially released waste oil and possible solvent waste from daily truck and maintenance operations. Waterman Supply Company formerly occupied the north adjacent area, north of Hotel Portlight. Former operators of this site included Buckeye Trucking Company, and Lynda Pham dba American Petroleum-U.S.P.D.L. Continental Petroleum-Global Oil Company.</p> <p>The site was never used for oil production; however, it was determined that a threat existed based on past operations including auto body work, dismantling, engine repair work,</p>

Table 6 – Additional Environmental Record Sources

	<p>oil changing, motor transmission work and auto painting.</p> <p>During the 2003 assessment, the site was occupied by Push and Pull Express (a trucking company) and unpaved surfaces were identified throughout the site. Waste oil staining was observed on soils from trucking operations and maintenance. A review of regulatory databases identified that in 1993, 4.17 tons of waste oil and mixed oil, and 1.25 tons of tank bottom waste were manifested for off-site disposal. None of the boxes were checked on the Remedial Site Assessment Decision form based on the 2003 APA assessment. This address is not currently listed on the CERCLIS database. The site is currently occupied by R.P.R. Trucking and located north and east contiguous to Hotel Portlight.</p> <p>Additionally, the following addresses appear on the DTSC Hazardous Waste Tracking System (HWTS) Handler website under the following names.</p> <p>1120 North Henry Ford Avenue</p> <ul style="list-style-type: none"> - Harbor Glenn Sandblasting, EPA ID No. CAC000665448, is listed as inactive in October 2000. No manifest data listed. - Estate of Ruth H Rohet (owner), EPA ID No. CAC000806680, is listed as inactive in October 2000. No manifest data listed. - Harbor Sandblasting, Inc., EPA ID No. CAL000048459, is listed as inactive in June 1995. Two manifests completed in 1993, listing 0.3055 tons of non-RCRA waste generated. No manifests uploaded to site. <p>1417 East Anaheim Street</p> <ul style="list-style-type: none"> - Rocket Oil #2, EPA ID No. CAL000406201, is listed as active in September 2022. Numerous manifests were completed between 2015 and 2022, and specify various hazardous wastes were disposed of off-site including asbestos-containing waste in 2021. The other manifests could not be opened. <p>The Envirostor website (http://www.envirostor.dtsc.ca.gov/public/) was reviewed for information, and the Subject Property was not listed in the database.</p>
<p><i>Cal/EPA, Los Angeles Regional Water Quality Control Board (RWQCB)</i></p>	<p>The following information regarding the Subject Property was on file with RWQCB.</p> <p>1100 North Henry Ford – This site appears occupied by a Recycling Center at 1120 North Henry Ford Avenue. The RWQCB responded to our request indicating that records are “missing”. Therefore, agency records for this address</p>

Table 6 – Additional Environmental Record Sources

	<p>were not reviewed.</p> <p>1120 North Henry Ford – This site is currently occupied by a Recycling Center, and is located east adjacent to 1100 Alameda Street. RWQCB records on file for this address include only storm water records: a Storm Water Prevention Plan, storm water sampling results, and NPDES permit requirements issued between 2001 and 2011.</p> <p>1220 Alameda Street – This site is currently occupied by Valero Olympic Tank Farm, and is located east adjacent to Wilmington Wye. RWQCB records on file for this site include only storm water records: a Spill Contingency Plan and NPDES permit requirements.</p> <p>Olympic Tank Farm formerly operated as a bulk storage facility of various hydrocarbons for Ultramar Inc. The facility is no longer operational. The owner of this property is the City of Los Angeles, Department of Water and Power. The oil tanks (ASTs) were completely enclosed by compacted earthen dikes and have been dismantled. An earthen dike could be seen northeast of Wilmington Wye during the Subject Property reconnaissance. Other features included fuel storage areas, a fire foam building, heater area, and a control building, all of which were located southeast of the intersection of Alameda Street and Robidoux Street. Storm Water is routed through a four-stage oil skim pond at the southeast corner of the site, to separate out oil from water, before discharge to the storm drain along the Southern Pacific Railroad tracks toward Dominguez Channel. The last NPDES compliance evaluation inspection by the RWQCB was in 2017.</p> <p>1248 Alameda Street – According to RWQCB records, this site is occupied by Wilmington Recycling under SIC code for “Scrap and Waste Materials”. No signage was observed during the Property reconnaissance. This facility is located at the southeast corner of Alameda Street and M Street. RWQCB records on file for this site include only storm water records under Waste Discharger ID No. 4 191023699.</p> <p>The Geotracker website (http://geotracker.waterboards.ca.gov/) was reviewed for information, and the Subject Property was listed as follows.</p> <p>1100 North Henry Ford – This address was identified on the ERIS database as listed on Geotracker with a status of “Open – Inactive” as of January 29, 2015. The exact location is unknown. The site appears on Geotracker to be location at least ¾ mile west of Alameda Street; however, the address indicates the site somewhere in the vicinity of 1120 North Henry Ford, which is Wilmington Recyclers. The facility is described as Port Access Project (Unit 2-5). The potential contaminant of concern was identified as volatile</p>
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Table 6 – Additional Environmental Record Sources

	<p>organic compounds (VOCs). No other details were provided on Geotracker. The RWQCB had no records on file for this address.</p>
<p><i>California Department of Conservation (DOC), Geologic Energy Management Division (CalGEM)</i></p>	<p>Converse reviewed the DOC CalGEM Online Well Finder (https://www.conservation.ca.gov/calgem/Pages/Wellfinder.aspx).</p> <p>According to the website, oil or gas wells are located on and adjacent to the Subject Property. The Subject Property is located in the Wilmington Oil Field. The following oil or gas wells were noted on the Subject Property:</p> <p>Located on Subject Property (south to north):</p> <ul style="list-style-type: none"> - One (1) plugged oil & gas well (Well No. 31-25; API: 0403703882; Operator: Warren E&P, Inc.) Well identified on north side of APN: 7425-044-060, northeast of Chevron Gasoline Station, 1417 East Anaheim Street. - Two (2) idle oil & gas wells (Well No's. 18-7 and 18-8; API: 0403703893 and 0403703894; Operator: Warren E&P, Inc.) These wells are located on the east side of Thenard, Wilmington Wye (observed during Property reconnaissance). - One (1) plugged oil & gas well (Well No. 4; API 0403703181; Operator: LADWP). This well is located in the Valero Tank Farm, APN: 7428-004-900. - One (1) plugged oil & gas well (Well No. 12-1; API: 0403703864; Operator: Warren E&P, Inc.) This well is located in the center of the 1230 Alameda Street lot; APN: 7428-003-001, -002, -003. - One (1) plugged oil & gas well (Well No. 17-6; API: 0403703869; Operator: Warren E&P, Inc.). This well is possibly located on the east side 1248 Alameda Street, APN: 7428-003-048. <p>There are several additional idle or plugged oil & gas wells located in the general vicinity of the Subject Property.</p>
<p>Local Agencies</p>	
<p><i>South Coast Air Quality Management District (SCAQMD)</i></p>	<p>Information regarding the Subject Property is on file with SCAQMD for the following addresses:</p> <p>1120 North Henry Ford – Identified as Harbor Sandblasting Inc. beginning in 1982 (currently Recycling Center). Equipment located at this facility included a spray booth and solvent; abrasive blasting (open and machine room); spray equipment (open); and baghouse.</p> <p>Permits with the AQMD were issued for baghouse and exhaust system (1982); abrasive blasting machine, blasting room and nozzles and compressor (1982); open spray equipment with 2 air atomized guns and 2-gallon pressure</p>

Table 6 – Additional Environmental Record Sources

	<p>pot (organic solvent not to exceed 3 gallons per day) (1982); and spray booth/exhaust filters (1984).</p> <p>Notices of Violation were issued to Harbor Sandblasting beginning in 1984 to 1989 for general administrative type issues (e.g. not obtaining a permit; and public nuisance (1985); to excessive abrasive blasting (1988); and fugitive dust (1987/1989). A Notice to Comply was issued in 1991 for not applying for a permit to operate diesel powered air compressor.</p>
<p><i>Los Angeles City Fire Department (LAFD), Certified Unified Program Agency (CUPA)</i></p>	<p>Records regarding the Subject Property was on file with LAFD for the following addresses:</p> <p>1102 Alameda Street – This location is currently occupied by Pacheco's. A Tank Abandonment Form was completed in January 1961. Four (4) USTs (2-1,000 gallon and 2 – 550 gallon) were located on site. The method of abandonment was identified as filled with 80# bentonite mud with something else added (not legible). Historic records indicate that a filling station (USTs) operated at this location as early as 1930 to at least 1961.</p> <p>1120 North Henry Ford – This location is currently occupied by a Recycling Center, and includes 1102 North Henry Ford. In March 1946, a permit identifying one 7,500-gallon diesel fuel tank (“old”) and one (1) 1,000-gallon gasoline tank were located on this site, which was an auto filling station (for private use). The owner was identified as George E. Roget and John J. Bunch, DBA Harbor Sandblasting Co.</p> <p>1150 Alameda Street – A permit was issued in September 1969 to install two (2) atmospheric tanks. The mailing company was Acme/Tri-Western Vacuum Service. The plot plan identified Wilson Trucking under the name of ACME/Tri-Western Vacuum Service and showed the proposed location of the two tanks, an existing oil well, and three existing tanks. The new tanks would contain gasoline and diesel fuel.</p> <p>A hand written note was on file and identified “Acme Oil Co” at 1150 Alameda Street and approved for two (2) used tanks (1 Comwell Co. 7,500-gallon, LAFD 679-41 and 1 United Concrete Co., 3,000-gallon, LAFD 126-60).</p> <p>In January 1984, a permit to abandon two (2) atmospheric tanks per specifications was issued. The business name was Asbury Transportation. An Inspection Records was on file, which indicated that a Tank Abandonment Permit No. 48038 was received in January 1985 and on January 17, 1985, an inspector witnessed the removal of one (1) 7,500-gallon and one (1) 3,000-gallon “UGTs” (underground tanks). The tanks were located 125 feet east of Alameda Street and 80 feet north of Southern Pacific Railroad right-of-way.</p>

Table 6 – Additional Environmental Record Sources

	<p>In June 1979, an Application for Fire Permit was completed by Asbury Transportation Co. The type of business was listed as “A F Sta/Private”, and appears to refer to an auto fueling station. It is unknown where this address would be located today, however, does appear to have been located between Young Street and Robidoux Street, which may put it in Wilmington Wye.</p> <p>1220 Alameda Street – A LACoFD Facility Information Report, dated April 23, 2012, was completed for Valero Olympic Tank Farm and part of LAFD files. The owner was identified as Ultramar Inc., DBA Valero Olympic Tank Farm, Facility ID No. FA0031265. Hand written on the form is an additional Facility ID No. FA787 under LA City Fire. The Standard Industrial Classification code is “Refined petroleum pipelines”. Minor violations, not specified, were issued in July 2007. Part of the same record was a LAFD Data Entry Instruction Form, completed in June 2011, which listed the business as inactive and referenced the FA0000787 ID number. The owner was identified in 2011 as, Ultramar Diamond Shamrock Corp. A hand written note indicated that the site was no longer being used as a tank farm, indicating that the farm had been closed for several years. Hazardous materials were identified as waste fuel/oil mix in aboveground tank.</p> <p>1270 North Alameda Street – Identified as Welding & Fabrication Contractors (Reg No. 19966) and listed with a LAFD permit to abandon five (5) USTs by removal in July 1971. Four (4) 500-gallon and one (1) 1,000-gallon were removed. The USTs were identified on a sketch at approximately 20 feet south of M Street and 20 feet east of Alameda Street, which would put the location at the present day 1260 Alameda Street site (no business name was observed on fence).</p> <p>1298 Alameda Street – This historical address appears north adjacent, across Mauretania Street and the current location of Sunshine Truck Stop (1800 PCH). Jerry’s Service Station, 1298 S. Alameda Street, was identified as located on the east side of Alameda Street, between East “N” and East Mauretania (exact location is unknown – could be between 40 and 200 feet north of Mauretania Street). In November 1934, the gasoline station was permitted to operate with two (2) 1,000-gallon gasoline USTs (old), which were located 4 foot underground, 75 feet west of the building; and three (3) gasoline USTs (2-1,000-gallon and 1-550 gallon), which were identified as located 4 feet underground, and 15 feet east of building. A note on the bottom of this permit indicated “Permit to Leo Goodman, 1-16-31 for 4 1,000’s, 1297 No. Railroad”, and “additional storage tanks; change of name of street; relocation of entire service station”.</p>
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Table 6 – Additional Environmental Record Sources

	<p>A tank abandonment form was completed in May 1949 for two (2) 1,000-gallon USTs, which were identified as filled with sand. A second tank abandonment form was completed in June 1955 for three (3) USTs (2-1,000-gallon and 1-550-gallon), which were filled with “80# rotary mud”.</p> <p>1417 East Anaheim Street – This location is currently occupied by Chevron Gasoline Station. According to a September 2019 Monitoring System Certification Form, the gasoline station was identified as Rocket Oil #2. Three (3) USTs (Tank ID No. 87, 91 and diesel) were listed. A LAFD inspector was on site during the tank and monitoring systems (Veederroot Level IV) testing. All systems passed. The same type of testing with a LAFD inspector on site, was conducted in 2013, 2014, 2015, 2016, 2017, and 2018. A diagram showing tank location is on file. Minor non-compliance type violations were identified in 2015, 2016, 2018, and 2019. The three (3) double walled USTs (87- 15,000-gallon split, 91- 10,000 gallon split, diesel – 15,000 gallon) were installed in 2008.</p>
<p><i>Los Angeles County, Department of Public Works (DPW), Environmental Programs</i></p>	<p>There is no information regarding the Subject Property on file with DPW.</p>

Table 6 – Additional Environmental Record Sources

<p><i>City of Los Angeles, Public Works, Bureau of Sanitation (LASD)</i></p>	<p>There is no information regarding the Subject Property on file with LASD, except for the following addresses:</p> <p>1041 North Henry Ford – This site is currently occupied by R.P.R Trucking, LLC, which occupies the lot from North Henry Ford west to Alameda Street and south to Grant Street. In December 1962, the company at this location was listed as Percy & Fairman Dump Truck Service (dump trucking business). Processes involved in operations at this site included a steam cleaning rack for truck maintenance. Waste discharge included grease, sand, and oil mixed with water, which was discharged to the sewer located in Grant Avenue and was treated by a clarifier before being discharged.</p> <p>1220 Alameda Street – In March 1976, an Application for a New or Proposed Point of Discharge permit was issued to owner, Los Angeles Department of Water and Power (LADWP). The contact name and title “Tank Farm Operator” was provided. The discharge was identified as 128-Water Treating & Service Equip., which would discharge to the public sewer. A sample point designation was identified and located at “last stage of 5cc SE corner East of Tank #8007”.</p> <p>1401 East Anaheim Street – This location is currently occupied by a Chevron Gasoline Station, 1417 East Anaheim Street. In July 1927, three (3) 550-gallon gasoline tanks were identified at this location. In July 1939, one additional 550-gallon gasoline tank was listed.</p> <p>1417 East Anaheim Street – This location is currently occupied by Chevron Gasoline Station. An Application for Industrial Waste Permit was issued in 1978 to business, South Bay Steam Cleaning, (truck steam cleaning), where truck washing and steam cleaning operations were conducted. An estimated 250 gallons per day of waste was discharged and included soap, water and dirt.</p>
<p><i>Methane</i></p>	<p>According to the DPW Solid Waste Information Management System website (http://dpw.lacounty.gov.epd/swims/OnlineServices/search-methane-hazards-esri.aspx), the Subject Property is located within the City of Los Angeles and is therefore subject to the City’s methane code. A methane mitigation system may be required.</p>

6.0 Subject Property Reconnaissance

6.1 Methodology

On February 13, 2023, Converse visited the Subject Property to evaluate present use and to identify observable environmental conditions at the Property. Our methodology involved walking the perimeters of the Subject Property boundaries, and driving adjacent areas while noting observed evidence of present and potential environmental concerns.

A field-generated map is provided in Appendix B. Pertinent Subject Property photographs are provided in Appendix C.

6.2 Limiting Conditions

Converse's findings are based on the Subject Property conditions observed on Monday, February 13, 2023.

Converse did not have physical access to the east contiguous properties that are or may be a part of the acquisition for the proposed upgrade. Additionally, many of these properties were fenced and gated, which prevented observation of interior yards from the street.

6.3 Interior Observations of Subject Property

Converse did not have access to building structures located on the east contiguous properties, east of Alameda Street that may be acquired as part of the Street Widening Project. Many of the businesses located within the Subject Property acquisition area include automotive repair and dismantling facilities, and a recycling facility.

Two locked concrete utility vaults were observed located in Wilmington Wye and two locked steel utility structures were observed in the PHL railroad right-of-way and not accessible.

6.4 Exterior Observations of Subject Property

During our Subject Property visit, Converse made the following observations of the exterior of the property:

Table 7 – Exterior Observations of Subject Property

Item or Condition	Observed Evidence	No Evidence Observed	Comments
Hazardous Substances & Petroleum Products:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>There are three (3) USTs (gasoline and diesel) located at the Chevron Gasoline Station, 1417 East Anaheim Street. The tanks were installed in 2008. Historical records indicate a gasoline station has occupied this corner lot since 1921.</p> <p>Propane tanks were observed located on the southeast corner of Alameda Street and I Street.</p> <p>Oil or gas pipelines are located along Alameda Street, East Anaheim Street, Grant Street, Mauretania Street and Wilmington Wye. Vent pipes were observed at select locations along pipelines.</p> <p>Valero Wilmington Refinery – Olympic Tank Farm (1220 South Alameda Street) encompasses a large area northeast of Wilmington Wye and is surrounded by chain-linked fencing followed by an 8-10 foot high dirt berm. The ASTs appear to have been dismantled.</p>
Storage Tanks & Related Equipment:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Underground petroleum pipelines and related equipment was observed.
Odors:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Standing Surface Water or Other Pools of Liquid:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Standing surface water was observed at two locations along the PHL railroad right-of-way on the west side of the Subject Property. The water was likely a result of recent rains. No sheen was observed on the pools so was not considered observed evidence.
Drums & Other Containers of Hazardous Substances, Petroleum Products, or Other Unidentified Contents:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Several petroleum or gas pipelines were observed along the west side of the Subject Property within the railroad right-of-way as noted by markers, underground vaults, vent pipes and protective bollards.
Transformers or Equipment containing	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Pole mounted transformers were observed north of the Recycling Center

Table 7 – Exterior Observations of Subject Property

Item or Condition	Observed Evidence	No Evidence Observed	Comments
Polychlorinated Biphenyls (PCBs):			(1120 North Henry Ford), on Young Street and south of 1260 Alameda Street on the sidewalk fronting M Street. No evidence of leaks was noted.
Pits, Ponds, or Lagoons:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Stained Soil or Pavement:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Oil stained asphalt was observed along the sidewalk west of 1100 Alameda Street. Staining was observed on soil (appeared oil-like) at the northeast corner of Robidoux Street and Alameda Street.</p> <p>Evidence of surface water run-off originating from 1262 Alameda Street property (no signage on sheet metal fencing and gates closed), and traveling under the fence toward Alameda Street at two locations. The soil appeared wet and discolored. A Google search identified the site as Lincoln Iron & Metals and is listed as a recycling facility.</p> <p>Oil stained soil was observed along the PHL railroad right-of-way, west of Alameda Street and north of Young Street.</p> <p>Stained soil (source unknown) was observed at the location of the dumped motor boat.</p>
Stressed Vegetation (other than from insufficient water):	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Evidence of Mounds, Depressions or Filled or Graded Areas Suggesting Trash or Other Solid Waste Disposal:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Waste Water or any discharge (including storm water) at the Subject Property:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Storm water flow likely follows along Alameda Street toward the southwest. Storm drains were observed along the east side of Alameda Street.</p> <p>A concrete lined storm water swale</p>

Table 7 – Exterior Observations of Subject Property

Item or Condition	Observed Evidence	No Evidence Observed	Comments
			was observed along the alley north of the Chevron Gasoline Station.
Wells (active, inactive, or abandoned):	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Two idle oil wells, enclosed with chain-linked fencing were observed in the Wilmington Wye. Signs posted read, Warren E&P, Inc. 18-7 and 19-8.
Septic Systems or Cesspools:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Prior Structures:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Historic oil wells were identified during the 2014 Phase I ESA.
Roads, Tracks, Railroad Tracks or Spurs:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The PHL railroad parallels Alameda Street on the west and forms the Wilmington Wye north of Young Street. Railroad crossings appear at Young and Alameda Streets. Old railroad tracks paved over with asphalt were observed crossing Alameda Street (east to west) at East I Street.
Suspect Asbestos-containing Building Materials released into the environment:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Suspect Lead-based Paint released into the environment:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Suspect PCB Caulk, Paint or Ballasts released into the environment:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

In addition to the above items, Converse also made the following observations:

- Dumped trash (tires, clothing, broken concrete, paper) was observed west and east of the chain-linked fence that separates Alameda Street from Wilmington Wye. Quite a bit of trash (car parts, furniture, paper and plastic trash, vegetation, clothing cardboard, a toilet, tires and an abandoned truck trailer) was observed at the Alameda Street entrance to Valero Tank Farm, east of Alameda Street.
- Mounded rock, dirt, asphalt and concrete were observed mainly grouped in the center of Wilmington Wye. The origin of these piles is unknown.

- Blown in trash (paper, plastic, bottles, spray can, clothing, tires, shoes, car parts) and dumped trash appears along the west side of the PHL railroad corridor. A significant amount of dumped trash was observed along the railroad corridor across from East Grant Street. Trash included a motor boat heaped full of trash bags, which were also observed on the ground west of the boat, a pile of asphalt, furniture, clothing, vehicle parts including a fuel filter, tires and a mound of sand with broken concrete.
- Mounded sand, vehicle seats and debris were observed in the railroad corridor, northwest of East Opp Street.

6.5 Current Uses of Adjoining Properties

Based on our research and observations during our Subject Property visit, the Subject Property is bordered by the following:

Table 8 – Adjoining Property Use

Direction	Current Development
North:	Extension of Alameda Street and PHL railroad right-of-way.
Northeast:	The intersection of Mauretania Street and Alameda Street, followed by a gasoline station (Sunshine Truck Stop at 1800 Pacific Coast Highway).
Northwest:	The intersection of Mauretania Street and Alameda Street, followed by an electrical supply company (Yukon Corp. at 1275 Alameda Street).
South:	Extension of Alameda Street and PHL railroad right-of-way and East Anaheim Street, followed by LA Waterfront ILWU Local 13, Longshore Dispatch (1500 East Anaheim Street).
Southeast	East Anaheim Street followed LA Waterfront ILWU Local 13, Longshore Dispatch (1500 East Anaheim Street).
Southwest:	The intersection of Alameda Street and East Anaheim Street, followed by a trucking company, no signage (730 North Watson Avenue).
East:	<p>The following auto repair or auto wrecking businesses are located adjacent to the Subject Property, which includes Alameda Street and east contiguous businesses (north to south):</p> <ul style="list-style-type: none"> • Lincoln Iron & Metal Works, 1262 Alameda St., followed by residential, 1710 and 1714 E. Mauretania Street • Auto business, no signage, 1260 Alameda St., followed by Iron & Metals, 1262 Alameda Street. • Auto business, no signage, 1248 Alameda St., and associated yard. • Abierto Los Domingos, 1230 Alameda St., and associated yard. • Valero Olympic Tank Farm, 1220 Alameda Street. • Wilmington Wye • Recycling Center, 1120 N. Henry Ford Avenue., followed by Industrial (no

Table 8 – Adjoining Property Use

Direction	Current Development
	<p>signage), Sibrian Trucking 1700 Young St., and Clean Harbors (1737 Denni).</p> <ul style="list-style-type: none"> • Pacheco’s 1100 Alameda St., followed by N. Henry Ford Avenue and Recycling Center, 1120 N. Henry Ford Avenue • R.P.R. Trucking LLC, 1041 N. Henry Ford Avenue, followed by N. Henry Ford Avenue and Savage yard, 1634 Denni St. • Hotel Portlight, 1050, followed by R.P.R. Trucking LLC, 1041 N. Henry Ford Avenue • North Star Auto Parts, 1020 Alameda, Howdy Auto Wrecking, 1018 Alameda, Michoacan’s Auto Used Parts 1006 Alameda, Felix Auto Dismantling and R-2 Auto Wrecking, 1547 Opps followed by Cristobal Avenue and 4 Wheel Auto Dismantler, 1034 Cristobal Avenue and Luis Auto Dismantling, 1030 Cristobal Avenue. • Japanese Truck and Pallets, 940 Alameda Street, followed by Ariste Auto Body & Parts, 1538 Opp. • Brisk Logistics LLC, 930 Alameda Street, to Cristobal Avenue. • Vacant lot, followed by an auto dismantling business, no signage, 1523 E. I Street, Cristobal Avenue, and auto dismantling, 1619 E. I Street. • Propane sale lot, no address labels in field, and vacant lot, 1409 E. Anaheim Street (or 828 and 836 Alameda Street), followed by a vacant lot, Billiards 813 Cristobal Avenue and El Norte Restaurant, 815 Cristobal Avenue. • Chevron Station, 1417 E. Anaheim Street, followed by George’s Auto Parts, 1431 E. Anaheim Street, Manny’s Auto Care Inc. or Geo Used Parts, 1441 E. Anaheim Street, USA Angel’s Clutch & Brake, 1443 E. Anaheim Street and a vacant unit (formerly Action Electric/Alternators), 1447 E. Anaheim Street.
West:	<p>The following auto repair or auto wrecking businesses are located adjacent to the Subject Property, which includes Alameda Street and east contiguous businesses (north to south):</p> <ul style="list-style-type: none"> • Yukon, 1275 Alameda Street. • Pick Your Parts, 1232 Blinn Avenue. • Residential lots. • RV Rental, 1561 Young Street. • Residential lots. • Star Resources, Corp., 1026 Blinn Avenue. • American Integrated Services, 1502 E. Opp Street. • Waterman Supply Company, 910 Mahar Avenue.

6.6 Current Uses of Surrounding Area

Based on our research and observations during our Property visit, the surrounding area of the Property consists of commercial, industrial or residential uses.

Several soil and groundwater investigations were conducted in the early 2000’s on sites that were acquired by Alameda Corridor Transportation Authority (ACTA) for further development as part of the Pacific Coast Highway triple grade separation project. These projects are located in the surrounding area of the

Subject Property as follows: one site is located on Pacific Coast Highway, three are located on Mauretania Street and one on Grant Street. Based on the findings, and subsequent remediation, No Further Action letters were issued on all ACTA sites. The site on PCH was formerly used as an automobile glass and upholster repair facility (ACTA Parcel PCH-1542); sites along Mauretania Street were formerly occupied by an electrical sign manufacturing facility (ACTA Parcel PCH-1573); recycling of used engines (ACTA Parcel PCH-1571); and a vacant site used for storage and staging for oil production (ACTA Parcel PCH-1572). The site located south of Grant Street and West of Foote Avenue was formerly part of a larger oil field (ACTA Parcel MY-1505). Nine additional sites along PCH were also acquired for the ACTA development and identified on the RWQCB Geotracker website.

No current or past uses were observed identified in the Property visit, interviews or records review that would indicate Recognized Environmental Conditions in connection with the subject property.



7.0 Interviews

7.1 *Subject Property Owner*

No interviews of owners with City of Los Angeles, POLA, POLB and the privately owned properties east contiguous to Alameda Street were conducted.

7.2 *Tenant/Occupant*

Occupant interviews were not conducted for this assessment.

7.3 *State or Local Government Officials*

Other than the information provided in Section 5.4, no other information was provided by a government official.

7.4 *Owners and Occupants of Neighboring Sites*

No interviews of owners or occupants of neighboring sites were conducted.

8.0 Findings & Opinions

A cursory summary of findings and opinions is provided below. However, details were not included or fully developed in this section, and the report must be read in its entirety for a comprehensive understanding of the items contained herein.

The Subject Property consists of a 0.68-mile long segment of Alameda Street, between East Anaheim Street on the south and Mauretania Street on the north. Commercial or industrial properties are located east contiguous to Alameda Street and the Pacific Harbor Lines (PHL) Railroad is located west contiguous to Alameda Street. The proposed widening of Alameda Street would include widening the east and west sides of the roadway. Portions of the privately owned businesses along the east side of Alameda Street would be acquired as part of the widening project except for one property currently occupied by Hotel Portlight, which would be a full acquisition. Approximately 10 feet of the PHL Railroad right-of-way on the west side of Alameda Street would also be acquired.

Historically, the existing railroad paralleling Alameda Street on the west, and the Wilmington Wye on the east side of Alameda Street were present by 1896. By 1921, Alameda Street appeared to be present and a gasoline station occupied the east contiguous property (part of the Subject Property) at the northeast corner of Alameda Street and East Anaheim Street (current location of present day Chevron Station). By 1928, commercial or industrial development began east contiguous to Alameda Street including restaurants, a trucking company, a salvage company and the existing Valero Tank Farm. By 1929, a gasoline station occupied the location of the existing Hotel Portlight, 1050 Alameda Street. By 1930 to at least 1946, a gasoline station was identified located at 1102 Alameda Street (present location of Pacheco's). Two oil containing ASTs appeared located in the location of the present day propane yard (southeast of East I Street and Alameda Street) as early as 1938 and by 1950, three oil containing ASTs were present at this location. Automobile junk or scrap yards were evident east contiguous to Alameda Street by 1963 and appear to this day. Dismantling of the large ASTs on Valero Tank Farm site began by 2002.

During this assessment, Converse identified that groundwater has historically been recorded at depths ranging from 7-feet bgs to 40-feet bgs at the Subject Property.

A Phase I ESA was completed for portions of the Subject Property (Alignment) in 2014. The Alignment included Alameda Street and the railroad paralleling the west side. The following RECs were identified during the 2014 assessment:

- Buried petroleum pipelines on Alameda Street and west side of Alameda Street.
- Four (4) historic oil wells drained and abandoned adjacent to the Alignment.
- Five (5) sets of oil collection tanks located on or in the vicinity of the Alignment.
- The Alignment is located within a methane buffer zone.



- Treated wood located stacked on the northern portion of the railroad.
- Threat of releases from USTs and at least one (1) AST.

Based on the findings of the Phase I ESA, a Phase II investigation was completed for the Alignment in 2015. Twenty (20) soil borings were staggered the length of Alameda Street between Mauretania and East Anaheim Streets. Soil samples were collected at 1, 2.5 and 5.0 feet bgs. Soil samples were analyzed for VOCs. Select soil samples were also analyzed for TRPH, TPH, VOCs and fuel oxygenates, SVOCs, PCBs, OCPs, Chlorinated Herbicides, and CAM Metals. The results of the 2015 investigation yielded the following:

- None of the soil samples contained significant volatile hydrocarbon vapors.
- No groundwater was sampled as saturated conditions were not encountered in any of the boreholes.
- VOCs, fuel oxygenates, SVOCs, and herbicides were not detected in the analyzed soil samples.
- Eight (8) soil samples contained one variety of PCB at a concentration ranging from 13 to 134 micrograms per kilogram ($\mu\text{g}/\text{kg}$). Samples with PCBs extended the length of the Alameda Street with heavier concentrations from East Grant Street to south of East Young Street. It was suggested that the oils containing PCBs had been used in the past for weed control along the rail line.
- Six (6) soil samples contained at least one OCP at a concentration ranging from 1 to 18 $\mu\text{g}/\text{kg}$.
- Petroleum hydrocarbon concentrations exceeded a typical action level of 1,000 mg/kg at three (3) of the analyzed boring locations. However, the highest petroleum hydrocarbon concentrations and the highest frequency of petroleum hydrocarbon-impacted soil were not always at the shallowest sampling interval. Based on these results and at this action level, the consultant concluded that soils along approximately 15 percent of the Site (a maximum of 1,000 cubic yards, depending on the depth of excavation) exceeded the action level and recommended the soils be removed from the Alignment during road construction.
- Soluble lead concentrations exceeding the State regulatory limit were identified at two (2) non-contiguous boring locations. However, the lateral extent of impacted soil along the Alignment (identified as California hazardous waste based on results) was not known. The consultant stated that if a lateral distance on the Alignment of 20 feet from each location is projected and an average depth of 2.5 feet is given, approximately 100 cubic yards of shallow lead-impacted soil would be present. The vertical extent of soluble lead was not defined at boring location PBN16, where it was detected at a depth of 5 feet bgs.

Based on these findings, the consultant concluded the following:

- Because groundwater was not encountered in the borings, groundwater would not be expected to be reached during construction at depths up to 5 feet bgs.
- Material to be uncovered at two (2) non-continuous locations along the Alignment do contain sufficient concentrations of soluble lead to be regarded as hazardous.

The lateral extent is not known. However, an estimated soil volume of 100 cubic yards, impacted with lead, is located at boring location PBN8.

- Petroleum hydrocarbons were detected at many of the boring locations, but not all hydrocarbon concentrations were above action levels requiring transport and disposal. Most of the hydrocarbon concentrations above the action level were confined to the upper 2.5 feet of soil. The hydrocarbons were of the heavy-end concentrations, and did not contain VOCs or SVOCs. The consultant estimated that 10 percent of the material extending to 2.5 feet would require transport and disposal due to petroleum hydrocarbon at an action level above 1,000 mg/kg.

During Converse's Subject Property reconnaissance, the following items were observed:

- Three (3) USTs (gasoline and diesel), installed in 2008 are located on the existing Chevron Station site, 1417 East Anaheim Street. Historically, this site was occupied by a gasoline station as early as 1921. Historical information obtained from the regulatory database report, indicated that four (4) USTs (gasoline and diesel) were installed at this location in 1968. There was no mention of any of the historic USTs identified in the LAFD file review. A review of City of Los Angeles Sanitation District files indicated that in 1927, three (3) 550-gallon gasoline tanks were identified at this location and in July 1939, one additional 550-gallon gasoline tank was listed. It is possible that the USTs remain on this site and possible soil/groundwater contamination may have resulted from the historic USTs. Based on these findings, this is considered a REC.
- Propane tanks are located on the southeast corner of Alameda Street and I Street where propane is sold. Historically, two (2) oil ASTs appeared on this lot by 1938 and a third appeared by 1950. The historic use of this site is considered a REC.
- Oil and gas pipelines are located west contiguous to Alameda Street, along East Anaheim Street, Grant Street, Mauretania Street and Wilmington Wye. The oil and gas pipelines on or paralleling the Subject Property are considered RECs.
- Valero Olympic Tank Farm is east contiguous to the Subject Property. A review of RWQCB records pertained only to storm water contingency plans for this site. A review of DTSC records for this site was not conducted prior to this report being submitted. Therefore, it is not known as to what if any remediation has been conducted at this site. The lack of information obtained for this site regarding soil and groundwater investigations, and its close proximity to the Subject Property does constitute a REC.
- Oil stained soil was observed at the northeast corner of Robidoux Street and Alameda Street and along the west contiguous railroad, west of Alameda Street and north of Young Street. Oil stained soil was observed west of the site located at 1262 Alameda Street, likely due to water run-off from this site onto the unpaved sidewalk east of Alameda Street. Oil stained asphalt was observed on the sidewalk east contiguous to Alameda Street at 1100-1102 Alameda Street.

Stained soil was also observed originating from a dumped boat west contiguous to Alameda Street. The stained soil is considered a REC.

- The address 1102 North Alameda Street was not identified during the Subject Property reconnaissance; however, appears to be the current location of Pecheco's (1100 Alameda Street) and was identified on the UST database as an historical UST site. According to LAFD records, a Tank Abandonment Form was completed in January 1961. Four (4) USTs (2-1,000 gallon and 2 – 550 gallon) were located on the site and abandon in place. Historic records indicate that a filling station operated at this location as early as 1930 to at least 1961. Based on the findings, this is considered a REC.
- Numerous potholes were observed located along Alameda Street. The exposed soil presents a pathway for contaminants to enter subsurface soils from adjacent industrial facilities that could be carried by storm water run-off. This is considered a REC.
- The two idle oil wells identified in Wilmington Wye are considered RECs.
- Dumped and blown in trash observed located west and east contiguous to Alameda Street is an environmental concern as car parts and soil staining was noted in the trash heap located next to an abandoned motor boat.
- The mounded rock, dirt, asphalt and concrete located within Wilmington Wye and west contiguous to Alameda Street in the railroad right-of-way does pose an environmental concern as it is unknown where these materials originated from.
- Numerous automobile dismantling or repair shops are located east contiguous to Alameda Street and may be impacted during project upgrades.

The following east contiguous properties, identified as part of the Subject Property, were identified in the regulatory database report and have been identified as environmental concerns or RECs:

- Balfour Beatty Rail Inc., located at the southwest corner of Alameda Street and Denni Street is listed on the HAZ GEN database in 2008. It appears that 226 tons of non-RCRA hazardous waste solid (chrome impacted soil) was manifested and disposed off-site. The generator is listed as unknown and the exact location is unknown. Based on the findings, this is considered an environmental concern.
- Dekor Logistics, located at Alameda Street and Denni Street is listed with the DTSC on the HWTS database in 2013 for generating 0.3 tons of non-RCRA hazardous waste solids (absorbent with diesel) for off-site disposal. This site is listed as inactive. Based on the findings, this is considered an environmental concern.
- Estate of Ruth H. Rohet, 1120 Henry Ford Avenue is the current location of Recycling Center and is listed on the HIST MANIFEST, RECYCLING, HAZNET, UST SWEEPS, and FINDS databases. Records from LAFD indicates that in 1946, this site operated as a private filling station in which two (2) USTs (7,500-gallon diesel and 1,000-gallon gasoline) were located at this site under the name



of Harbor Sandblasting. It is unknown as to whether the tanks were removed. This site is also identified with SCAQMD records as having a spray booth using solvent, baghouse and pressure pot equipment (utilizing organic solvent) in 1982. This site is the current location of Wilmington Recycling. Based on the findings, this is considered a REC.

- Asbury Transportation, 1150 South Alameda Street, appears to be an historic address, as this address was not identified during the Property reconnaissance. This address is listed on the UST SWEEPS and UST LA CITY databases. Records obtained from LAFD for this historic UST site indicates that in 1969 two (2) USTs (7,500-gallon and 3,000-gallon containing gasoline and diesel fuel) were installed. Also identified on this site was an oil well, and three existing tanks. In January 1984, a permit to abandon two (2) atmospheric tanks was issued. The business name was Asbury Transportation. An Inspection Record was on file, which indicated on January 17, 1985, the 7,500-gallon and 3,000-gallon USTs were removed. The tanks were identified as located 125 feet east of Alameda Street and 80 feet north of Southern Pacific Railroad right-of-way. There was no additional information regarding the three other USTs or oil well. Based on the findings, this is considered a REC.
- Tesoro Logistics Operation, 940 Alameda Street is currently occupied by Japanese Truck & Pallet Making and listed on the CHMIRS, ERNS, HAZ GEN, RCRA NON GEN, FINDS, CUPA LA COUNTY and CERS HAZ databases. In 2018, it was reported that approximately 68 barrels of crude oil/water, which actually turned out to be 2 barrels, was released onto the street from a broken underground pipe. The leak was stopped and impacted soil removed. General administrative type violations have been issued and subsequently corrected. Because the leak resulted from a broken underground petroleum pipe, and the pipe remains in the ground is considered a REC.
- Ultramar Inc. Olympic Tank Farm, 1220 North Alameda Street, is listed on the EMISSIONS, AFS, TRIS, FINDS, HAZNET, and UST SWEEPS databases. This facility is listed as inactive in 2001. Listed on the CERS HAZ with violations issued in 2018. A review of RWQCB records only identified storm water related inspections and compliance issues. Based on the use (crude oil and other hydrocarbon receiving and storage facility) and length of time (from as early as 1928 to at least 2002), this former tank farm is considered a REC.
- Warren EP, Alameda and Mauretania Street is listed on the CHMIRS database. The exact location is unknown; however, the incident occurred on an oil field in 2008, when 15 barrels or drums of petroleum (produced water) was accidentally released from a leaking 2-3/8 inch pipeline. The cause of the leak was unknown. The spill site was identified as "oil field". Because the leak resulted from a broken underground petroleum pipe, and the pipe remains in the ground is considered a REC.



- Garin Oil Company, 1417 East Anaheim Street, is the current location of Chevron Gasoline Station. This site is listed on the HHSS, HAZNET, UST, DELISTED TANK, FINDS, CERS TANK, EMISSIONS, HIST TANK UST LA CITY, RCRA NON GEN, HAZMAT LA CITY, and UST SWEEPS databases. According to the HHSS Geotracker database, four (4) USTs containing gasoline or diesel fuel were installed at this site in 1968. There are currently three (3) USTs located at this site, which were installed in 2008. A review of LASD records indicated that truck steam cleaning operations have been conducted at this location, and an estimated 250 gallons per day of waste water is discharged to the sanitary sewer. Historic records indicate that this corner lot has been occupied by a gasoline station since 1921 under address 1401 East Anaheim Street.
- 1401 East Anaheim Street appears to be an historic address associated with the Subject Property and is listed on the UST LA CITY database. This address appears to be the location of the historic USTs installed in 1921. This corner lot is currently occupied by Chevron Gasoline Station. According to LASD files, three (3) USTs (550-gallon tanks) were installed in 1927, and in 1939 one additional 550-gallon tank was installed. Based on these findings, this is considered a REC.
- Port Access Project (Unit 2-5), identified as located at 1100 Henry Ford Avenue is listed on the CLEANUP and FINDS database. Listed on the CLEANUP with a status of “Open – Inactive” as of January 2015. The case was opened in October 1997. Contaminants of concern include volatile organic compounds. Also listed on the FINDS database under supplemental environmental interest, Geotracker – STL4L1541773, Superfund. The exact location of this site is unknown. However, the Recycling Center is currently located at 1120 North Henry Ford Avenue. However, according to the RWQCB Geotracker database, Port Access Project is plotted approximately $\frac{3}{4}$ mile west of the Subject Property.
- Zulem’s Clutch Repair, 1443 East Anaheim Street was observed during the Subject Property reconnaissance to be occupied by USA Angel’s Clutch & Brake. This address is listed on the CERS HAZ, RCRA NON GEN, and HAZ GEN databases. General non-compliance type violations were issued in 2014 and 2017 and subsequently corrected. According to the HAZ GEN database, wastes manifested between 2007 and 2015 included 2 tons of oil/water separation sludge (2007), aqueous solution, and unidentified waste. The oil/water separation sludge may indicate that a clarifier occupied this site. Based on the type of violations and status, this is considered an environmental concern.
- American Petroleum LTD, 1041 North Henry Ford Avenue is the current location of R.P.R. Truck LLC and is listed on the HAZMAT LA CITY database. American Petroleum LTD is listed as inactive in 2019. This site is currently occupied by R.P.R Trucking, LLC, which occupies the lot from North Henry Ford west to Alameda Street and south to Grant Street. According to LASD records, in December 1962, the company at this location was listed as Percy & Fairman



Dump Truck Service (dump trucking business). Processes involved included a steam cleaning rack for truck maintenance. Waste discharge included grease, sand, and oil mixed with water, which was discharged to the sewer located in Grant Avenue, and was treated by a clarifier before being discharged. DTSC completed a Preliminary Assessment of this site in 2003 due to the site listed as “Oil Company”. It was determined that this site was never occupied by an oil company. However, during the 2003 site inspection, oil stained soil was observed throughout. Based on the type of listings, this is considered an environmental concern.

- United Bottled Gas Service, 830 Alameda Street, appears to be located at the southeast corner of Alameda Street and East I Street, and is listed on the FINDS, CERS HAZ, and HAZMAT LA CITY databases. This site is the current location of the propane sold property and the historic location oil wells from 1938 to 1950. General administrative type violations were issued. Based on the historic use of this site, this is considered REC.
- Rey USA Auto Dismantling, 1260 Alameda Street, was observed with numerous vehicles and no signage. This site is listed on the HAZNET, FINDS, HAZMAT LA CITY, DELISTED HAZ, CERS HAZ and HIST MANIFEST databases. Based on information from the HAZNET database, Rey USA Auto Dismantling appears to be the current occupant. This facility is listed under EPA ID No. CAL000381502 is listed as “inactive” in June 2013. No manifest data was listed. General non-compliance type violations were issued to the facility between 2016, and 2022. Two former occupants, Super Auto Wrecking (1991) and C.A.R.S. (1998) are both listed on the HAZNET database. No manifest data was provided. Super Auto Wrecking is also listed on the HIST MANIFEST in 1991 for generating 0.2 tons of contaminated soil from site clean-up. Additionally, the review of LAFD records identified five (5) USTs removed in 1971 from the location of 1270 Alameda Street. The 1270 Alameda Street address no longer exists and it appears that the USTs would have been located at the current 1260 Alameda Street site. Based on the type of listing, former site of USTS, and soil contamination identified, this is considered an environmental concern.

The following east contiguous properties, identified as part of the Subject Property, were identified in the regulatory database report and are not considered an environmental concern based on their regulatory status. However, many of these sites do handle and store hazardous materials and generate hazardous wastes. Without a visual observation of the properties it is unknown as to what impacts, if any, may have resulted from the storage or generation of hazardous wastes (e.g. staining, exposed soil condition of asphalt or concrete paving, etc.):

- The address, 1020 Alameda Street is the current location of North Star Auto Parts and was identified on the CHMIRS and RCRA NON GEN databases. In 2007, 5-gallons of petroleum oil was released to the “road”, where two (2) 55-gallon abandoned drums were identified on the side of the road near the railroad

tracks. The oil was contained. Based on the status, this is not considered an environmental concern.

- M & C Auto Dismantler, 1018 Alameda Street is the current location of Howdy Auto Wrecking and was identified on the HAZNET database. No manifest information was identified and no violations were listed. Based on the type of listing and status, this is not considered an environmental concern.
- Howdy Auto Dismantler Inc., 1018 Alameda Street is listed on the FINDS, RCRA NON GEN and HAZMAT LA CITY databases. No violations were listed. Based on the type of listing and status, this is not considered an environmental concern.
- National Edward Tool & Machine, 1006 Alameda Street is the current location of Michoacan's Auto Dismantling - Used Parts and is listed on the HAZNET, CUPA LA and HAZMAT LA CITY databases. No manifest information was identified and no violations were listed. Based on the type of listing and status, this is not considered an environmental concern.
- The California Endowment, 1000 Alameda Street, appears to be an historic address, as this site is the current location of R 2 Auto Wrecking at 1547 Opp Street. This address is listed on the FINDS and RCRA NON GEN databases. No violations were listed for either business. Based on the type of listing and status, this is not considered an environmental concern.
- Michoacan's Auto Dismantler and Used Parts, 1010 Alameda Street is listed on the RCRA NON GEN database. Michoacan's is currently located at 1006 Alameda Street. No violations were listed. Based on the type of listing and status, this is not considered an environmental concern.
- The intersection of Alameda & Henry Ford Street, currently occupied by R 2 Auto Wrecking (1547 Opp Street) is listed on the ERNS database where an unknown sheen identified as a white frothy material was released directly behind the property in 1992. The material (100 foot long) was observed flowing down Dominguez Channel, which appears not to be located on the Subject Property. Based on the type of listing, status, and presumed location of release, this is not considered an environmental concern.
- Team Truck, 930 Alameda Street was identified during the Property reconnaissance as the current location of Japanese Truck & Pallet Making and is listed on the HAZ GEN and HAZNET databases. Team Truck is listed as inactive. According to the HAZ GEN database unidentified hazardous wastes were generated and manifested in 2001 and 2021. Based on the type of listings and status, this is not considered an environmental concern.
- Canales Trucking, 1523 East I Street, was identified during the Subject Property reconnaissance as occupied by a truck dismantling company and located on the north side of East I Street, east adjacent to a vacant lot, and listed on the ICIS,



CERS HAZ, LA CITY HAZMAT, CUPA LA COUNTY, FINDS, and HAZNET databases. Canales Vehicle Dismantling received formal enforcement actions for storm water related incidents. Also, violations were issued by LAFD between 2015 and 2021 for improper or no labeling of hazardous waste containers, and open waste containers. Based on the type of listings and status, this is not considered an environmental concern.

- Alco Auto Wrecking, 1230 Alameda Street, was identified during the Subject Property reconnaissance as occupied by Abierto Los Domingos (plastic and cans buyer) and listed on the RCRA SQG, FINDS, HAZMAT LA CITY, CUPA LA COUNTY and CERS HAZ databases. Listed as a generator in 1986. General administrative type violations were issued. Based on the type of listings and status, this is not considered an environmental concern.
- Patricia Ertzman, 1447 East Anaheim Street, was observed vacant during the Subject Property reconnaissance, and is listed on the HAZNET and HAZMAT LA CITY databases. No violations were listed. Based on the type of listings and status, this is not considered an environmental concern.
- 1441 Anaheim Street is listed on the ERNS, CHMIRS, HAZNET and CERS HAZ databases. Currently occupied by Manny's Auto Repair. According to the ERNS and CHMIRS database, a nitrogen pressure test was being conducted on a well in the vicinity of this address in 2009. The exact location of the well is unknown. Two gallons of crude oil/drilling mud/and produced water releases to the street and a small amount to the storm drain. Violations were issued in 2021 and all were corrected. Based on the type of listings and status, this is not considered an environmental concern.
- Alameda Recycling and Metals, 1230 Alameda Street is listed on the FINDS and HAZ GEN databases. The former occupant was listed as Alco Truck & Van Parts. Hazardous wastes generated and manifested for off-site disposal included aqueous solution (pH <12.5) with organic residues; unspecified oil containing waste; and unspecified aqueous solution from 1999 to 2013. Based on the type of listings and status, this is not considered an environmental concern.
- Silver Steel/Metal Co., 1248 Alameda Street, was observed with trucks in the yard, no signage on fence. This address is listed on the HAZMAT LA CITY, UST LA CITY, UST SWEEPS and HAZ GEN databases. Listed on the HAZMAT LA CITY as inactive. Listed as active on the UST SWEEPS database under the name of Steinmeyer Corporation. The LAFD had no file for this address. The RWQCB file review identified only storm water information. Based on the type of listings and status, this is not considered an environmental concern.
- Lincoln Iron Metals, 1262 Alameda Street is listed on the FINDS, and ICIS databases. No violations were listed. Based on the type of listings and status, this is not considered an environmental concern.



- El Compadre Auto Sales, 1028 Alameda Street appears to be an historic address as there was no signage observed during the Subject Property reconnaissance. This site is listed on the CUPA LA COUNTY database. No violations were listed. Based on the type of listings and status, this is not considered an environmental concern.
- Adivari Inc., 1733 East Robidoux Street is listed on the RCRA NON GEN database. No violations were listed. Based on the type of listings and status, this is not considered an environmental concern.

The following adjacent properties were identified in the regulatory database report:

- Sunshine Truck Stop, 1800 Pacific Coast Highway, is located approximately 40 feet north of the Subject Property across Mauretania Street and is listed on the CLEANUP database with a status of “Open – Inactive” as of February 23, 2016. Total petroleum hydrocarbons as gasoline (3,670 mg/kg) and benzene (9,100 mg/kg) were detected in the soil at this site and may have impacted the groundwater. The RWQCB has determined that further delineation of soil, soil gas and groundwater is warranted to determine the lateral and vertical extent of contamination. Additionally, this north adjacent property appears to be the former location of address 1298 Alameda Street where five (5) USTs were located in 1934 and all abandoned in place in 1949 and 1955. Based on these findings and the direction of regional groundwater flow, this is considered a REC.
- 1298 North Alameda Street appears to have been located between 40 and 200 feet north of the Subject Property (exact location is not clear). This site appears to be the location of Sunshine Truck Stop. This address is listed on the UST LA CITY database. A review of LAFD records, indicated that a gasoline station occupied the area east of Alameda Street, between East N (no longer exists) and East Mauretania Streets. Five (5) gasoline containing USTs were permitted in 1934. Two (2) of the USTs were abandoned in place (filled with sand) in 1949 and three (3) USTs were abandoned in place (filled with mud) in 1955. Based on the status (abandonment in place) and current status of Sunshine Truck Stop, this is considered a REC.
- Buckeye Trucking Company, 1041 Henry Ford Avenue is located east adjacent to the Subject Property address, 1050 Alameda Street (Portlight Hotel). This site is currently occupied by a RPR Trucking LLC and is listed on the SWEEPS UST database as “inactive”. Additionally, a clarifier was identified as occupying this site in the early 1960s. No additional information was provided. Based on the type of listing, clarifier and possible USTs, this is an environmental concern as there was no indication of a leak or spill.
- Tradewest Hardwood Co, 1502 East Opp Street is located west adjacent to the Subject Property PHL railroad, approximately 30 feet west of the Subject Property western boundary (currently occupied by American Integrated Services) and is listed on the FINDS, CERS HAZ, HAZMAT LA CITY, RCRA NON GEN,



CUPA LA COUNTY, HAZ TSD, HW TRANSPORT, PCB and WASTE TIRE databases. Violations were issued to American Integrated Services in 2017 and 2020 for improper labeling of hazardous wastes. Listed on the HAZ TSD database as an “active” transporter with over 100 manifests generated from 2002 to 2023. The following wastes were manifested: unspecified aqueous solution; other inorganic solid waste; contaminated soil; other organic solids; off-specification, aged or surplus material; tank bottom waste; unspecified oil containing waste; waste oil and mixed oil; hydrocarbon solvents; liquids with Chromium, Nickel; laboratory waste; paint sludge, latex waste, adhesives, asbestos-containing waste; metal dust; alkaline solution; polychlorinated biphenyls; pesticides and pesticide products; fly ash, bottom ash’ baghouse waste; solids/sludges with halogens (2007); household waste; halogenated solvents. Based on the close proximity of this site to the Subject Property and the types of wastes manifested, this site represents an environmental concern and is considered a REC.

- Help Yourself Auto Wrecking, (Pick Your Parts), 1261 Alameda Street is located approximately 100 feet west of the Subject Property’s western most border and is listed on the RCRA, HIST MANIFEST, HAZ GEN and UST SWEEPs databases. Listed on the UST SWEEPs database with a status of “active” with LAFD. No other information was provided in the database. According to LAFD files, a permit was issued in July 1990 for a service station dispensing gasoline. A violation was issued by the AQMD regarding issues with submitting their monthly gasoline throughput data in 2018. This site is not listed on the RWQCB Geotracker database. Based on these findings, regional groundwater flow direction and distance from the Subject Property, this is not considered an environmental concern.
- Oryx Energy Co., is located on Alameda Street and appears to be located west contiguous to the PHL Railroad, approximately 100 feet west of the Subject Property’s western most border. This site is listed on the CLEANUP SITES database and identified on the RWQCB Geotracker website with a status of “Completed – Case Closed” as of January 31, 1996. Based on the status, this is not an environmental concern.
- ILWU Local 13 Dispatch Hall, Project/POLA, 1500 East Anaheim Street (ERIS ID No. 38). This site is located approximately 100 feet south of the Subject Property’s southern boundary and identified on the CLEANUP and FINDS databases with a current status of “Open – Verification Monitoring” as of October 29, 2014. Contaminants of concern were identified as gasoline and other petroleum. This site was formerly used for crude oil exploration and production. Both soil and groundwater have been impacted with petroleum hydrocarbons from past industrial activities. Impacted soil has been removed and the RWQCB issued a No Further Action determination on September 8, 2017. Groundwater monitoring is ongoing. The last groundwater monitoring report dated February 2022. Environmental restrictions and covenants have been instituted for this site. Additionally, the 2022 report states that according to soil gas data, off-gassing of



“residual concentrations of volatile compounds in the groundwater is not posing a risk to current and future Site users”. Based on ongoing cleanup efforts with oversight provided by the RWQCB, regional groundwater flow direction, this is not considered an environmental concern.

- Wilmington Industrial Park, located at Alameda Street and East Anaheim Street is listed on the FED BROWNFIELDS database. The exact location is unknown. No data was identified on the EPA Brownfields website other than the site was formerly used as industrial. The site is also listed on the FINDS database under EPA Registry ID No. 110061002070). The site was identified as 11,441 acres. This site appears located south-southwest of the Subject Property and is not considered an environmental concern based on its proximity to the Subject Property.
- Wilmington Town Lot, #369, 371, 372 appears to be located at the intersection of Alameda Street and East Anaheim Street. The exact location is unknown. This site is listed on the CLEANUP database with a status of “Completed – Case Closed” on March 27, 1999. Based on the status, this is not an environmental concern.
- BFI Chemical Services Inc., appears to be located west adjacent to PHL railroad, northwest of the intersection of Alameda Street and East Anaheim Street. This site is listed on the HAZNET, RCRA SQG, FINDS and UST LA CITY databases. The site is listed as “inactive” in 1995. No manifest data was provided and listed on the UST Historical Files database. Based on the type of listing and status, this is not an environmental concern.
- Garcia’s Truck Repair, 1503 East Anaheim Street is located east adjacent to the Subject Property across North Lansing Avenue. This site is currently occupied by Port Lube Center and is listed on the HAZNET database as inactive in 2003. Based on the type of listing and status, this is not an environmental concern.
- Mike’s Auto, 1507 East Anaheim Street is located east adjacent to the Subject Property across North Lansing Avenue. This site is currently occupied by Port Lube Center and is listed on the HAZNET, HAZMAT LA CITY, and HAZ GEN databases. Mike’s Auto is listed as inactive in 1998; MTZ Big Rig Repair is listed as inactive in 2016; R?J Road Service is listed as inactive in 2019; and Port Lube Center is listed as inactive in 2015. Port Lube Center manifested unspecified organic liquid mixture for off-site disposal in 2012. Based on the type of listings and status, this is not an environmental concern.
- GLX Environmental Services, Chemtrec Pacific Services, and Coast Tank Services, 1634 East Denni Street is located east adjacent to the Subject Property across North Henry Ford Avenue. This site is currently occupied by Savage Yard. This site is listed on the PRP, HAZNET, and HIST MANIFEST databases. Coast Tank Service Co., and Chemtrec Pacific Services, Inc. are listed on the



PRP database as Final NPL under the name of Stringfellow. GLX Environmental Services is listed on the Handler database in 1990 and “inactive” in 2000. No manifest data provided. The site address is identified on the HIST MANIFEST database with a waste description identifying 18.98 tons of other inorganic solid waste was manifested in 1990. Based on the type of listing and status, this is not an environmental concern.

- Ariste Used Auto Body Parts & Wrecking, 1538 East Opp Street is located east adjacent to the Subject Property address, 940 Alameda Street. This site is listed on the FINDS database under SIC code for “Motor Vehicle Parts, Used” and NAICS code for “Tire Dealers”. Based on the type of listing, this is not an environmental concern.
- 1692 East Mauretania Street appears to be located west adjacent to the Subject Property PHL railroad and possibly in the Pick Your Parts site. No business name provided. This site is listed on the UST LA CITY database as an historic UST site. No Facility name or identification number was provided in the database. Based on the type of listing and status, this is not an environmental concern.
- Antonio Abrego DBA 4 Wheel Truck & Van Dismantling, 1034 Cristobal Avenue is located at the southeast corner of East Grant Street and Cristobal Avenue, east adjacent to the Subject Property and is listed on the HAZNET, FINDS, and RCRA NON GEN databases. No manifest data was provided on the Handler database. Based on the type of listing, this is not an environmental concern.
- Luis Auto Dismantling, 1030 Cristobal Avenue is located at the east adjacent to the Subject Property across Cristobal Avenue and is listed on the RCRA NON GEN, CERS HAZ, and FINDS databases. Violations were issued in 2021 for improper labeling of hazardous waste containers and subsequently corrected. Based on the type of listings and status, this is not an environmental concern.
- Oryx Energy Company, 1560 East L Street is located west of the PHL railroad, at the southwest corner of East L Street and Alameda Street and is listed on the HAZMAT LA CITY database as inactive for hazardous materials inventory. Based on the type of listing, this is not an environmental concern.
- Push & Pull, 1609 East Grant Street is located east adjacent to Portlight Hotel (1050 Alameda Street) and appears to be an historical address. The current occupant of this site is a trucking company at 1041 North Henry Ford Avenue. This site is listed on the CUPA LA COUNTY database as inactive for hazardous materials inventory. Based on the type of listing, this is not an environmental concern.
- Site listed as Alameda Street and Anaheim Street (exact location is unknown) and listed on the ERNS database due to a spill incident in 2000, when a tractor



trailer carrying pipes “dropped” the pipes, which punctured the saddle tank causing a release.

- 1600 Denni Street is listed on the ERNS database as a pipeline leak reportedly spilled 50 gallons of crude oil in 2002. The oil was reported as cleaned up. This site is not considered a REC.
- LA City Fire Department, identified at East Anaheim Street and Alameda Street is listed on the CHMIRS database. The exact location is unknown. In 2010, a reported incident where approximately 20 gallons of diesel fuel spilled onto the roadway due to a traffic accident. It is unknown if the spill was contained. Fuel did migrate to the storm drain; however, it is not considered a REC due to regulatory agency involvement .

The Subject Property is located in the Wilmington Oil Field. According to the DOC CalGEM Online Well Finder website, oil or gas wells are located on and adjacent to the Subject Property. The following oil or gas wells were identified located on the Subject Property (south to north):

- One (1) plugged oil & gas well located on north side of APN: 7425-044-060, northeast of Chevron Gasoline Station, 1417 East Anaheim Street.
- Two (2) idle oil & gas wells (18-7 and 18-8) located on the east side of Thenard, Wilmington Wye (also observed during Property reconnaissance).
- One (1) plugged oil & gas well located in the Valero Tank Farm, APN: 7428-004-900.
- One (1) plugged oil & gas well located in the center of the 1230 Alameda Street lot.
- One (1) plugged oil & gas well possibly located on the east side 1248 Alameda Street.

The Subject Property is located within the City of Los Angeles and is therefore subject to the City’s methane code. A methane mitigation system may be required.

Based on the above, the following is noted:

Recognized Environmental Conditions (RECs): The following RECs pertaining to the Subject Property were identified during this assessment.

- The underground petroleum or gas pipelines along the Subject Property.
- The abandoned or idle oil or gas wells located on the Subject Property.
- The historic oil collection tanks identified in the 2014 Phase I ESA.
- The historic gasoline station located at present day Chevron Station (1417 East Anaheim Street) site from 1921 to at least 1968.
- The historic gasoline station located at present day Hotel Portlight (1050 Alameda Street) site from as early as 1929.



- The historic gasoline station at present day Pacheco's site (1102 Alameda Street) as early as 1930 to at least 1953 and abandoned in place in 1961.
- The historic gasoline station at present day Recycling Center site (1120 North Henry Ford Avenue) as early as 1946 and organic solvent use by 1982.
- The five (5) historic USTs (two USTs removed) and oil well present at 1150 Alameda Street as early as 1969.
- The adjacent Sunshine Truck Stop listed as an "open-active" site with the RWQCB. Has been a gas station since 1941.
- The adjacent Valero Olympic Tank Farm located east of Alameda Street and Wilmington Wye from as early as 1928 to at least 2002.
- The historic petroleum ASTs located on what is today a propane sales yard from as early as 1938 to at least 1950.
- West adjacent site at 1502 East Opp Street that was identified as hazardous waste generator.
- The Subject Property being located within a methane buffer zone.
- The potholes located along Alameda Street exposing soil to storm water run-off that may be impacted with contaminants.
- The soil stained areas located east and west contiguous to Alameda Street.
- The confirmed presence of PCBs in soils along PHL Railroad, and the presence high levels of petroleum hydrocarbon concentrations and soluble lead concentrations along Subject Property.

Environmental Concerns: The following Environmental Concerns pertaining to the Subject Property were identified during this assessment.

- Historical and current hazardous materials use on adjacent properties.
- The use of the east contiguous properties (all or part of which to be acquired prior to project upgrades) as auto scrap or dismantling facilities as early as 1963, where hazardous materials or hazardous wastes are/were generated and stored.
- The mounds of sand, rocks and debris, and suspect asbestos-containing asphalt and concrete located west contiguous to Alameda Street and on Wilmington Wye. The origin of these materials is unknown.
- Asbestos-containing materials (ACM) and lead-based paints (LBP) may be located within structures scheduled to be demolished (Hotel Portlight) and ACM and LPB surveys should be performed prior to demolition. Suspect asbestos-containing asphalt and concrete debris should also be analyzed prior to any removal activities.

A Phase II assessment is warranted based on the findings of this report. Any soil vapor survey (methane and VOCs) conducted during Phase II assessment activities, should be performed in accordance with the City of Los Angeles' testing standards for methane. In addition, groundwater has historically been recorded at depths ranging from 7-feet bgs to 40-feet bgs at the Subject Property; therefore, there is a potential to encounter groundwater contamination along the Subject Property segments.

9.0 Conclusions & Recommendations

Converse has performed a Phase I Environmental Site Assessment in general conformance with the scope and limitations of ASTM Practice E1527-21 for the Alameda Street Widening Project from Anaheim Street to approximately 300 feet south of Pacific Coast Highway in the neighborhood of Wilmington, City of Los Angeles, Los Angeles County, California. Any exceptions to or deletions from this practice are described in the Limitations and Exceptions of Assessment section of this report. This assessment has revealed the following *recognized environmental conditions (RECs), controlled recognized environmental conditions, and/or significant data gaps* in connection with the Subject Property.

Based on these findings, Converse recommends the following:

A Phase II investigation to include a soil and soil vapor investigation, and groundwater if deemed warranted, to address the historic gasoline stations; tank farm; petroleum and gas pipelines, well and collection tanks; and previously confirmed high levels of PCBs, soluble lead and petroleum hydrocarbon concentrations in soil. Aerially deposited lead (ADL) in soil should also be addressed due to the presence of heavily traveled roads and highways that occupy the Subject Property. The mounded sand and debris piles, including asphalt and concrete, should be tested for contaminants and based on the findings disposed accordingly.

Specific locations for potential Phase II assessments are:

- The historic oil collection tanks identified in the 2014 Phase I ESA.
- The historic gasoline station located at the present day Chevron Station (1417 East Anaheim Street) from 1921 to at least 1968.
- The historic gasoline station located at the present day Hotel Portlight (1050 Alameda Street) site from as early as 1929.
- The historic gasoline station at the present day Pacheco's site (1102 Alameda Street) as early as 1930 to at least 1953 and abandoned in place in 1961.
- The historic gasoline station at the present day Recycling Center site (1120 North Henry Ford Avenue) as early as 1946 and organic solvent use by 1982.
- The five (5) historic USTs and oil well present (two USTs removed) at 1150 Alameda Street as early as 1969.
- The adjacent Sunshine Truck Stop listed as an "open-active" site with the RWQCB. Has been a gas station since 1941.
- The adjacent Valero Olympic Tank Farm located east of Alameda Street and Wilmington Wye from as early as 1928 to at least 2002.
- The historic petroleum ASTs located on what is today a propane sales yard from as early as 1938 to at least 1950.
- West adjacent site at 1502 East Opp Street that was identified as hazardous waste generator.



- The potholes located along Alameda Street exposing soil to storm water run-off that may be impacted with urban runoff contaminants.
- The soil stained areas located east and west contiguous to Alameda Street.
- The confirmed presence of PCBs in soils along PHL Railroad, and the presence high levels of petroleum hydrocarbon concentrations and soluble lead concentrations along the Subject Property.
- The mounds of sand, rocks and debris, and suspect asbestos-containing asphalt and concrete located west contiguous to Alameda Street and on Wilmington Wye. The origin of these material is unknown.
- Asbestos-containing materials (ACM) and lead-based paints (LBP) may be located within structures scheduled to be demolished (Hotel Portlight and Pacheco's) and surveys for ACM and LBP should be performed prior to demolition. Suspect asbestos-containing asphalt and concrete debris should be analyzed prior to any removal activities.

Site wide or general location for potential Phase II assessments are:

- The underground petroleum or gas pipelines along the Subject Property.
- The abandoned or idle oil or gas wells located on the Subject Property.
- The Subject Property being located within the City of Los Angeles methane buffer zone. Any soil vapor survey conducted for methane and VOCs during Phase II assessment activities, should be performed in accordance with the City of Los Angeles' testing standards for methane.
- The use of the east contiguous properties (all or part of which to be acquired prior to project upgrades) as auto scrap or dismantling facilities as early as 1963, where hazardous materials or hazardous wastes are/were generated and stored.
- There is a potential for ADL in soil over the heavily travelled roads and highways that occupy the Subject Property.

Converse also recommends that a Soil Management Plan (SMP) be generated and implemented during the planned development. The SMP should include discussions of the site conditions, excavation of unanticipated contaminated soil; general management procedures for the excavated soil; exported soil management; soil disposal; and encountering groundwater and the procedures that should be followed.

10.0 Deviations & Limitations

The following deviations and/or limitations from the ASTM Standard were encountered during this assessment.

- Converse was not able to contact Property owner representatives within the time frame of this assessment.
- Converse did not interview adjoining property owners or have access to adjoining properties that are or may be a part of the acquisition for the proposed upgrade.
- A standard database search, as well as records with the California Department of Toxic Substances Control (DTSC), Regional Water Quality Control Board, Los Angeles Region (RWQCB), and the South Coast Air Quality Management District (SCAQMD) were conducted for the adjacent properties that are or may be a part of the acquisition. However, building records were not researched.
- None of the east adjacent properties, that are slated to be part of the acquisition, were accessible nor observable during the Property reconnaissance due to fencing and closed gates.



11.0 Additional Non-Scope Services

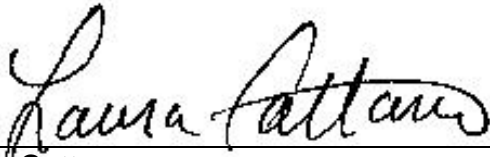
There are environmental issues outside the scope of the ASTM E1527-21 that can be assessed in connection with a commercial real estate transaction. These are dealt with as non-scope considerations since they do not typically present a Superfund Liability. The specific level of inquiry (if any) is defined in the Proposal which contains a Scope of Work. These non-scope services are very client specific and not covered by the ASTM standard. They are frequently related to the business environmental risk which is defined in the standard as “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”.

No non-scope services were included in this assessment.

12.0 Signature of Environmental Professional

I declare that, to the best of my professional knowledge and belief, I meet the definition of *Environmental Professional* as defined in §312.10 of 40 CFR 312.

I have the specific qualifications based on education, training and experience to assess a *property* of the nature, history, and setting of the *subject property*. I have developed and performed the all appropriate inquiries in conformance with the standard and practices set forth in 40 CFR Part 312.



Laura Cattaneo
Sr. Staff Environmental Scientist

This Phase I ESA was completed [by or under the supervision] of the above Environmental Professional. A complete list of preparers, and their responsibilities for this assessment, is provided in the following section (Section 13.0, List of Preparers).

13.0 List of Preparers

Norman S. Eke

Senior Vice President/

B.A., Liberal Studies, Environmental Studies Emphasis, University of California, Santa Barbara, 1988.

Cal/OSHA Certified Asbestos Consultant, #96-2093

Senior Vice President and Managing Officer of Converse's California Environmental offices. Mr. Eke has served as the Principal-in-Charge and Contract Administrator to deliver services to our public agency and private clients. Mr. Eke has 33 years of experience in the fields of Environmental Due Diligence including Phase I and Phase II Environmental Site Assessments, Asbestos surveys/specifications/abatement monitoring, Preliminary Endangerment Assessments and associated Supplemental Site Investigations and Removal Action Work Plans/Implementation, various forms of Remediation, Human Health Risk Assessment and Indoor Air Quality. Mr. Eke is a former Subcommittee Chairman for E.50-02 Real Assessment and Management of the ASTM E.50 Committee on Environmental Assessment, Risk Management, Corrective Action, which includes Phase I ESA standards.

Principal area of responsibility for this ESA report: Project Management, Client Point of Contact, and Report Review.

Laura Tanaka

Principal Environmental Scientist

B.S., Biology, California State Polytechnic University, Pomona, 1987

Cal/OSHA Asbestos Consultant, 11-4708

CDPH Certified Lead Inspector/Assessor, #I-3086

CDPH Certified Project Designer, #D-3086

CDPH Certified Project Monitor, #M-3086

Ms. Tanaka is currently responsible for the day-to-day operations of the Costa Mesa office. Ms. Tanaka has 32 years experience with Phase I and II ESAs, Preliminary Endangerment Assessments, asbestos surveys, lead-based paint surveys, abatement monitoring, as well as hazardous material audits, completing business plans, and SCAQMD permitting. Current duties at Converse include project management, business development and client maintenance, conducting/managing ESAs, and completing third party documents reviews.

Principal area of responsibility for this ESA report: Project Management, Client Point of Contact, Report Generation, and Report Review.



Michael A. Van Fleet

Senior Geologist

B.S. Earth Science, University of California, Santa Cruz, 1999
Professional Geologist; California No. 7869, Washington No. 2900

Mr. Van Fleet has over 20 years of experience working as a geologist in the state of California. The majority of his project experience has been in the areas of environmental assessment and subsequent remediation, but also includes experience in groundwater development. Mr. Van Fleet's experience includes: collection of soil matrix, soil vapor, and groundwater samples; geologic logging of earth materials; designing well completion parameters; regulatory interaction; design and operation of soil vapor and groundwater remediation systems; staff and project management; report preparation and review; and monitoring of contractor activities.

Principal area of responsibility for this ESA report: Report Review.

Laura Cattaneo

Senior Staff Environmental Professional

B.S., Biology, California State Polytechnic University, San Luis Obispo, 1990
Cal/OSHA Asbestos Consultant

Ms. Cattaneo has 28 years experience with Phase I Environmental Site Assessment and Asbestos Surveys. She has performed assessments on a variety of industrial, commercial and residential property in California and the western United States. Her experience with Asbestos Surveys has included surveys for financial institutions, real estate developers and telecommunication companies. Ms. Cattaneo has surveyed structures in Los Angeles, Orange, Santa Barbara, and San Diego counties.

Principal area of responsibility for this ESA report: Project Management, Historical Research, Regulatory Agency Interaction, Property Reconnaissance, Interviews, and Report Generation.



14.0 References

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California Department of Conservation (DOC), Geologic Energy Management Division (CalGEM) Well Finder (<https://maps.conservation.ca.gov/calgem/pages/Wellfinder.aspx>), February, 2023.

California Environmental Protection Agency (Cal/EPA), Department of Toxic Substances Control, Cypress Office, Request for Information, February 2023.

Cal/EPA, Envirostor Website (<http://www.envirostor.dtsc.ca.gov/public/>), February 2023.

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ERIS, City Directory Abstract, February 2023.

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ERIS, Sanborn Map, February 2023.

ERIS, Topographic Map, February 2023.

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No Further Action – ACTA Parcel PCH-1571, 1815 Mauretania Street, Wilmington, California (SLIC No. 74706, Site ID No. C242010), August 25, 2004, (<http://geotracker.waterboards.ca.gov>).

Phase I Environmental Site Assessment Report, Alameda Street Widening Project, 300 Feet South of Pacific Coast Highway to Anaheim Street, Wilmington, California,

Prepared by Pinnacle Environmental Technologies, for City of Los Angeles Bureau of Engineering, Geotechnical Engineering Group, June 13, 2014.

Phase II Site Assessment Report, Alameda Street Widening Project, Anaheim Street to Pacific Coast Highway, North Segment, Wilmington, California, Prepared by Pinnacle Environmental Technologies, for City of Los Angeles Bureau of Engineering, Geotechnical Engineering Group, February 17, 2015.

Preliminary Environmental Study (PES) Form, Exhibit 6-A, January 2019.

Preliminary Pre-Design Report, TOS No. 119-Alameda Street – North Widening Project, 300' s/o Pacific Coast Highway to Anaheim Street, Wilmington Community, Los Angeles, CA, Contract No. C-134489, Work Order No. E1907706, Prepared by JMD, for City of Los Angeles, September 13, 2022.

Second Semi-Annual 2021 Groundwater Monitoring Report for the International Longshoreman Warehouse and Union Dispatch Hall Site, 1500 East Anaheim Street, Wilmington, California, SCP No. 1257A, Site ID No. 2040418, February 15, 2022 (<http://geotracker.waterboards.ca.gov>).

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United States Geological Survey, 7.5-Minute Topographic Quadrangle, Long Beach, Wilmington, and Torrance, California, 1978 photo revised 1981, photorevised 1981.

United States Department of Transportation, Pipeline and Hazardous Material Safety Administration (PHMSA), Pipeline Location Website (<https://www.npms.phmsa.dot.gov/default.htm>), February 2023.

15.0 List of Acronyms

The following is a list of acronyms that may have been noted in the report. This is not an all inclusive list and may include acronyms that are not found in your report but are commonly utilized in environmental assessments. Additional acronyms pertaining to regulatory agency documents/listings can be found in the regulatory database report, which is provided as an appendix to this report.

AAI	All Appropriate Inquiries
ACM	Asbestos-containing Material
APN	Assessor's Parcel Number
AQMD	Air Quality Management District
AST	Aboveground Storage Tank
ASTM	American Society of Testing and Materials
AUL	Activity Use Limitation
BER	Business Environmental Risk
bgs	below ground surface
BTEX	Benzene, Toluene, Ethylbenzene, and Xylenes
Cal/EPA	California Environmental Protection Agency
CalGEM	(California Department of Conservation), Geologic Energy Management Division
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act
CFR	Code of Federal Regulations
CREC	Controlled Recognized Environmental Condition Recognized environmental condition affecting the subject property that has been addressed to the satisfaction of the applicable regulatory authority or authorities with hazardous substances or petroleum products allowed to remain in place subject to implementation of required controls (for example, activity and use limitations or other property use limitations).

CUPA Certified Unified Protection Agencies

de minimis condition:

A condition related to a release that generally does not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. A condition determined to be a de minimis condition is not a REC nor a CREC.

DOC (California) Department of Conservation

DTSC Department of Toxic Substances Control

DWP (City of Los Angeles) Department of Water and Power

EHD Environmental Health Department

EP Environmental Professional

EPA United States Environmental Protection Agency

ESA Environmental Site Assessment

ERIS Environmental Risk Information Systems

(x)FD (City/County) Fire Department

HMS Hazardous Material Site

HREC Historic Recognized Environmental Condition:

A previous release of hazardous substances or petroleum products affecting the subject property that has been addressed to the satisfaction of the applicable regulatory authority or authorities and meeting unrestricted use criteria established by the applicable regulatory authority or authorities without subjecting the subject property to any controls (for example, activity and use limitations or other property use limitations).

HVAC Heating, Ventilation, Air Conditioning

IAQ: Indoor Air Quality

LBP Lead-based Paint

LLP Landowner Liability Protections

LQG	Large Quantity Generator
LUST	Leaking Underground Storage Tank
mg/kg	milligram per kilogram
mg/L	milligram per Liter
MSL	Mean Sea Level
MTBE	Methyl Tertiary Butyl Ether
ND	None Detected
NFA	No Further Action
NOV	Notice of Violation
PEC	Potential Environmental Concern
PFAS	Perfluoroalkyl and Polyfluoroalkyl Substances
PHMSA	US Department of Transportation, Pipeline and Hazardous Materials Safety Administration
PCB	Polychlorinated biphenyls
PCE	Perchloroethylene or Tetrachloroethylene
pCi/L	picoCuries per Liter
POLA	Port of Los Angeles
POLB	Port of Long Beach
ppb	parts per billion
ppm	parts per million
PRP	Potential Responsible Party
RCRA	Resources Conservation and Recovery Act
REC	Recognized Environmental Condition

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

RP	Responsible Party
RWQCB	Regional Water Quality Control Board
SCAQMD	South Coast Air Quality Management District
SDS	Safety Data Sheets
SQG	Small Quantity Generator
SMP	Soil Management Plan
SVOC	Semi-volatile Organic Compound
TCE	Trichloroethylene or Trichloroethene
TPH	Total Petroleum Hydrocarbons
TRPH	Total Recoverably Petroleum Hydrocarbons
µg/L	micrograms per Liter
USGS	United States Geological Survey
UST	Underground Storage Tank
VCP	Voluntary Cleanup Program
VOCs	Volatile Organic Compounds

**Application for
Authorization to Use**

Appendix A





Converse Consultants

Geotechnical Engineering, Environmental & Groundwater Science, Inspection & Testing Services

Application for Authorization to Use

TO: Converse Consultants
Attention: Environmental Department
717 South Myrtle Avenue
Monrovia, California 91016

Project Title & Date: _____

Project Address: _____

FROM: (Please identify name & address of person/entity applying for permission to use the referenced report.)

Applicant _____ hereby applies for permission to use the referenced report in order to:

Applicant wishes or needs to use the referenced report because:

Applicant also understands and agrees that the referenced document is a copyrighted document and shall remain the sole property of Converse Consultants. Unauthorized use or copying of the report is strictly prohibited without the express written permission of Converse Consultants. *Applicant* understands and agrees that Converse Consultants may withhold such permission at its sole discretion, or grant such permission upon agreement to Terms and Conditions, such as the payment of a re-use fee, amongst others.

Applicant Signature: _____

Applicant Name (print): _____

Title: _____

Date: _____



**Draft City Project Description
& Property Plans**

Appendix B



1.0 PROJECT DESCRIPTION

1.1 Project Location

The City of Los Angeles (City) is proposing the Alameda Street – North Widening Project (Project) for the 0.68-mile segment of Alameda Street between Anaheim Street on the south and Mauretania Street on the north within the Wilmington community at the southern portion of the City. The proposed widening will transform Alameda Street from the existing cross section with 2 lanes in each direction to 3 lanes in each direction, with a minimum ROW width of 109 feet.

The project site is located in the southern portion of the City of Los Angeles, at the Wilmington community (Council District 15) and at the southwestern corner of the USGS Quadrangle for Long Beach, California. Figure 1 shows the project location map.

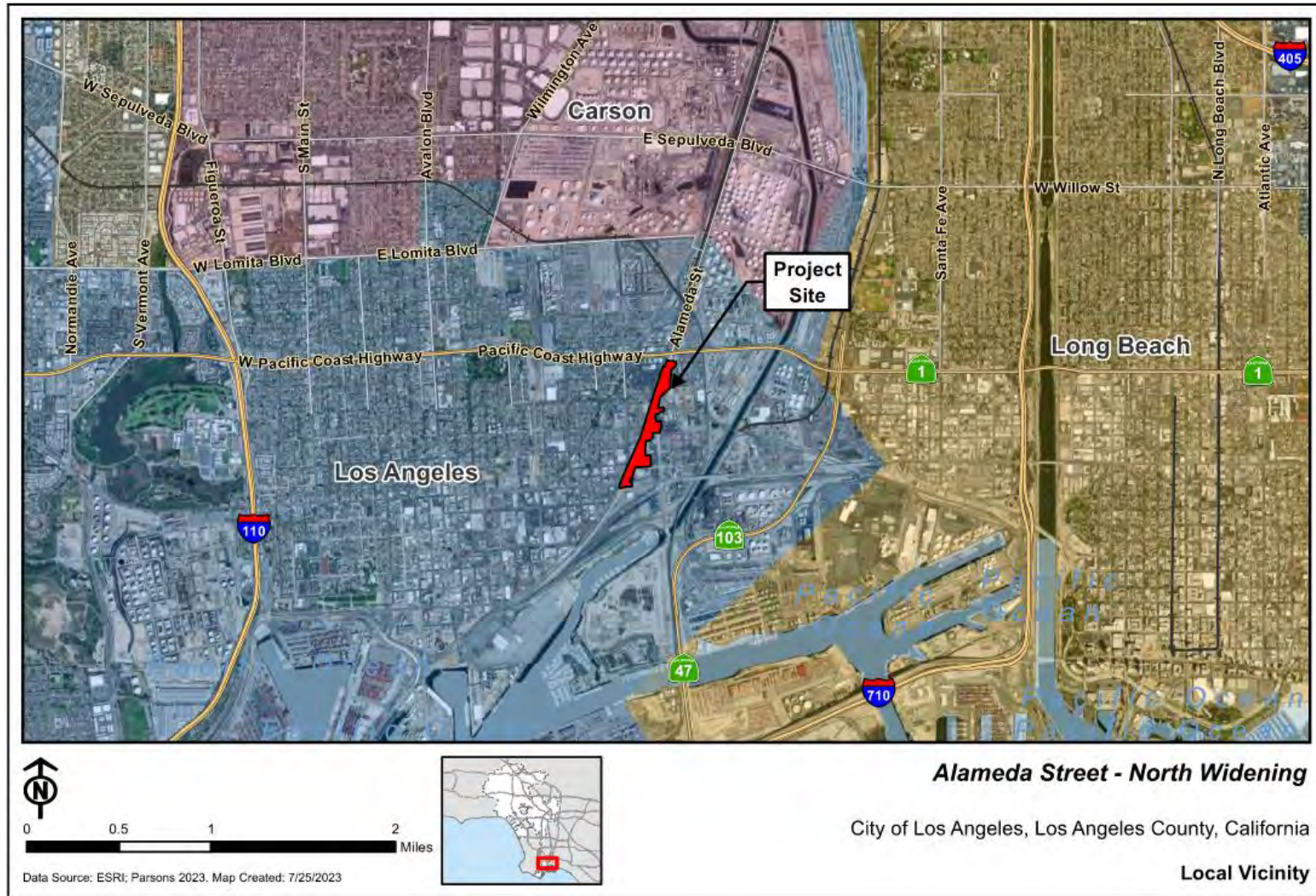
The segment of Alameda Street proposed for improvement runs with a slight southwest-to-northeast curvature. Several local streets intersect with Alameda Street from the east to form approximate T intersections along the project site. These include I Street, Opp Street, Grant Street, Denni Street, Young Street, Robidoux Street, M Street, and Mauretania Street, with major arterial roads, Anaheim Street at the southern end and Henry Ford Avenue forming an irregular intersection with Young Street and Alameda Street near the middle of the project site. The Pacific Harbor Lines (PHL) railroad runs parallel and west of Alameda Street and there are two rail crossings on the project segment. Figure 2 shows the project footprint.

1.2 Purpose

Alameda Street is a north-south major arterial roadway in the City, connecting the Port of Los Angeles (POLA) and the Port of Long Beach (POLB) to Downtown Los Angeles. The roadway pavement along the project segment of Alameda Street has deteriorated over time due to the extensive use of trucks travelling to and from the POLA, POLB, and other nearby port-related facilities and industrial land uses. The main purpose of the Project is for congestion relief and to improve goods movement mobility through the project area.

ALAMEDA STREET - NORTH WIDENING PROJECT
FROM ANAHEIM STREET TO PACIFIC COAST HIGHWAY

Figure 1. Project Location Map



1.3 Project Description

The City is proposing to widen both sides of Alameda Street from Anaheim Street to 300 feet south of PCH (or where Mauretania Street intersects with Alameda Street (a distance of approximately 0.68 mile). The Project would reconstruct Alameda Street in conformance to its Boulevard II street classification and in accordance with the Bureau of Engineering's Standard Plan S-470-0.

The proposed widening will transform Alameda Street from an existing roadway with 2 lanes in each direction to having 3 continuous through lanes in each direction and a median turning lane, within a minimum ROW width of 109 feet.

The project segment will be fully upgraded to a Boulevard II arterial street, with a minimum, continuous roadway width of 86 feet in a minimum 109 feet of ROW. The street improvements will include integral concrete curb and gutter, sidewalk, driveways, asphalt concrete pavement, catch basins, street lighting, traffic signals and signage, street trees in addition to the following:

- a. Denni Street /Henry Ford Avenue / Alameda Street: The current triangular-shaped street intersection would be replaced with a single T-intersection at a newly configured intersection of Henry Ford Avenue and Alameda Street.
- b. Grant Street/Alameda Street/Cristobal Avenue: Cristobal Avenue (near Grant Street) will be redesigned for one-way northbound traffic feeding into Grant Street (an east-west street). An accessible route will be provided for in the Alameda Street and Grant Street intersection with the required right of way acquisition.
- c. Ross Place/Alameda Street: Ross Place is a non-continuous, unimproved paper street, between Alameda Street and Cristobal Avenue that is currently being used by the fronting private property owners as a dismantling and storage facility. This paper street would be vacated, with a required storm drain easement.

In addition to providing three continuous through lanes in each direction with a median turn lane and the intersection improvements listed above, a Class I bike and pedestrian shared path with tree wells will be constructed on the east side of Alameda Street. Also to be constructed are new and upgraded traffic signals, upgraded storm drain facilities (e.g., new and relocated catch basins, connector pipes and related facilities), streets lights and street trees.

Railroad crossing surfaces would be upgraded with addition precast concrete panels and upgraded active warning devices (i.e., crossing gates, LED flashers, and cantilever signals) including raised median islands and relocation of railroad signals. Utility lines and other structures such as oil lines and billboard signs that are within and near the quitclaim deeded areas of the railroad right-of-way would be either protected, relocated, or abandoned. Other overhead and underground utilities including but not limited to power lines and poles, utility vaults and boxes, fire hydrants, water lines, street signs and billboards, and landscaping in the Alameda Street public way would also be

ALAMEDA STREET - NORTH WIDENING PROJECT
FROM ANAHEIM STREET TO PACIFIC COAST HIGHWAY

protected, relocated or abandoned. Street trees that are removed would be replaced at a ratio of two replacement trees for every tree removed.

1.4 Right-of-Way Acquisition

The PHL operates the railroad but the railroad ROW is co-owned by both the POLA and POLB. ROW acquisition on these parcels would be needed. The distance between the tracks and the proposed roadway edge should provide sufficient clearance for the safe operation of the railroad. Specifically, the Project will provide a minimum horizontal clearance of 10 feet for relocated power poles and lines, which exceeds the CPUC standards of a minimum horizontal clearance of 8 feet 6 inches to existing railroad tracks and a minimum vertical clearance of 22 feet 6 inches. The POLB quitclaimed their property rights but the POLA did not quitclaim their interests in the railroad ROW along the west side of Alameda Street. Therefore, the quitclaim deeded area is a Future Street Easement currently. The POLA will require no-fee Applications for Port Permits for all design and construction activities in the railroad ROW. The POLA will transfer jurisdiction to the City of Los Angeles Department of Public Works after the street improvements are completed.

The affected parcels along the east side of Alameda Street are owned by private entities and will need to be acquired. Also, the parcel located at 1050 Alameda Street (at the northeastern corner of the intersection of Grant Street and Alameda Street) would require full acquisition and the relocation of the Hotel Portlight /Alameda Motel and the trucking business at 1100 Alameda Street (between Young Street, Henry Ford Avenue, and Denni Street) will also be acquired and relocated. All other parcels would be subject to partial acquisition.

Table 1 lists the parcels that would be subject to Right of Entry acquisition (Title Transfer). In addition, some Temporary Right of Entry may be required from private properties during the project construction.

Table 1: Permanent Right of Entry Acquisition

Parcel No.	Location/Address	APN	ROW Acquisition (sq ft)
A1	1416 E Anaheim St.	7425-044-063	2,753
A2	1417 E Anaheim St.		
A3	1409 E Anaheim St.		
A4	1441 E Anaheim St	7425-044-046	454
A5		7425-044-060	
B1	1417 E Anaheim St.	7425-044-063	692
B2			
B3			
B4	830 Alameda St	7425-044-005	3,355
B5	836 Alameda St.	7425-044-052	
B6			
C1	1501 I Street, 1511 I	7425-043-901	3,404

ALAMEDA STREET - NORTH WIDENING PROJECT
FROM ANAHEIM STREET TO PACIFIC COAST HIGHWAY

Parcel No.	Location/Address	APN	ROW Acquisition (sq ft)
	Street		
C2	910 Alameda St.		
D1	940 N Alameda St.	7425-043-023	3,500
D2		7425-043-045	
D3			
E1	1547 E Opp St.	7425-042-018	1,492
E2	1006 N Alameda St.	7425-042-019	996
E3	1010 N Alameda St.	7425-042-020	970
E4	1409 E Anaheim St.	7425-042-021	2,897
E5	1020 N Alameda St.	7425-042-022	
E6			
E7	1028 N Alameda St.	7425-042-024	2,197
F1	1050 N Alameda St.	7425-041-001	12,110
F2	--- Alameda St.	7425-041-010	4,609
G1	1100 N Alameda St.	7425-041-006	8,034
H1	--- N Henry Ford Ave	7428-005-012	0.41
H2	1100 N Henry Ford Ave	7428-005-013	231
H3	1120 N Henry Ford Ave.	7428-005-025	568
I1	1150 N Alameda St.	7428-004-907	4,644
		7428-004-908	
		7428-004-914	
		7428-004-916	
I2	1220 N Alameda St.	7428-004-900	1,058
J1	1230 N Alameda St.	7428-003-001	3,766
J2		7428-003-002	
J3		7428-003-003	
J4	1248 N Alameda St.	7428-003-048	753
J5		7428-003-049	
J6			
K1	1260 N Alameda St.	7428-002-035	301
L1	1401 E Anaheim St.	7425-039-005	817
M1	Railroad ROW	7425-023-912	12,606
		7425-023-913	
N1	Railroad ROW	7425-023-914	43,875
		7425-023-915	
N2	Railroad ROW	7425-023-914	8,940
		7425-023-915	
		Total	125,112

1.5 Construction Activities

Construction of the Project is tentatively scheduled to begin in January 2025 at the earliest, with a 36-month construction period, ending in late 2027, and with the improved roadway open to traffic by early 2028. Construction will be phased to minimize obstructions in Alameda Street, Henry Ford Avenue, and Anaheim Street to truck traffic seeking access to the Ports and to avoid traffic overflows that may impact Wilmington's residential communities to the west.

The roadway widening activities will be conducted in two phases north of Henry Ford Avenue to maintain Port and local access, as well as railroad operations during construction. Initially, traffic lanes will be shifted to the middle and construction will occur on the outside of Alameda Street. This includes providing temporary crossing gates at each railroad crossing. Then, traffic lanes will be shifted to the outside and construction will occur on the middle of the street, with raised median islands and installation of permanent crossing gates.

South of Henry Ford Avenue, roadway widening activities will require Alameda Street to be closed, with local access only, to expedite construction. Anaheim Street and Henry Ford Avenue will serve as a bypass route during this phase. Such closure will require the implementation of a Transportation Management Plan (TMP) to provide adequate notification, access and circulation to local and regional traffic destined for the Ports and nearby destinations. Once construction of Alameda Street is completed, traffic can be redirected to the reconstructed Alameda Street.

Roadway widening activities will involve overexcavation of 36 to 45 inches of subgrade, the removal of pavement surfaces, and the construction of integral concrete curb and gutter with 8 inches of asphalt concrete (AC) roadway pavement over 13 inches of geogrid-reinforced Crushed Aggregate Base (CAB) and Crushed Miscellaneous Base (CMB) material. Recommendations found in of the geotechnical engineering reports for the Project would be followed as part of Project design and construction.



Property Location Map



Client: Parsons
 Alameda Street Widening Project – Anaheim Street to Pacific Coast Highway

Project No.
 22-41-185-01

Converse Consultants
 Geotechnical Engineering, Environmental & Groundwater Science & Inspection & Testing Services

Figure
 1



Subject Property Map



**Pertinent Property
Photographs**

Appendix C





View of south end of Alameda Street looking south.



East contiguous Chevron station at Alameda and E. Anaheim.



Dirt lot north of Chevron.



Alley/storm drain north of auto wrecking and repair shops fronting E. Anaheim.



Vacant lot north of East I Street.



East contiguous Japanese Truck and Pallet, 940 Alameda Street.



View of Alameda Street looking south at Opp Street.



1100 Alameda St. looking south (Alameda on right, Henry Ford on left)





Hotel Portlight



Parking lot at Hotel Portlight.



View of Alameda Street looking south near Hotel Portlight.



Concrete and asphalt paved Alameda Street looking south



Oil stained asphalt on east contiguous sidewalk at 1100 Alameda St.



Railroad crossing at Alameda and Young Streets.



Alameda on the right, Henry Ford on the left looking south.



Concrete vault on Wilmington Wye.





Idle oil wells on Wilmington Wye.



Mounded concrete, sand, asphalt and rock on Wilmington Wye.



East junction of Wilmington Wye, Valero Tank Farm on the left.



Dumped trash at north end of Wilmington Wye.



Oil stained soil, west of east contiguous 1230 Alameda.



Run-off onto unpaved sidewalk west of 1262 Alameda.



View of PHL railroad looking south from north side.



Oil stained area at north end of PHL railroad across from Valero Entrance.



Typical warning markers designating petroleum pipelines.



Pipeline vent pipe throughout PHL.



Pipeline vault at east side of PHL railroad.



Railroad crossing looking south.



Dumped trash, furniture and a boat.



Soil staining noted east of the boat.



Dumped and blown in trash on PHL corridor.



Pooled water.