

CALIFORNIA ENVIRONMENTAL QUALITY ACT NOTICE OF EXEMPTION

To: Office of Planning and Research
State Clearinghouse
P.O. Box 3044, 1400 Tenth Street, Room 212
Sacramento, California 95812-3044

From: Department of Toxic Substances Control
Site Mitigation and Restoration Program
9211 Oakdale Avenue
Chatsworth, California 91311

Project Title: Removal Action Workplan, Cald BESS

Project Location: 2223 - 2241 East 89th Street and 8801 South Alameda Street, Los Angeles, California

County: Los Angeles

Project Applicant: Cald BESS LLC

Approval Action Under Consideration by DTSC: Removal Action Workplan

Statutory Authority: California Health and Safety Code, Chapter 6.8

Project Description: The project involves approval of a Removal Action Workplan (RAW) for the excavation, removal, and off-site disposal of approximately 1,946 cubic yards (cy) of contaminated soil at 2223 - 2241 East 89th Street and 8801 South Alameda Street in Los Angeles, California (site). Onsite soils are impacted with arsenic, lead, diesel-range organics and/or oil-range organics associated with previous use as an automobile salvage and storage facility.

Background: The site is a 4.16-acre property located at 2223 - 2241 East 89th Street and 8801 South Alameda Street in the City of Los Angeles. The site is bounded by Southern California Edison's Calden Substation to the west and several auto body repair and commercial/industrial properties of similar uses to the north, east, and south. The site consists of two parcels including the South Parcel (2223-2241 East 89th Street) and North Parcel (8801 South Alameda Street). The South Parcel comprises approximately 2.27 acres and is located on the northeast corner of the intersection of East 89th Street and Juniper Street. The North Parcel comprises approximately 1.89 acres and is located on the southwest corner of the intersection of East 88th Street and South Alameda Street.

From 1950 to 2020, the South Parcel was utilized as an automobile salvage and storage facility. Between March 2020 to May 2021, the business vacated the property and all automobiles, scrap materials, and related materials were removed from the site. Structures remaining at the site consist of portable modular offices located directly adjacent to the southern property boundary and a corrugated metal canopy structure adjacent to the northern boundary.

Since at least 1972, the North Parcel has been utilized for automobile storage and repair activities. The North Parcel is currently developed with a single-story building with interior offices and a single-story building utilized for automobile repair and parts/equipment storage. Two shed-style buildings, constructed of wood and utilized as restrooms, are present in the central-eastern portion of the North Parcel.

A Phase I and Phase II Environmental Site Assessments (ESA) conducted on the South Parcel and the North Parcel concluded the following:

- Anthropogenic-derived arsenic are present in shallow soils across the site.
- Anthropogenic-derived lead concentrations are present in shallow soils across the site.
- Solubility testing performed on collected soil samples indicates soluble lead is present in portions of the site at concentrations that would require those soils (if excavated) to be managed and disposed of as a non-Resource Conservation Recovery Act (RCRA) California Hazardous (Cal-haz) waste.
- Diesel-range organics (DRO) and oil-range organics (ORO) were detected in soils on the North Parcel.
- Multiple volatile organic compounds (VOCs) (i.e., acrolein, 1,1-dichloroethene, 1,1-dichloroethane, chloroform, trichloroethene (TCE), tetrachloroethene (PCE)) were detected in one or more soil vapor samples at the site. In general, VOC concentrations were higher in the soil vapor samples collected at a depth of 15 feet below ground surface (bgs) than in the overlying soil vapor samples collected at a depth of 5 feet bgs. Because the concentrations of VOCs in soil vapor are relatively widespread across the western portion of the South Parcel and soil samples were generally absent of detectable concentrations of VOCs, the vapor phase VOC concentrations detected at the site are suspected to have originated predominantly from one or more off-site sources.

Project Activities: The project activities consist of excavating contaminated soil impacted with arsenic, lead, DRO, and ORO on the site to depths ranging between 1.5 and 6 feet, totaling approximately 1,946 cubic yards (cy). Excavation areas will be graded and/or backfilled with clean imported soil.

If visibly impacted soil is observed outside of the planned excavation area during excavation activities, the contractor will excavate an additional 1 foot of soil surrounding the footprint of the visibly impacted area until all visibly impacted soils are removed. The excavation contractor, in coordination with a field team leader, will survey work areas at the beginning and throughout the course of each workday to check for the presence of potentially impacted soil.

Fugitive dust is a concern of the South Coast Air Quality Management District (SCAQMD); therefore, standard dust control measures and best management practices (BMPs) will be implemented to prevent construction-related dust being generated beyond the boundaries of the site. Excavation activities will be suspended when winds (instantaneous gusts) exceed 25 miles per hour in the project area. In addition, soil stockpile surfaces will be kept visibly moist by water spray and covered with heavy-duty plastic sheeting or other covering to minimize emissions of fugitive dust to the atmosphere during periods of inactivity.

Soil for offsite disposal will be profiled and transported to a landfill as either non-hazardous or California-designated Hazardous Waste (Cal-haz). Soils excavated from the site will be stockpiled onsite prior to disposal. Excavated soil will be separated into individual non-hazardous and Cal-haz stockpiles up to 400 cy in volume. The Simi Valley Class III Landfill facility in Simi Valley, California (approximately 50 miles from site), will be used for the disposal of non-hazardous soil. The Kettleman Hills Facility in Kettleman Hills, California (approximately 185 miles from site) will be used for the disposal of hazardous soil. Kettleman Hills Facility can also receive RCRA hazardous soils if stockpile waste profiling results in a RCRA hazardous designation.

Approximately 128 truck trips will be required to remove the contaminated soil from the site. A similar number of truck trips (approximately 128 truck trips) will be required to transport the clean backfill to the site. Trucks leaving from the South Parcel will exit onto East 89th Street, turn south onto South Alameda Street, turn right onto East Imperial Highway, then take the onramp entrance to Interstate 105. Trucks departing the North Parcel will exit onto East 88th Street before turning onto South Alameda Street and continuing as described previously to the intended disposal facility.

The project will also involve adopting a Land Use Covenant (LUC) to prevent potential vapor intrusion issues associated with vapor phase VOCs that the Phase I and Phase II ESAs determined to have originated from one or more offsite sources. The intent of the LUC is to allow redevelopment of the site for industrial/commercial use with specific land use restrictions detailed in the LUC. The site is planned to be redeveloped into a battery energy storage system (BESS) with no onsite buildings being constructed for human occupancy which would meet the restrictions described in the LUC.

Name of Public Agency Approving Project: Department of Toxic Substances Control

Name of Person or Agency Carrying Out Project: Cald BESS LLC

Exempt Status: Common Sense Exemption: [CCR Title 14, Sec. 15061(b)(3)]

Exemption Title: Common Sense Exemption

Reasons Why Project is Exempt:

DTSC has determined with certainty that there is no possibility that the activities in question may have a significant effect on the existing environment because the project would not result in "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance."

The project is consistent with applicable state and local environmental permitting requirements including, but not limited to, meeting SCAQMD air quality standards and implementing dust control measures (identified in Rule 403), and meeting requirements governing volatile organic compounds and water quality standards that are approved by the regulatory body with jurisdiction over the site (City of Los Angeles). The excavation activities would occur in a previously disturbed area and is located centrally amongst existing industrial uses. The truck route will not have trucks travelling adjacent to residences except for nine residences located northwest of the intersection of East Imperial Highway and Watts Avenue. The limited timeframe for activities (approximately 5 to 7 weeks) will also not have the potential to substantially impact existing truck traffic in the project area.

The administrative record for this project is available to the public by appointment at the following location:

Department of Toxic Substances Control
Site Mitigation and Restoration Program
9211 Oakdale Street
Chatsworth, CA 91311

DTSC EnviroStor website: https://www.envirostor.dtsc.ca.gov/public/profile_report.asp?global_id=60003188

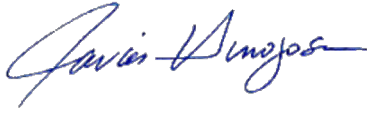
Contact Person:
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Approver's Signature:

Date: 01/11/2023



Approver's Name
Javier Hinojosa

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TO BE COMPLETED BY OPR ONLY

Date Received for Filing and Posting at OPR: