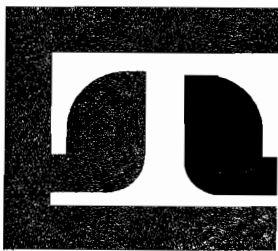


**PHASE I AND PHASE II ENVIRONMENTAL
SITE ASSESSMENT
ABBOTT STREET PROPERTIES
SOUTHEAST CORNER OF ABBOTT
AND JOHN STREETS
SALINAS, CALIFORNIA
APNS 002-372-018, 020, AND 022;
AND 002-481-021**



TERRATECH, INC.

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**PHASE I AND PHASE II ENVIRONMENTAL SITE ASSESSMENT
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SOUTHEAST CORNER OF ABBOTT AND JOHN STREETS
SALINAS, CALIFORNIA
APNS 002-372-018, 020, AND 022; AND 002-481-021**

INTRODUCTION

This report summarizes the work performed for and the findings and conclusions from Terratech's Phase I and Phase II Environmental Site Assessment (ESA) of the properties on the southeast corner of Abbott and John Streets in Salinas, California (see Figure 1, Vicinity Map). The site is owned by Uni-Kool Partners. We understand this ESA is requested in connection with a potential refinancing of the property through Pacific Coast Farm Credit.

Major features of the site are shown on Figure 2, Site Plan. The site is occupied primarily by several fresh vegetable cooling, processing, and cold storage facilities. Portions of the site are used by new and used auto dealers.

Purpose

The purpose of this ESA is to provide a professional opinion on the potential current presence of recognized environmental conditions at the site, including potential impacts from known problems in the surrounding area. The term "recognized environmental conditions," as defined by ASTM Designation E 1527-94, means:

"the presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, ground water, or surface water of the property."

This ESA was performed according to the recommended guidelines established by ASTM Designation E 1527-94, "Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process." For the purpose of this report, hazardous substances and petroleum products are jointly referred to as "hazardous materials."



Limitations and Exceptions of Assessment

This report and the associated work have been provided in accordance with the principles and practices generally employed by the local environmental consulting profession. This is in lieu of all warranties, express or implied. This report has been prepared for use solely by Uni-kool Partners in refinancing the subject property. This report shall not be relied upon by or transferred to any other party, or used for any other purpose, without the express written authorization of Terratech, Inc.

This ESA is not a regulatory compliance audit or an evaluation of the efficiency of the use of hazardous materials at the site. No evaluation for the presence of asbestos-containing building materials, urea-formaldehyde foam insulation, or other potentially hazardous building materials; lead-based paint; methane; radon gas; lead in drinking water; or wetlands is included in our assessment.

Our findings and opinions are based on information collected from historical photographs and maps, regulatory agency files and lists, interviews, and site conditions at the time of our site reconnaissance on April 29 and May 21, 1997.

Note that our findings and opinions are based on information that we obtained on specific dates through records review, site reconnaissance, and related activities. It is possible that other information exists or subsequently has become known, just as it is possible for conditions we observed to have changed after our observations. Terratech cannot warrant or guarantee that not finding indicators of hazardous material means that hazardous materials do not exist on the site.

Any person who is aware of any recognized environmental conditions of the site or surrounding areas that are different from those described in this report should report them immediately to this office for evaluation as part of an additional scope of work.

Limiting Conditions and Methodology Used

The scope of work for the Phase I ESA was outlined in our proposal of April 23, 1997, and authorized by a signed agreement received April 23, 1997. The scope of work for the Phase II ESA was outlined in our proposal of May 6, 1997, and authorized by a signed agreement received May 6, 1997. We performed the following work:

1. Reviewed non-proprietary information in Terratech files for the subject site and nearby sites. Copies of pertinent documents are included in Appendix A.
2. Reviewed a chronology of eight sets of aerial photographs covering the site and adjacent area available at McHenry Library, University of California, Santa Cruz (UCSC) on April 25, 1997.



3. Reviewed historic city directories at the Steinbeck Library in Salinas on April 28, 1997, checking listings for the subject site and adjacent sites at approximately 5-year intervals.
4. Contracted with VISTA Information Solutions, Inc., to research the availability of Sanborn fire insurance maps of the properties and vicinity. The VISTA search report and copies of the available maps are included in Appendix B. Also included are copies of Sanborn maps from Terratech files.
5. Reviewed geologic maps and literature on file in our office for information on the hydrogeologic setting of the subject site.
6. Contracted with VISTA to conduct a regulatory database search of known underground storage tanks; landfills; hazardous waste generation or treatment, storage and disposal facilities; and subsurface contamination in the surrounding area up to within 1 mile of the site boundaries. The VISTA map and report are included as Appendix C.
7. Performed a "drive-by reconnaissance" of sites in the immediate vicinity of the subject site (about 1/4 mile) on April 29, 1997, noting businesses and facilities likely to use or store hazardous materials.
8. Evaluated the locations of all identified sites relative to the subject site.
9. Reviewed available Monterey County Department of Health, Division of Environmental Health (MCDEH) hazardous materials files on the subject site on April 28 and May 16, 1997. Copies of pertinent records are included in Appendix D.
10. Performed an interior and exterior site reconnaissance of accessible areas of the subject site on April 29 and May 21, 1997 for obvious evidence of potential contamination such as current hazardous materials storage or use; unusually stained soils, slabs, and pavements; drains, sumps, drums, tanks, and electrical transformers; stressed vegetation; and discarded hazardous materials containers. We also checked for indirect evidence of water wells, septic tanks, and leach fields. A copy of the site reconnaissance checklist is included in Appendix E.
11. Interviewed Mr. Harry Datema, groundskeeper for Uni-Kool, to inquire about past and present uses of the properties and hazardous materials storage and use at the subject site. We also provided Mr. Datema and Mr. Bob Bellew, facility manager, with questionnaires covering these issues. Completed copies of the are included in Appendix F.
12. Collected soil samples from a total of 35 borings at the following locations identified through our historical research, file review, site reconnaissance, and



interviews: adjacent to two hydraulic hoists in the shop of the used auto dealer; adjacent to a sump immediately east of this shop; four inactive USTs and one possible former UST; adjacent to the former pump island of a gasoline UST that was removed in 1990; a drainage ditch adjacent to a former body shop along the southeastern property boundary; an area of possible former soil staining near the eastern corner of the site; along the railroad spur that crosses the center of the site; adjacent to two transformer enclosures; a former oil pump house; and the vicinity of the former gas station and oil company. Transported selected samples to a State-certified analytical laboratory, where, depending on the location from which the samples were collected, they were analyzed for total petroleum hydrocarbons (TPH) as gasoline, diesel, and/or motor oil; the specific fuel compounds benzene, toluene, ethylbenzene, and xylenes (BTEX); the fuel additives methyl-tert-butyl ether (MTBE), ethylene dibromide (EDB), and 1,2-dichloroethane (DCA); volatile organic compounds (VOCs); heavy metals; polynuclear aromatic compounds (PNAs); and/or polychlorinated biphenyls (PCBs).

13. Evaluated the information collected and prepared this report summarizing our findings and conclusions.

PHASE I ENVIRONMENTAL SITE ASSESSMENT

Site and Vicinity Description

The subject site includes four parcels. Three of the parcels (APNs 002-372-018, 020, and 022, known as 300C, 300B, and 300A John Street, respectively) are located north of Service Road. The remaining parcel (APN 002-481-021) includes the following addresses: 239, 241, 307, 311, and 313 Abbott Street, and 306, 308, 310, 324, 330, 332, 334, and 336 John Street.

The subject site is located on the Salinas, California, 7½-minute topographic quadrangle (U.S. Geological Survey, 1947, photorevised 1984). The elevation of the site is approximately 50 feet above mean sea level. The head of Alisal Slough, which flows to the south toward the Salinas River, is located approximately 800 feet south of the site.

The 17.3-acre site is bounded by Service Road and John Street on the northwest; a reclamation canal and railroad tracks on the northeast; a box distributor and an auto dealer on the southeast; and Abbott Street on the southwest. The surrounding areas are primarily commercial and industrial.

For descriptive purposes only, we have divided the site into eight areas, A through H, as shown on the site plan (Figure 2). Area A includes the building housing the used auto dealer at 307 Abbott Street, and the auto lot at the southern end of the site.

Area B includes the paved storage area to the east of the car lot and the buildings along



the southeastern property boundary. Area C includes the two large, east-west-trending rectangular packing and cold storage buildings south of the railroad spur that runs across the center of the site, and extends to the eastern corner of the site. Area D includes the large, east-west-trending packing and cold storage building adjacent to the central railroad spur, and the transformer enclosure north of this building. Area E includes the buildings along the northeastern property boundary and the adjacent area. Area F includes the office building along Service Road, and extends east to the engine room building. Area G includes the engine room building and adjoining structures, and extends to the corner of Abbott Street and Service Road. Area H includes the portion of the site that lies north of Service Road.

Site History

Aerial Photographs

We reviewed eight pairs of stereoscopic aerial photographs of the site and vicinity available at McHenry Library at UCSC on April 25, 1997. The photographs were taken in 1937, 1949, 1954, 1958, 1968, 1971, 1985, and 1990.

In the 1937 photos, John Street is not present, but Service Road and Abbott Street appear as they do today. A railroad spur crosses the center of the site (Area D) from east to west, with two additional spurs in Areas E and F, one trending east-west, the other northwest-southeast. Only relatively small structures appear on the southern half of the site (Areas A, B, and C). These include one building immediately northeast of the existing new car lot, and a long, narrow rectangular building along the southeastern side of the car lot. Numerous objects in rows appear to the north of the building. There are also two buildings near the southeastern property boundary in the eastern portion of Area B. Along the property boundary to the southeast of these buildings are several large objects or small structures. To the north of the buildings are a number of objects in rows, perhaps cars. Objects arrayed in rows appear in several portions of the southern half of the site. There is an apparently grass-covered area northwest of the car lot, in the eastern portion of Area C. There are three northwest-southeast-trending rectangular structures in Area E, two along the northeast property boundary and a third, larger one to the southwest of these, along one of the railroad spurs. In Area D, two narrow buildings are aligned along the southern side of the central railroad tracks; four buildings run along the north side of these tracks. Two smaller buildings appear along the southern side of the east-west-trending railroad spur. A larger structure extends along the northern side of this spur. In Area F, just west of the end of the railroad spur and adjacent to the Service Road gate, is a Y-shaped structure. In Area G, the building that now houses the engine room is present, but it is narrower and extends southwest to the western end of the central railroad spur. To the southwest of this, and extending to the property boundary along Abbott Street, is a smaller, irregularly shaped structure. Near the corner of Abbott Street and Service Road is a small square structure. There is a small rectangular structure to the northeast of this and adjacent to Service Road. A large building on the eastern third of Area H extends



onto the adjacent site to the northwest. There are structures on the southwest half of the middle third of Area H, and in the southern corner of the eastern third. The block of Spring Street from Service Road north, appears to be residential.

The following changes were noted in the 1949 photos. The structures present near the southeastern property boundary in 1937 (Areas A and B) are no longer evident. New structures in Area A include the building adjacent to Abbott Street that now houses the auto detail shop; a rectangular building to the northeast of that building; and two buildings in the southern portion of the car lot. Various scattered objects or objects in rows appear in the northern half of the car lot and in the area between Abbott Street and the large east-west trending building south of the central railroad tracks. In Area B, there is a new building northeast of the car lot; an L-shaped structure partly overlapping the existing vehicle maintenance facility; and two small rectangular buildings adjacent to the southeastern property boundary. A few scattered objects appear in Area C near Abbott Street; to the east of this mostly unoccupied area are various objects in rows. An L-shaped building occupies the eastern portion of Area C.

The two buildings along the northeastern property boundary (Area E) have been joined into one, with two new small structures to the southeast. The two buildings along the south side of the central railroad tracks (Area D) have also been joined. The four buildings to the north of the central tracks (Area D) have been joined to form two buildings. One of the small buildings in the northern part of Area D, and the Y-shaped building at the western end of Area F, are no longer present. The cooling towers and old ammonia storage building adjacent to the northeast wall of the engine room building appear for the first time in these photos. There are two additional small structures in Area G, adjacent to the concrete cold storage building adjoining the engine room building. In place of the small rectangular building near Service Road, there are two small square structures.

The following changes were noted on the 1954 photos. There is a small rectangular addition to the northeast end of the building that now houses the used auto dealer, and the two buildings in the southern portion of the auto lot have been replaced with two small buildings near the center of the lot. The northwestern end of the auto lot and the area to the northwest of the building that now houses the auto detailing shop are apparently used for parking cars. The vehicle maintenance building along the southeastern property boundary (Area B) appears for the first time in these photos, along with another building to the northeast of it and a small structure near its northwestern corner. The buildings to the northeast of the auto lot are no longer present; there are possible small structures or large objects in this area. Various large objects or small structures occupy an apparently unpaved area at the eastern end of Area C. The two large buildings in Area C, that now house New Star's packing and cold storage facilities, have appeared. A long, narrow structure, apparently a conveyor belt, runs from the easternmost of these two buildings to the corner of the cold storage building adjoining the engine room. The long building along the south side of the central railroad tracks (Area D) is no longer present. There are many indistinct objects



and a large area of dark surface in the northern portion of Area D. The rectangular building in Area F is no longer present, or has been partially demolished; three smaller structures occupy the area where this building was, and there are many indistinct objects along the northwest property boundary. A small rectangular building has appeared parallel to Service Road at the location of the former Y-shaped structure. In Area A, the two small, square structures south of the cold storage building adjoining the engine room building are no longer evident. The small square structure near the corner of Abbott and Service Streets has been replaced by a larger, T-shaped building.

In the 1958 photos, the small buildings near the center of the car lot (Area A) are no longer present, but there are two new small structures in that area: one near the southeastern property line and the other at the eastern end of the car lot. The latter has a fence or wall nearly surrounding it, with possible vehicles inside it. Two additional structures have appeared in Area B, northeast of the car lot. There is a small, square structure adjacent to the southeastern property boundary, near the eastern end of Area B. There are four small, square structures or large objects at the eastern end of the large, rectangular buildings in Area C, and four small, rectangular structures or large objects in the eastern corner of the site. The large packing and cold storage building along the north side of the central railroad spur (Area D) has been extended to the east, to its present size. The transformer enclosure north of this structure is apparent, and several objects are visible within it. There are two small, rectangular structures, or possibly large trucks, adjacent to the building along the northeastern property line (Area E), one to the southeast, and one to the northwest. The building in the western portion of Area E has been partially demolished. The rectangular office building parallel to Service Road (Area F) has appeared, and the three small buildings in the southern portion of Area F are no longer present. Adjacent to the L-shaped building near the corner of Abbott Street and Service Road (Area G) there is a small structure that might be a fuel dispenser associated with the fuel station. There is an additional small structure in Area G, adjacent to Service Road. The engine room building appears to have been extended to the northeast. There is an additional small building at the southern end of the engine room building complex. Two small, round objects that might be above-ground tanks are visible adjacent to the small, square building near the southeastern corner of this complex. John Street first appears in the 1958 photos. The large building on the corner of Abbott Street and Service Road has been demolished; the lot it formerly occupied appears vacant, except for a small rectangular structure adjacent to Service Road.

The following changes are apparent in the 1968 photos. The two buildings in the car lot (Area A) are no longer present; the northern half of the lot is occupied by closely spaced objects. In Area B, one of the small buildings in the row of structures extending southeast from the car lot is no longer present. The four small square structures or large objects east of the large, east-west-trending buildings in Area C are not visible in these photos. Near the eastern end of the large, east-west-trending building in Area D are two rectangular light-colored patches trending south. The northeastern half of the building along the northeastern property line (Area E) has been demolished, leaving a



small rectangular structure near Service Road. The building in the eastern portion of Area ng northeast-southwest. The rectangular building in the northwestern corner of D is no longer present; there is an additional, smaller rectangular building to the east of this former structure. The structure adjacent to the Service Road gate in Area F has also disappeared. The office building along Service Road (Area F) has been extended to the northeast. In Area G, the two small structures adjacent to the southern end of the engine room building complex, and the L-shaped structure near the corner of Abbott Street and Service Roads, are no longer present. A portion of the irregularly-shaped building that formerly adjoined the engine room building complex is no longer present. Area H is vacant, with the exception of a small structure adjacent to Service Road. .No discolored areas or objects are visible in this area.

The following changes appear in the 1971 photos. The auto lot (Area A) is occupied by cars arranged in rows, and there is a new structure at its southeastern end. In Area B, the southeast-northwest-trending row of three structures to the southeast of the car lot has been demolished, and vehicles appear to be parked in that area. There are numerous small objects along the northwest side of the buildings along the southeastern property line (Area B) , and in the easternmost corner of Area C. A narrow structure, probably a conveyor belt, stretches from the northwest corner of the large east-west-trending building in Area C to the corner of the engine room building complex in Area A. The structure joining the two halves of this east-west-trending building has been removed, and there is only a narrow object (possibly a conveyor belt) connecting the two. There is a small L-shaped structure at the eastern end of the large central building (Area D). There is a small rectangular structure along the northeastern property line, to the northwest of the large building along that boundary. In Area G, the three remaining structures between Abbott Street and the engine room building complex have been demolished.

The following changes appear in the 1985 photos: The building at the southeastern end of the auto lot (Area A) has been demolished, though a rectangular light patch, possibly the building pad, is still visible in its place. The lot is mostly empty, with the exception of two or three rows of cars adjacent to Abbott Street. The only structures remaining in Area B are the two larger buildings along the southeastern property boundary. There is a small rectangular building east of the large east-west-trending structures in Area C, parallel to the railroad tracks, and two small structures on the north side of the tracks (Area D), also near the eastern corner of the property. The two light-colored rectangles south of the western end of the large central structure (Area D) are not visible. The apparent conveyor belt connecting the southern corner of the engine room complex to the east-west-trending structure in Area C is not apparent. The southeasternmost portion of the engine room building complex (Area G) has been demolished. There is a small, square addition to this complex, near its southwestern corner.

The following changes are apparent in the 1990 photos. Scattered cars appear in the car lot (Area A), and a narrow rectangular structure extends to the southeast into the lot



from the building that now houses the used auto dealer. At the northeastern end of Area B, adjacent to the southeastern property boundary, is an irregularly shaped area with a dark surface, possibly staining of the ground surface. The three small rectangular structures adjacent to the railroad tracks near the eastern corner of the site (Areas C and D) are no longer present. The small square addition to the southwest corner of the engine room complex (Area G) is also not apparent.

Fire Insurance Maps

We contracted with VISTA to research the availability of Sanborn fire insurance maps of the site and vicinity, and also reviewed Sanborn maps available in Terratech files. We obtained copies of maps dated 1925, 1944, 1960, 1962, and 1969 (see Appendix B). The 1925 map provides coverage only of the portion of the site (Area H) that lies between Service Road (shown as Cattlemen's Lane on the map) and John Street (which does not extend east of Abbott Street on the 1925 map). This map shows one dwelling adjacent to Abbott Street, and a garage to the east of it.

The 1944, 1960, 1962, and 1965 maps provide coverage of the entire site, with the exception of the eastern half of Area C, Area D, and the northern corner of Area A. The 1944 maps show Area A as occupied by the Square Deal Lumber Company, with a lumber shed along the southeastern property line; a small building labeled "office and paint" adjacent to Abbott Street; an unidentified sheet metal building at the location of the structure now occupied by the used auto dealer; and several areas of lumber storage. Most of the northern half of the site (Areas D, E, F, and G) is shown on the 1944 maps as occupied by the Monterey County Ice and Development Company's ice factory and packing sheds. Four large, rectangular buildings in Area D, two on each side of the central railroad spur, are identified as lettuce packing buildings, as are a large rectangular building along the northeastern property line (Area E) and one in Area F. Railroad spurs extend along each of the packing buildings. Along the northern side of the large structures in Area D are two small buildings housing a machine shop and an office. North of the machine shop, near Service Road (Griffin Street on this map) is an oil pump house, with two open structures labeled "fr condenser" extending out from it. The engine room building complex (Area G) is shown as housing three ice storage rooms and, in the engine room itself, freezing tanks. A small building near the southwest corner of this complex is identified as an office. The area between the engine room building and Abbott Street is occupied by the Signal Oil Company, including an oil warehouse, a loading rack, and a restaurant. The restaurant adjoins one of the ice storage rooms; there is a small structure labeled "oil storage" where these two buildings join. A notation next to the oil warehouse and restaurant indicates, "65 feet to gas and oil station." At the corner of Abbott Street and Service Road (Area H) and extending onto the adjacent site to the northwest is a building that houses a restaurant and two stores. There are two houses on the eastern two parcels of Area H.



These 1960 maps provide the same coverage as the 1944 maps. The former lumber yard (Area A) is shown as an auto sales lot, with a small office building near its center. The building to the northwest of the car lot is also identified as an auto sales and service facility. Portions of the two east-west-trending buildings in Area C appear for the first time on these maps (there is a gap in coverage that extends over the eastern half of Area C). These are identified as vegetable packing facilities belonging to Martin Produce, Inc. The two large structures on the southern side of the central railroad tracks (Area D) are not shown on the 1960 maps. The easternmost of the two remaining large structures in Area D is now identified as a box warehouse. The smallest of the lettuce-packing buildings (Area F), and the machine shop and office buildings north of the large structure in Area D, are no longer present. The well adjacent to the transformer storage area in Area D is shown for the first time. Three office buildings are aligned along Service Road (John Street on the 1960 maps) in Area F. The former oil warehouse adjacent to the Service Road gate (Area F) is now shown as an office, and the condensers are no longer present. Along the northeast side of the engine room building, a pump house, the two wooden cooling towers, three steel tanks 22 feet high, and a small unidentified structure are shown. The engine room building has been extended to the west, with a small addition labeled as a machine shop. The former oil storage shed between the restaurant and one of the ice storage rooms is not shown. There is an additional small office to the south of the restaurant. East John Street now bounds the portion of the site (Area H) that lies north of Service Road (John Street in 1960). The building in Area H that formerly housed the restaurant and stores is no longer present; no structures are shown in its place.

On the 1962 maps, the westernmost of the two packing buildings in Area E is no longer present. An additional office building appears near the eastern end of Area F; the small office adjacent to the Service Street gate is not shown. In Area A, the small office adjacent to the southwestern corner of the engine room building complex, and the restaurant, are no longer present. A small office building appears at the location of the former restaurant. There is no indication of the gas and oil station referred to as "65 feet" from the oil warehouse on the previous maps.

The following changes appear on the 1969 maps. The lettuce packing building along the northeastern property boundary (Area) has been partly demolished or replaced with a smaller building. A small office building at the northwestern end of the former large building remains. The parcel at the corner of Abbott and John Streets (Area H) is identified as an auto sales lot.

Historic Topographic Maps

We reviewed historic topographic maps available at McHenry Library, UCSC, on April 25, 1997. The available maps included a 1912 USGS 15-minute Salinas quadrangle; a 1947 USGS 7.5-minute Salinas quadrangle; and 1947 USGS 7.5-minute quadrangles showing 1968 and 1975 photorevisions. The 1912 map shows the main railroad spur that crosses the center of the site, but does not show any structures on the



site. The 1947 map shows the existing building in Area A and several additional small structures in that area; several small structures along the southeastern property boundary in Area B; one building in the eastern portion of Area C; four large, rectangular structures in Area D, two on each side of the railroad spur; two large, rectangular structures parallel to the northeastern property boundary in Area E; several smaller structures in Area F; and the engine room building complex and several smaller structures near the corner of Abbott Street and Service Road in Area G. Area H is shown as urbanized, with no individual structures indicated. The 1968 photorevisions show a slightly different arrangement of small structures in Area A; the existing equipment maintenance building in Area B; the two existing large, rectangular structures along a railroad spur in Area C; only two structures in Area D, along the north side of the railroad spur; only one building, smaller than the two former buildings, in Area E; the existing office building in Area F, replacing the former smaller structures in that area; and the absence of some of the smaller structures near the corner of Abbott Street and Service Road. John Street is shown on this map, and Area H is not included in the unspecified urbanized portion of Salinas; no structures are shown in Area H. No changes to the site appear on the 1975 map.

City Directories

We reviewed available city directories, at approximately 5-year intervals, at the Steinbeck Library in Salinas on April 28, 1997. The earliest available directory with coverage of the site was from 1946. Service Road was known as Griffin until about 1950. Between 1949 and 1955, Abbott Street addresses were changed, so that the 100-block became the 200-block. Table 1 summarizes the results of our review. Because of changes in addresses, it was not always possible to determine whether a particular address was on the site; addresses about which there was some uncertainty are identified with question marks in the table.

Previous Environmental Work

We reviewed documents in Terratech's files regarding the removal of two underground gasoline storage tanks at the subject site in February 1990. We also reviewed environmental documents provided to us by Bob Bellew of Uni-Kool Partners, including the Risk Management and Prevention Plan (RMMP) for the Uni-Kool facility at the subject site, and documents pertaining to the discharge of waste water into the reclamation pond off-site to the northeast.

Terratech's report on the closure of the two underground gasoline tanks (Terratech, 1990) indicates that the tanks were removed on February 7, 1990. Tank #1, which was located adjacent to the equipment maintenance building in Area B, and had a capacity of 12,000 gallons, was used by Sun World to store unleaded gasoline. Tank #2, south of the eastern warehouse building in Area C, had a capacity of 8,000 gallons, and was used to store regular leaded gasoline. Under the direction of Mr. Howard Tsuchyia of the MCDEH, two soil samples were collected from each tank excavation after the tank



removals and analyzed for TPH as gasoline and diesel, and BTEX. The only analyte detected was 0.18 parts per million (ppm) toluene, in one of the samples from the Tank #2 excavation. A copy of the certified analytical results is included in Appendix A.

The RMMP was completed by Pacific Environmental Consultants, Inc. (PEC) in December 1994. The primary concern of the RMMP is the potential for a release of ammonia from the one stationary and two portable refrigeration systems used to cool warehouses and produce ice for packing and shipping. It should be noted that although ammonia can pose a significant health hazard, an ammonia release would not pose a significant threat to soil or ground water (Agency for Toxic Substances and Disease Registry, 1990), and therefore would not be considered an "environmental condition" with respect to this ESA.

In both the stationary and portable systems, liquid ammonia is delivered by a closed loop piping system from storage vessels to coldroom evaporators, for cooling by expansion. The ammonia vapor is then recovered by compression equipment and cooled by evaporating condensers to be returned to the storage vessels. The stationary system circulates about 800 gallons of ammonia; each of the portable units circulates approximately 500 to 600 gallons of ammonia. Most of the equipment in the portable systems was 7 to 15 years old at the time of the report; the age of the stationary system equipment was unknown, and most of it was not ASME stamped. PEC recommended that the piping, vessels, and structures be examined for seismic design and braced or modified as necessary. In addition, fire hazard was found to be present in several locations. All the tanks had level control and pressure relief and venting was provided in the event of overpressurization. However, at the time the RMMP was prepared, no means of monitoring ammonia leaks or of containing an ammonia release was in place. In addition, the main ammonia liquid feed could not be shut off from outside the engine room, and the ammonia drain valves were not fitted with plugs. PEC also noted that nearly all hazardous materials had secondary containment.

Uni-Kool Partners provided us with a copy of the Regional Water Quality Control Board's (RWQCB) Order No. 94-54, "Waste Discharge Requirements for Abbott Street Properties, Monterey County." A copy of this document is included in Appendix A. Abbott Street Properties is permitted to discharge up to 100,000 gallons per day of cold storage melting ice, spent fresh vegetable and equipment's wash, and evaporative cooler blowdown water into the Salinas Reclamation Canal via a storm drain. The wastewater is treated prior to discharge by means of screens, settling ponds, and aerated ponds and regular monitoring and reporting of the effluent is required. Copies of the most recent monitoring reports, dated June 1996 and January 1997, are included in Appendix A.

Also included in Appendix A is a permit to operate a two-stack cooling tower and 14 refrigeration condensers, issued by the Monterey Bay Unified Air Pollution Control District on August 14, 1995.



Hydrogeologic Setting

Salinas is located at the northwest end of the Salinas River Valley, a northwesterly trending valley bordered on the west by the Sierra de Salinas and the Santa Lucia Range and on the east by the Gabilan Range. The Salinas River is located approximately three miles southwest of the site. The Salinas River originates near Santa Margarita, flows northwest about 120 miles, and discharges in the Pacific Ocean at Monterey Bay.

The Monterey County Flood Control and Water Conservation District identifies the subject site as situated in the Salinas Valley Ground Water Basin. The Salinas Valley is separated into four hydrologically linked ground water areas: the Pressure Area, the East Side Area, the Forebay Area, and the Upper Valley Area. The subject site is located in the Pressure Area. Recharge to the Pressure Area is from the Forebay Area, irrigation return flow, and stream and rainfall percolation through the semi-confining Salinas Aquiclude (Boyle Engineering Corporation, 1986). Near-surface sediments were deposited by the Salinas River and its tributaries and have been mapped as Quaternary alluvium (Dibblee, 1973). Dupré and Tinsley (1980) show the site as underlain by older flood plain deposits. These are unconsolidated, relatively fine-grained, heterogeneous deposits of sand and silt, commonly with relatively thin layers of clay. Locally, the deposits are as much as 100 meters thick. The lower part contains much gravel and constitutes a major ground water aquifer in the region. The soils are moderately well drained and immature. The depth to ground water varies, but is generally between three and ten meters.

The Pressure Area has three major low permeability confining strata which separate the alluvium into four water-bearing units: an Unconfined Zone, the 180-foot aquifer, the 400-foot aquifer, and the Deep Zone. The Unconfined Zone yields water slowly and is rarely tapped as a water source. Local areas of perched ground water are present above the Unconfined Zone water table. Regional ground water flow direction in all aquifers in the Salinas area, excluding the perched zone, is generally north-northwestward toward Monterey Bay at gradients of less than 20 feet per mile (RESNA, 1992). During our Phase II investigation for this ESA, we did not encounter ground water within 25 feet of ground surface.

Regulatory Records Review

A VISTA Site Assessment Plus Report was prepared for the site on April 28, 1997, and is included in this ESA as Appendix C. The VISTA report presents the results of a search of eight federal and eight State databases, along with a description of each database, that list addresses of sites of known underground storage tanks; landfills; hazardous waste generation or treatment, storage and disposal; and subsurface contamination in the surrounding area.

In addition, we reviewed MCDEH hazardous materials files for the subject site. The results of the VISTA report and list and file reviews are summarized here.



VISTA Report

The VISTA report identifies 40 facilities within 3/8 mile; 21 facilities at 22 sites between 3/8 and 1/2 mile; 25 sites between 1/2 and 3/4 mile and one site between 3/4 and 1 1/4 mile from the center of the subject site.

The following is a summary of the identified facilities on the subject site, and sites described by VISTA as within 0.10 mile of the center of the subject site, including VISTA map reference number, site name and address, direction and distance from subject site, type, and status (if available):

1. Sun Harvest, Inc., 320 John St., VISTA map number 1A, subject site: A 500-gallon underground diesel tank of unknown age and material is described as active/in service.
2. Salinas Valley Pipe Co., 35 Spring St., VISTA map number 1B, 0.06 mile northwest of the center of the subject site: An leak in a gasoline underground storage tank (UST) was discovered July 9, 1990. Soil was excavated and treated; remedial status is described as "leak being confirmed." A 330-gallon diesel UST and a 550-gallon leaded gasoline UST are listed as closed. A 300-gallon diesel UST and a 550-gallon unleaded gasoline UST are listed as active/in service.
3. McKesson Property, 314 Abbott St., VISTA map number 2, 0.05 mile southwest of the center of the subject site: Unspecified hydrocarbons were spilled or leaked as a result of "slop" associated with a UST, affecting soil. The status is described as "case closed/cleanup complete."
4. Harvest Buick Pontiac, 333 Abbott St., VISTA map number 3, 0.08 mile south of the subject site [adjacent]: A 10,000-gallon unleaded gasoline UST and a 10,000-gallon oil UST are described as active/in service. Four additional USTs are described as "closed removed." These include two 10,000-gallon unleaded gasoline tanks, a 10,000-gallon oil tank, and a 1-gallon (sic) oil tank. This facility is also registered as a small-scale generator of hazardous waste.

MCDEH Records

On April 28 and May 16, 1997, we reviewed MCDEH hazardous materials files for the subject site. We requested records for the Uni-Kool facility on the southeast corner of Abbott and John Streets; all files for odd-numbered addresses between 200 and 333 Abbott Street; and all files for even-numbered addresses between 300 and 336 John Street. Files were available for 306 John Street and 239, 241, 307, and 313 Abbott Street. Copies of pertinent documents are included in Appendix D.

The file for 306 John Street includes records for Sun World, Inc., until April 1985, when the business name on the file was changed to Sun Harvest, Inc. Beginning in



1988, documents in the file refer to Abbot Street Properties. A hazardous materials registration form for Sun Harvest, Inc., dated July 3, 1997 lists one 12,000-gallon and one 8,000-gallon underground storage tank (UST) containing gasoline; and one 55-gallon drum of motor oil. In addition to these materials, a hazardous materials registration form dated July 4, 1987, lists a maximum of 2,500 lbs of anhydrous ammonia, and a 55-gallon drum of Chevron thinner. A letter to the MCDEH from Big Valley Leasing (owner of Sun World) dated August 4, 1986, requests permits to temporarily abandon the two USTs. A site plan indicates the locations of the two USTs; one near the eastern corner of the equipment repair building along the southeastern property boundary (Area B); the other south of the large warehouse building in Area C (see Figure 2). The permit was granted to Sun World on August 14, 1986. A January 31, 1989 letter from the MCDEH to Abbott Street Properties indicates that the temporary closure permit was extended to March 1, 1990, following verification by the MCDEH caseworker that the tanks were empty. A permit allowing Abbott Street Properties to close two tanks is dated January 12, 1990, and an MCDEH computer change form dated December 8, 1993 indicates that all underground tanks have been removed.

The file also contains reports of the MCDEH caseworker's annual inspections. Comments made by the inspector generally refer to record-keeping and labeling concerns, and timely removal of wastes. In addition, the report dated December 12, 1994 reminds the operators to "Be sure to keep waste oil from spilling and contaminating the ground." The only records of any hazardous materials release in the file are several documents that relate to a release of approximately 3 to 5 gallons of ammonia through a pressure relief valve on October 27, 1993. Incident reports by employees of Fresh Choice Produce indicate that they evacuated their employees and were concerned that ammonia would discharge into the water in their cull pit area.

The file for 239 Abbott Street contains documents regarding Premier Farms, which operated a produce processing and packaging facility at that address between March 1995 and August 1996, when the business was bought by Fresh Choice Produce. A site plan shows that Premier Farms occupied the large east-west-trending warehouse building on the eastern portion of Area C (see Figure 2). A building plan identifies a chemical storage area and drums of hydraulic oil along the north side of the building, and two mechanics' sheds and additional hydraulic oil storage to the south of the building. Premier Farm's hazardous material inventory form lists 55-gallon containers of concentrated all-purpose cleaner, a pH control product, and an acidic descaler; 300-gallon containers of liquid nitrogen; and 8 to 22-ounce containers of miscellaneous cleaning and equipment maintenance materials. An MCDEH inspection report dated April 4, 1997 lists no violations or hazardous materials releases.

The file for 241 Abbott Street is for Fresh Choice Produce, which changed its name to New Star Fresh Foods on April 3, 1997. The file contains annual hazardous materials permits dating back to 1990. The hazardous materials inventory form lists up to 250 gallons of sodium hypochlorite; up to 55 gallons of a liquid chlorinated cleanser;



up to 125 gallons of propane; up to 55 gallons each of solvent, oxygen and acetylene; and up to 145 gallons of monochloro-difluoro-methane. The MCDEH caseworker's annual inspection reports refer primarily to labeling and record-keeping concerns; a June 2, 1992 report also instructs the operators to provide 150% containment for waste barrels.

Two files for 307 Abbott Street were available: one for Kar Kars Tire Factory and one for Fanciful Company. The Kar Kars Tire Factory file contains a hazardous materials inventory and site plan dated June 24, 1994. The file was closed July 7, 1995 after the MCDEH caseworker confirmed that the business had ceased operations. A site plan in the Fanciful Company file shows the tire factory occupying the building adjacent to Abbott Street in Area A that is now occupied by the used car business. Kar Kars' hazardous materials inventory lists up to 30 gallons of Safety Kleen Solvent; a 5-gallon container to catch run-off brake cleaner; and up to 12 ounces of fresh brake cleaner.

The Fanciful Company file contains material for the period between December 1993 and November 1994, when the file was closed because the company had moved to another address. A site plan shows that the Fanciful Company occupied the southwestern end of the equipment repair building along the southeastern property boundary, and a portion of the adjacent yard. The site plan also shows Arellano Welding and Johnson and Associates occupying the remainder of the building and the adjacent building to the northeast as the Fresh Choice truck shop. The hazardous materials inventory form describes the nature of the business as harvesting and packing. Hazardous materials listed include acetylene; oxygen; up to 20 gallons of gasoline in 5-gallon containers; 1-gallon containers of oil-based paint; two 55-gallon drums of antifreeze; up to 385 gallons of bulk oil; one 55-gallon drum of mineral spirits; up to 850 gallons of diesel fuel in a trailer sometimes stored on the property; and two 55-gallon waste oil drums. The site plan shows these materials stored in the yard to the east of the building, with the exception of a 350-gallon diesel fuel trailer along the property boundary southwest of the building.

Two files were available for 313 Abbott Street: one for Mid State Fleet Repair and one for Arellano Welding. The Mid State Fleet Repair file was set up in October 1993 and closed in June 1995, when the business moved to another address. The only documents in the file are hazardous materials generator permits. The Arellano Welding file was opened in October 1993; the business moved to another address in 1995. The hazardous materials inventory lists acetylene, oxyene, argon, and carbon dioxide.

Site Reconnaissance

We performed our site reconnaissance on April 29 and May 21, 1997, accompanied by Mr. Harry Datema, of Uni-Kool Partners. A copy of the site reconnaissance checklist is included in Appendix E.



Area A: The car lot in the southern corner of the site was occupied by vehicles belonging to the new car dealership on the adjacent site to the south. Unobstructed areas of the surface were mostly asphalt in poor condition. We observed a concrete pad in the northern corner of the lot that Mr. Datema identified as a former building pad. A shed adjacent to the fence on the northeastern side of the lot was empty. Mr. Datema pointed out the location of an existing underground storage tank of unknown size that he believed had held gasoline. The fill pipe had been cut off and was filled with soil. According to Mr. Datema, the vent pipe for this tank had been on an adjacent building that had been demolished. We also noted a vent pipe on the southeastern corner of the existing building, and a small concrete pad about 15 feet to the southeast, that could have been a former dispenser. Adjacent to this was a grassy gravel patch about 10 feet by 12 feet. The area to the north and east of the existing building was closely packed with cars. The ground surface appeared to be partly paved and partly asphalt in poor condition. Extending out to the northeast from the building was a concrete pad about 18 inches thick. We observed a metal grate about 2 feet by 3 feet in the pad; according to Mr. Datema, this was a concrete-lined sump, where cars were formerly washed. Mr. Datema did not know if the sump drained laterally. We had the grate removed on May 23, 1997; the sump was filled with water with a petroleum odor. Mr. Datema identified a location just north of the sump where he recalled a utility cover that he believed was the fill pipe for a waste oil tank.

The southwestern portion of the building in Area A consisted of offices, which were mostly empty. The northeastern portion of the building was a service area, with four bays. Several vehicles were present at the time of our visit. The unobstructed portion of the concrete floor was in good condition, with minor fresh oil stains and many older oily stains. In the two northeasternmost bays, the outlines of apparent former hoists were visible in the floor. The only hazardous materials we observed were about ten 5-gallon buckets of automobile paint on the floor and on plastic boxes; and quart and smaller sized metal containers of chemicals used for auto detailing, including paint, adhesive, and bumper coating.

Area B: Area B, along with Area C, is occupied by New Farm, a vegetable growing, packing, and shipping business. Area B is used primarily for storage and equipment maintenance. The eastern portion of this Area is used for outdoor storage. The ground surface appeared to be partly asphalt in poor condition, partly unpaved, and partly concrete. According to Mr. Datema, several buildings used by Sun Harvest for truck dispatching, were formerly located in this area. The items stored there included boxes, trucks, miscellaneous equipment, and empty and full drums of pH buffer, hydraulic oil, and a chlorinated cleaning agent. We did not observe staining of the ground surface in unobstructed areas. The area to the northwest of the existing building along the southeastern property boundary was paved with asphalt. At the time of our visit, it was being used for equipment repair. To the northeast of the building was a gravel surface, and to the northeast of this was a large concrete pad; according to Mr. Datema, this was the location of a former building. This pad, and some of the surrounding area, were being used for storage of pallets and empty sodium hypochlorite drums at the time



of our visit. An unpaved drainage ditch along the southeastern property boundary had standing water and algae in it. The existing building, which is used for tractor and other machine maintenance, had a concrete floor that appeared to be in good condition. We observed approximately six drums of fresh oil and one drum of chlorinated cleaner on wood pallets. The drums in use were contained in plastic bins. A portable metal storage shed near the northern corner of the building contained unopened cases of various pesticides. According to an employee of New Star who opened the shed for us, these pesticides are not used on the site but are stored there for the company's agricultural operations at other locations. A wood shed adjacent to the pesticide storage shed was labeled as containing hazardous materials, but at the time of our visit contained bags of seed.

Area C: This Area includes the two buildings used by New Star for vegetable packing and cold storage. The exterior ground surface to the south of these buildings is mostly paved with asphalt, with some concrete patches. Pallets were stored in various locations in this area. There is a loading dock along the south side of each building.

Near the northwestern corner of the western warehouse building was a fenced hazardous materials storage area. The ground surface within the enclosure was concrete in good condition. The materials stored there included about eight drums of sodium hypochlorite on the concrete; and two drums of chlorinated cleaner ("Foam Plus") and a pH buffer ("decco 311") concentrate on a poly spill pallet. To the east of this enclosure was a portable cooling unit, with hydraulic equipment on a concrete pad. We observed minor oil stains on the concrete. There were two drums of hydraulic oil on a pallet nearby, and about eight empty pH buffer drums. To the east of the portable cooling unit were four sodium hypochlorite drums on a wood pallet. Near the eastern end of this building was a fenced "engine room" with an asphalt and concrete ground surface. According to Mr. Datema, the equipment in this area was about two years old and included an ammonia compressor, a condenser, and a receiver. A sulfuric-acid-containing pH buffer feeds into the system from 55-gallon drums. We also observed about four drums of waste oil on the ground and on pallets. There was a grate in the concrete which Mr. Datema identified as a drain that discharges into the reclamation canal via the settling pond at the eastern end of Area C.

Near the northwestern corner of the eastern building in Area C were transformers on a concrete pad. We did not observe any staining of the concrete. To the east of these were two freon cooling systems for rooms inside the building. According to Mr. Datema, the freon circulates only within the system and there are no freon storage areas or underground freon pipes. East of the freon systems was a small shed in which was stored a plastic tank containing chlorine. Near the eastern end of the building was a shed housing hydraulic pumps. The concrete floor appeared to be in good condition, with some oily stains, and there was a concrete berm across the doorway. North of this shed we noted two grates in the ground surface: according to Mr. Datema, these were formerly connected, with the southernmost discharging to the settling pond. The lateral connecting the two has been capped off, however, to prevent a potential ammonia spill



in the area to the north from entering the Fresh Leaf drainage system. The northern drain discharges to the settling pond by way of a new underground line.

Extending to the east from the eastern end of the building is a concrete-lined settling pond. According to Mr. Datema, solids are removed by a rotor screen and disposed of off site. The waste water drains underground to the concrete-lined channel at the eastern end of Area C; from there, the water is pumped to the reclamation canal. The water in the channels had a strong smell of chlorine and appeared bright green. To the south of the waste water channel, there was a concrete pad with a brick berm. This is used, according to Mr. Datema, for steam cleaning vegetable trucks; run-off from this area drains to the settling pond. The eastern corner of Area C is unpaved.

The eastern building in Area C houses an office, lunch rooms and rest rooms, and a cold storage room. A portable structure adjacent to the south side of this building was used for uniform storage and cleaning materials, including about twenty 1-gallon containers of bleach, disinfectant, and cleanser. The western building housed a battery charging room, a dry storage area, and a cold storage room. West of this building there is a metal and plywood shed labeled "Poison Storage." We entered this shed on May 21, 1997. It had a concrete floor in good condition, and housed about eight plastic 55-gallon drums containing a disinfectant and sanitizer called Quat 256 identified as a corrosive; a foaming acid containing sulfuric and phosphoric acid; and Diverfoam Plus, a foaming chlorinated cleaner.

Area D: This Area includes the two large packing and cold storage buildings that cross the center of the site. The ground surface to the north of the buildings is paved with asphalt, with numerous patches, in generally good condition. In this area is a fenced enclosure with transformers on a concrete pad. We did not observe any stains on the pad. Surrounding the enclosure was a small unpaved area, with an active well and a water tank. There was also a concrete pad about 5 feet by 4 feet, which Mr. Datema identified as the location of a 550-gallon underground gasoline storage tank. Adjacent to the transformer enclosure we noted a grate in the ground surface; according to Mr. Datema, this is a drain that discharges to the municipal storm sewer.

A portion of the area to the south of the buildings in Area D is unpaved. Railroad tracks run along the south side of the buildings. Mr. Datema also pointed out an underground ammonia line along the south side of the building. The area along the south side of the railroad tracks was being used for storage of pallets and boxes, and for parking, at the time of our visit. Three portable cooling units were operating in this area, two on asphalt and one on sand. Drums of fresh oil and sodium hypochlorite were located on pallets near each portable unit. Oily water dripped from hoses leading from the cooling units into an open waste oil drum. No stains were evident on the ground surface beneath the drums. Also in this area was a concrete pad with transformers on it; Mr. Datema estimated their age at about seven to nine years.



East of the buildings in Area D, adjacent to the northeastern property line, was a hazardous materials storage area paved with concrete and with a concrete berm. There were about 12 waste oil drums and a poly waste oil tank on the concrete. The ground surface surrounding the storage area was unpaved. On this unpaved surface were two drums labeled as containing acrylic roof coating, one of which was empty. There were also an empty ammonia tank and several other empty drums.

At the western end of the western building is an office; a portable office unit is located adjacent to the north side of this building. Two cold storage and packing rooms occupy a large part of this building. They are cooled by an ammonia compressor that Mr. Datema estimates as 25 to 27 years old. The building also houses a battery charging room. The eastern building is a large packing shed, with a concrete floor that was wet at the time of our visit. There is a small office on the north side of the building. At the western end of the building, four drums were stored; two contained Purechlor sanitizer, and two contained hypochlorite solution.

Area E: This Area includes the cold room building along the northeastern property boundary, the small office building near the northern corner of the site, and the area in between. The exterior ground surface in Area E is paved with asphalt in generally good condition; an area to the northwest of the cold room building was paved with concrete. To the southeast of the small office building are two or three portable structures and a small lunch area; the structures house employees' lockers and restrooms. The area to the southeast of the portable structures was used for box storage at the time of our visit; adjacent to these was an empty trailer. Adjacent to the northwest end of the cold room were about 25 drums of organic acid buffer and bleach on wood pallets and a fenced area housing an ammonia condenser. Mr. Datema stated that the condenser was new this year. Along the property boundary southeast of the building was a rotor filter and drain which, according to Mr. Datema, collects water from the floor drain inside the building and discharges to the reclamation pond. The floor of the building was concrete in good condition. Drums of bleach and organic acid buffer were located adjacent to the water treatment system in which they are used.

Area F: This Area includes the office building that runs parallel to Service Road at the northeast end of the property, and extends to the northeast side of the engine room building. Most of the exterior ground surface in this area is paved with asphalt, with the exception of an area adjacent to the northern corner of the engine room building. The area to the northwest of the office building is used for parking; the area to the southeast of the building is a major passageway for truck traffic. Adjacent to the engine room building is a new ammonia storage tank on a concrete pad; a water tank; and an active well with a pump. To the southeast of the water tank is a metal shed that Mr. Datema identified as a former ammonia storage shed. The interior of this building smelled strongly of ammonia. The shed had a concrete floor that appeared to be in good condition. A floor drain discharges, according to Mr. Datema, to the municipal storm sewer. There was an open waste oil drum in the shed with oily stains beneath it. Adjacent to the shed, there was a concrete pad, which Mr. Datema identified as the



location of an existing underground gasoline storage tank of about 550-gallon capacity, which formerly had a hand cranked pump directly on top of the tank. Southeast of the former ammonia storage shed were two wooden cooling towers; these were used until about two months ago, according to Mr. Datema. These were surrounded by concrete berms which were filled with water that had an ammonia odor.

The office building housed offices of several different companies. The only hazardous materials we observed were household cleaning materials in cupboards and closets.

Area G: This Area includes the engine room and adjoining buildings, and the area between these buildings and Abbott Street. The exterior ground surface in this area was paved with asphalt in generally good condition, with some cracking. According to Mr. Datema, when the surface to the east of the engine room building was paved a few years ago, a concrete slab was discovered about two or three feet below the existing grade. We noted a rectangular, concrete-lined pit adjacent to the building, which Mr. Datema stated formerly housed ammonia coils. There were several grates in the pavement, which, according to Mr. Datema, are drains discharging to the municipal storm sewer. Adjacent to the northwest side of the engine room building is a fenced area within which were older, wet-type transformers. We observed some oil on the outside of the transformers.

The engine room is located at the northeast end of the building in Area G. It houses an old compressor that was used until 1981 and an active ammonia compressor that cools the adjoining cold room. The floor was concrete and, where unobstructed, appeared to be in good condition, with many oil stains. Mr. Datema pointed out a well that is no longer in use, and from which the pump has been removed, near the northeast wall of the room. We observed one drum of solvent on the floor, which, according to Mr. Datema, is used for cleaning. The remainder of the engine room building is used for equipment storage, with a building maintenance area in the northwestern portion. According to Mr. Datema, ice tanks formerly occupied the southeastern portion of this area. These areas have a rusty metal floor. There is a shed adjoining the building on the northwest, which is also used for maintenance. We noted a 55-gallon drum of gasoline on a pallet, a 5-gallon drum of solvent, and miscellaneous smaller containers of paint and detergent, in the maintenance areas. We did not observe any staining of the floor where unobstructed.

Area H: This area includes the three parcels between Service Road and John Street. There are no structures in this area. The ground surface is unpaved, with sparse grass in places, and there are remnants of asphalt near the southwestern end. There are three transformers on poles adjacent to the property, along Service Road; Mr. Datema stated that these belong to PG&E. We did not observe any staining of the soil in Area H, including below the pole-mounted transformers, and no evidence of dumping.

The area surrounding the site is commercial and industrial. Adjacent sites on the southeast are occupied by a box company and an auto dealer. Adjacent to the site on



the northeast is a reclamation canal; beyond the canal are railroad tracks. The water in the reclamation pond appeared bright green, and water could be seen bubbling into the pond. The adjacent area to the northwest was mostly unoccupied, with the exception of a fenced enclosure identified as belonging to Cal Water Company, in which large piping was visible. The southwestern side of Abbott Street is commercial.

Interviews

We provided Mr. Bob Bellew, facility manager, and Mr. Harry Datema, groundskeeper, both with Uni-Kool Partners, with questionnaires about the current and historical use of the subject site. The completed questionnaires are included in Appendix F. We also spoke with Mr. Datema during the site reconnaissance on April 28 and on April 30 and May 5, 21, 22, and 23.

Mr. Bellew has been associated with the property since September 1988, when Uni-Kool purchased the site from Big Valley Leasing. To his knowledge, the only current and previous uses of the property have been receiving, cooling, and processing of fresh vegetables, and a car dealership. He stated that hazardous materials are and/or were stored and used on the site, but he was not aware of any leaks or spills of these materials. He stated that he was aware of three existing underground storage tanks, in addition to the two that were removed in February 1990. He did not have any information regarding the 500-gallon diesel UST operated by SunHarvest and listed as active/in service on the VISTA report. The only sump, collection pit, or oil/water separator he was aware of was the pond in which wastewater is collected. He stated that he was aware of stained soil having been present on the property. He was aware that there had been hydraulic lifts in the car dealers' building, but did not know if there were any records relating to the use of these or to the presence of PCBs. He stated that there were no records for the transformers on the site. According to Mr. Bellew, sewage from the site discharges into the municipal sewer system, and electricity and natural gas are used for heating and cooling. Two wells on the site provide potable water for the property; the wells have been sampled and no contaminants have been detected in either of these wells. Most of the surface water runoff drains to the reclamation ditch.

Mr. Datema has been associated with the subject site since 1969. In addition to the information provided by Mr. Bellew, Mr. Datema stated that there was an ammonia leak on the property in 1995. He believed that all the known existing underground storage tanks had contained fuel, and that none of them had been used for over 30 years. He also stated that there was a septic tank at the corner of the 313 Abbott Street building that is no longer in use. In addition to the active wells, he identified a water supply well inside the engine room building that was abandoned in 1981.



PHASE II ENVIRONMENTAL SITE ASSESSMENT

Work Performed

Terratech performed the following subsurface investigation of areas of potential concern identified through our historical review of the site, MCDEH file review, and site reconnaissance:

1. Retained a professional utility locator service to scan for potential USTs and proposed work areas for underground utilities or objects, on April 30, and May 5 and 23, 1997. Notified Underground Service Alert of our intended drilling locations, start date, and start time, at least 48 hours before drilling commenced.
2. Obtained soil boring permit HZ 2480 from the MCDEH to install 35 soil borings at the subject site. The permit is included in Appendix G.

Advanced a total of 35 borings as described in Table 2. The boring locations are shown on Figure-2, and boring logs are included in Appendix G. The borings were advanced by a direct-push rig utilizing Geoprobe® equipment. Two-foot-long soil cores were collected in acetate liners at 5-foot intervals. Soil samples intended for subsequent laboratory analysis were immediately sealed with Teflon® sheets and plastic caps and tape; labeled; and placed in a field cooler. Soil was screened in the field for the presence of volatile organic compounds with a portable photoionization detector equipped with a 10.6 eV lamp.

4. Transported the selected soil samples under standard chain-of-custody documentation to a State-certified laboratory. The samples were analyzed as outlined in Table 2. The laboratory report and chain-of-custody are included in Appendix H.

Findings

Underground Utility Locator

In addition to identifying subsurface utilities that might pose a hazard during the investigation, the underground utility locator searched the areas of known or possible existing or former underground storage tanks. In the car lot in Area A, he identified a metallic object approximately 5 feet by 5 feet, at the location of the UST identified by Mr. Datema. He traced the vent pipe on the eastern corner of the used auto dealer building to the small concrete pad to the southwest. He searched the surrounding area, including the gravel patch (see "Site Reconnaissance"), but did not find any buried metallic object that could have been a UST. He also searched the area to the north of the building identified by Mr. Datema as the location of a possible waste oil UST. The



utility locator identified a buried metallic object about 2 feet by 3 feet, with a metal cover on one edge, that could have been a small UST.

In Area D, the utility locator found a metallic object about 5 feet by 10 feet at the location of the inactive UST identified by Mr. Datema. At the location of the inactive UST adjacent to the former ammonia storage shed in Area F, the utility locator was unable to detect any buried metallic object beyond the concrete pad where the fuel pump had been. In Area G, he detected a buried metallic object or objects about 18 feet by 22 feet that could be USTs.

Subsurface Conditions

In general, sandy silt, silty sand, or sandy clay was encountered from beneath the surface asphalt or concrete to depths of between 8 and 12 feet. Beneath this in most borings was a poorly graded medium-grained sand extending to the bottoms of the borings, a maximum of 25 Feet below ground surface (bgs). In borings D-3 and D-4, a fat clay with sand or sandy fat clay was found between about 11 and 16 feet bgs. In borings D-1 and D-2, apparent fill material consisting of grey and brick-red sand and gravel were encountered to 2 feet bgs, where the borings were terminated. In boring F-3, a layer of concrete was encountered at a depth of 3 feet; underlying this was sandy gravel that may have been fill material. In boring F-5, about 5 feet away from F-3, concrete or gravel was found from beneath the surface asphalt to a depth of 3 feet; this was underlain by apparently native sandy silt. No ground water was encountered in any of the borings.

Chemical Analyses

Laboratory analysis revealed low concentrations of TPH as diesel (<4 ppm) in the sample from a depth of 10 feet in boring A-8 (in the center of the apparent former UST excavation in Area A); and in samples from four of the borings at the location of the former gasoline station/oil company in Area G (borings G-3 through G-6). A slightly higher concentration of TPH as diesel (45 ppm) was detected in the sample from a depth of 5 feet in boring G-7, in the former oil warehouse/loading dock area.

Low concentrations of TPH as motor oil (26 ppm and 75 ppm, respectively) were detected in samples collected from boring F-3 and F-4, at the location of the former oil pump house in Area F. A higher concentration of TPH as motor oil (860 ppm) was detected in the sample from boring B-1, in the drainage ditch south of the former metal body shop in Area B.

Elevated concentrations of lead were detected in the sample from one of the borings adjacent to the former body shop (B-1) and from one of the borings along the railroad spur (D-6). However, these concentrations, as well as the concentrations of other metals detected were all below their respective hazardous waste limits (CCR Title 22



66699) and Preliminary Remediation Goals for residential soils (United States EPA, 1996).

No other analytes were detected in any of the samples analyzed. Copies of the analytical reports are included in Appendix H.

CONCLUSIONS

Most of the subject site has been developed as an industrial facility since at least 1937. The railroad spur that crosses the site appears to have been present since at least 1912. Since at least 1947, the site has been used primarily for vegetable cooling, processing, and shipping, and the manufacture of ice for the vegetable cooling. In addition, there was a gas station/oil company, and restaurant near the corner of Abbott Street and Service Road in the 1940s and 1950s. The area in the southern corner of the site (Area A) was occupied by a lumber yard in the 1940s, and since at least 1955 has been occupied by new and used car dealers. The structures along the southeastern property boundary have been used for vehicle and equipment repair. The southwestern part of the portion of the site that lies between Service Road and John Street (Area H), was occupied by a restaurant, a barber shop, and a grocery store in the late 1940s; that parcel has been unoccupied since John Street was extended east of Abbott Street in the late 1950s. The northeastern two parcels of Area H appear to have been residential in the 1930s and 1940s, and have also been unoccupied since John Street was extended.

The cooling process has historically used ammonia. Currently two freon cooling units are present at the site, but there are no underground pipes or freon storage tanks associated with these units. Two underground gasoline storage tanks were removed from the site in 1990; soil samples collected from beneath the tanks under the direction of an MCDEH caseworker did not reveal any significant impact to soil. Uni-Kool Partners have been granted a permit by the RWQCB to discharge up to 100,000 gallons per day of wastewater generated by the vegetable cooling and processing activities, into the Salinas Reclamation Canal, adjacent to the site on the northeast. The effluent is sampled on a regular basis for pesticides, as well as its inorganic chemistry and physical characteristics, and the results reported to the RWQCB. A concrete-lined wastewater settling pond and wastewater channel are located on the site.

Soil samples were collected from a total of 35 borings at the following locations: adjacent to two hydraulic hoists in the shop of the used auto dealer (Area A); adjacent to a sump immediately east of this shop; four inactive USTs and one possible former UST (Areas A, D, and F); a drainage ditch adjacent to a former body shop along the southeastern property boundary; an area of possible former soil staining near the eastern corner of the site; along the railroad spur that crosses the center of the site; adjacent to two transformer enclosures; a former oil pump house; and the vicinity of the former gas station and oil company. Laboratory analysis of selected samples revealed low concentrations of TPH as diesel and motor oil in samples collected from the possible former tank excavation south of the used auto dealer building; the vicinity of



the former gas station and oil company; the former oil pump house near Service Road; and the drainage ditch along the southeastern property boundary. However, our subsurface investigation did not reveal any evidence of significant contamination of the soil by known activities in the locations we explored.

We have performed a Phase I and Phase II ESA of the subject site in conformance with the scope and limitations of ASTM Designation E-1527-94. 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 no evidence of recognized environmental conditions in connection with the subject site except for the following:

1. Four inactive USTs that contained gasoline and/or diesel fuel, and waste oil, and are of unknown age, are present on the site. None have been in use since at least about 1970. In addition, a fuel station operated on the site in the 1940s and 1950s. An underground metallic object or objects that may be one or more USTs was detected at the location of this former gas station. The results of our subsurface investigation suggest that if the tanks leaked, no significant impact to soil has occurred.
2. The VISTA report identified an active 500-gallon underground diesel tank of unknown age and material operated by Sun Harvest, Inc., at 320 John St. We did not find any mention of this tank in the available MCDEH records. It is possible that this refers to one of the known inactive USTs, but it is also possible that there is an additional UST that has not been identified.
3. Several pad-mounted electrical transformers are located on the subject site. It is not known if they hold PCB-containing oil. Analysis of surface soil samples collected from the nearest accessible areas to the transformers did not reveal PCBs. However, if the transformers do contain PCBs and significant volumes of oil were to leak from the transformers in the future, surface soil would potentially be impacted.

Based upon the regulatory status of sites identified in the VISTA report, we do not believe that these sites have the potential to impact conditions on the subject site.

Report prepared by:

TERRATECH, INC,

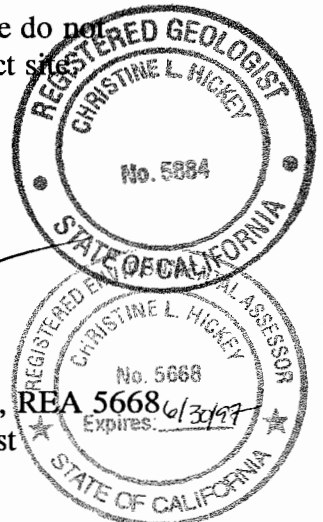


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U.S. Geological Survey, 1947 (photorevised 1968), 7½-minute topographic map of the Salinas Quadrangle, California: scale 1:24,000.



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U.S. Geological Survey, 1947 (photorevised 1984), 7½-minute topographic map of the Salinas Quadrangle, California: scale 1:24,000.



AERIAL PHOTOGRAPH REFERENCES

<u>DATE</u>	<u>AGENCY</u>	<u>PHOTOGRAPHER</u>	<u>ROLL & FRAME</u>	<u>SCALE</u>
11-7-37	USDA, AAA	Fairchild		1:20,000
8-17-49	USDA	Park Aerial Surveys	ABG-16F-185,186	1:20,000
7-16-54	City of Salinas	Fairchild	C-10606 1-20,21	1:14,400
1-5-58	CA Dept.Finance	Fairchild	C-23007 1-63,64	1:9,600
6-14-68	USGS		GS VBZK 3-55,56	1:30,000
5-14-71	USDA, ASCS	Western Aerial Contractors	ABG-1MM-266,267	1:20,000
4-3-85	unknown	WAC Corp.	WAC-85CA 7-176,177	1:31,680
5-25-90	Spec	WAC Corp.	WAC-Salinas-90 10-138,139	1:15,840

