

DECEMBER 2018
Updated September 2019

**LOUISIANA DEPARTMENT OF
TRANSPORTATION AND DEVELOPMENT**
STATE PROJECT NO. H.004100.2/FEDERAL AID PROJECT NO. H004100



**PHASE I
ENVIRONMENTAL
SITE ASSESSMENT**

**I-10 WIDENING, STAGE 1
I-10: LA 415 TO ESSEN LANE
ON I-10 AND I-12
EAST AND WEST BATON
ROUGE PARISHES,
LOUISIANA**

Prepared By:

**Providence Engineering and
Environmental Group LLC**
1201 Main Street
Baton Rouge, Louisiana 70802
(225) 766-7400
www.providenceeng.com
Project Number: 040-012-001



TABLE OF CONTENTS

<u>Section</u>	<u>Page</u>
EXECUTIVE SUMMARY	ES-1
1.0 SUMMARY	1
2.0 INTRODUCTION	1
2.1 Purpose	1
2.2 Detailed Scope of Services	1
2.3 Reliance	2
2.4 Special Terms and Conditions	2
3.0 SITE DESCRIPTION	3
3.1 Locations and Legal Description	3
3.2 Site and Vicinity General Characteristics	3
3.3 Current Use of the Property	3
3.4 Descriptions of Structures, Roads, Other Improvements on the Site	3
3.5 Current Uses of Adjoining Properties	3
4.0 SUPPORT DOCUMENTATION	4
4.1 Environmental Liens and Activity Use Limitations	4
4.2 Specialized Knowledge	4
4.3 Owner, Property Manager, and Occupant Information	4
4.4 Reason for Conducting the Phase I ESA	4
5.0 RECORDS REVIEW	4
5.1 Standard Environmental Record Sources	4
5.1.1 Federal Databases	5
5.1.1.1 SEMS List	5
5.1.1.2 SEMS-ARCHIVE Site List	6
5.1.1.3 RCRA Generators List	9
5.1.1.4 SHWS List	17
5.1.1.5 State and Tribal Solid Waste Facilities/Landfill (SWF/LF) Sites List	18
5.1.1.6 State and Tribal LUST sites	19
5.1.1.7 State and Tribal Registered USTs Lists	28
5.1.1.8 State and Tribal Brownfields Sites	36
5.1.1.9 State and Tribal Voluntary Cleanup Sites	36
5.1.2 Orphan Sites Summary	41
5.2 Additional Environmental Records	44
5.2.1 SPILLS	45
5.2.2 REM	56
5.2.3 NPDES	60
5.2.4 EDR High Risk Historical Records	63
5.2.4.1 Historical Auto Sites	63
5.2.4.2 Historical Cleaner Sites	65
5.2.5 Water Wells	66
5.3 Physical Setting Sources	66

TABLE OF CONTENTS (continued)

<u>Section</u>		<u>Page</u>
5.4	Historical Use Information on the Property.....	67
5.4.1	Property Timeline	67
5.4.2	Oil or Gas Production Well and Pipeline Search	68
5.4.3	Aerial Photographs	69
5.4.4	LDEQ Database Search.....	70
5.4.5	Sanborn Maps.....	73
5.4.6	Historical Topographic Maps	75
5.5	Historical Use Information on Adjoining Properties.....	79
5.5.1	Oil and/or Gas Production Wells.....	79
5.5.2	Aerial Photographs	79
5.5.3	LDEQ Database Search.....	81
5.5.4	Sanborn Maps.....	86
5.5.5	Historical Topographic Maps	88
6.0	SITE RECONNAISSANCE.....	93
6.1	Methodology and Limiting Conditions	93
6.2	General Site Setting	93
6.3	Exterior Observations	93
7.0	INTERVIEWS	95
8.0	FINDINGS	97
9.0	OPINION	99
9.1	De Minimis Conditions	99
9.2	HRECs	99
9.3	CRECs	100
9.4	RECs.....	101
9.5	Findings Not Eliciting Environmental Liability Concerns	102
9.6	Business Environmental Risks	103
9.7	Data Gaps and Data Failures	103
10.0	CONCLUSIONS.....	104
11.0	DEVIATIONS.....	104
12.0	REFERENCES	105
13.0	QUALIFICATIONS OF ENVIRONMENTAL PROFESSIONAL.....	105
14.0	SIGNATURE OF ENVIRONMENTAL PROFESSIONAL	106

TABLE OF CONTENTS (continued)

LIST OF TABLES

Table

5.1	Regulatory Database Summary.....	5
5.2	EDR Historical Auto Site.....	63
5.3	EDR Historical Cleaner Sites.....	65
11.1	ASTM Search Distance Deviations.....	105

LIST OF FIGURES

Figure

1	Site Location Map
2	Site Plan
3	EDR High Risk Sites Location Map
4	Oil and/or Gas Production Well Location Map
5	REC Sites Location Map

LIST OF APPENDICES

Appendix

A	Parcel Maps
B	Interview Documentation
C	EDR Regulatory Database Search
D	EDMS Files
E	Water Wells
F	Historical Aerial Photographs
G	Sanborn Maps
H	Historical Topographic Maps
I	Photographs
J	Telephone Communication Logs

EXECUTIVE SUMMARY

Providence conducted a Phase I Environmental Site Assessment (ESA) for the Louisiana Department of Transportation and Development (LA DOTD) of the I-10 Widening, Stage 1 project area, I-10: LA 415 to Essen Lane on I-10 and I-12 (I-10 Study Area), in East and West Baton Rouge Parishes, Louisiana, the Property. The Phase I ESA was performed in general conformance with the requirements of the U.S. Environmental Protection Agency in the American Society for Testing and Materials (ASTM) Standard practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process, ASTM E1527-13 and the All Appropriate Inquiry Standard (40 Code of Federal Regulations [CFR] 312), with some exceptions as further described in Section 11.0. The intent of this Phase I ESA was to provide the LA DOTD with information on potential liability concerns within the I-10 Study Area and nearby and/or adjoining properties which may impact future construction.

This assessment has revealed no evidence of Recognized Environmental Conditions in connection with the property, except for the following:

- The SEMS-ARCHIVE finding for Valley Park School, which is the site of a former municipal landfill located partially within the I-10 ROW, as described in Section 5.1.1.2.
- The three sites with active underground storage tanks on the Property or an adjoining property, as discussed in Section 5.1.1.7.
- The one historical auto and one historical dry cleaning site on the Property or an adjoining property that were identified in the Sanborn Maps and EDR High Risk Historical Databases.
- The Pearce Foundry & Machine Works and People's Ice & Fuel Co. facilities within the I-10 ROW that were identified in the Sanborn Maps.
- Providence discovered debris and evidence of hazardous waste, including a 55-gallon metal drum and hydraulic oil buckets, and distressed vegetation on the Property (beneath the Perkins Road on-ramp) during the site reconnaissance.

1.0 SUMMARY

Providence conducted a Phase I Environmental Site Assessment (ESA) for the Louisiana Department of Transportation and Development (LA DOTD) of the I-10 Widening, Stage 1 project area, I-10: LA 415 to Essen Lane on I-10 and I-12 (I-10 Study Area), in East and West Baton Rouge Parishes, Louisiana (LA), the Property (**Figure 1**). This Phase I ESA report was completed to provide Property-specific information to improve the understanding of the environmental conditions, and to detail any continuing obligations, business risks, and any environmental redevelopment considerations specific to the Property.

This Phase I ESA was performed in general conformance with the requirements of the U.S. Environmental Protection Agency (EPA) in the American Society for Testing and Materials (ASTM) Standard practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process, ASTM E1527-13 and the All Appropriate Inquiry Standard (40 Code of Federal Regulations [CFR] 312), with some exceptions as further described in Section 11.0. The intent of this Phase I ESA was to provide the LA DOTD with information on potential liability concerns within the I-10 Study Area and nearby and/or adjoining properties which may impact future construction.

Based on our review of applicable federal and state regulatory agency records, historical records, interviews with persons knowledgeable about the Property, and a physical site investigation, Providence, through this assessment, has revealed evidence of recognized environmental conditions (REC) at the Property.

2.0 INTRODUCTION

2.1 Purpose

The purpose of a Phase I ESA is to determine the presence of RECs in connection with the Property in accordance with ASTM Standard Practice E1527-13, to the extent feasible and pursuant to the processes prescribed herein. A REC indicates the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property due to any release to the environment, under conditions indicative of a release to the environment, or under conditions that pose a material threat of a future release to the environment. A Phase I ESA is intended to reflect “all appropriate inquiry into the previous ownership and uses of the property consistent with good commercial or customary practice” to satisfy one of the requirements to qualify for the innocent landowner defense under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA).

2.2 Detailed Scope of Services

Providence developed a scope of services consistent with ASTM Standard Practice E1527-13 as modified for the LA DOTD’s project needs. Our scope included a records review of state and federal regulatory agency databases that house environmental information relative to discerning the presence or absence of recognized environmental conditions. This review of records also included: historical aerial photography; soil survey information; registered oil and gas well and pipeline data; water well data; United States Geological Survey (USGS) 7.5-minute topographic maps; historical city directories; and fire insurance maps. Providence interviewed personnel associated with the Property and

personnel from the appropriate state regulatory agency relative to the environmental history of the subject site. Additionally, Providence conducted a site reconnaissance of the Property and adjoining properties with the purpose of identifying potential areas of environmental concern ranging from mismanagement of hazardous substances to evidence of spills and/or contamination and to confirm information obtained from interviews and records reviews. Lastly, Providence prepared this report detailing the data discovered relative to the Property that would provide an opinion of the findings and conclusions relative to any future course of action.

2.3 Reliance

This report and other instruments of service were prepared for and made available for the use of the LA DOTD and/or its assignees. The contents thereof may not be used or relied upon by any other person or entity without the express written consent and authorization of Providence; however, Providence can provide Reliance Letters allowing for such authorizations if and when necessary. Upon issuance of such Reliance Letters, all aspects of ASTM E1527-13 Continued Viability would need to be fulfilled by any subsequent user of this Phase I ESA and the subsequent user's designated Environmental Professional. This Phase I ESA is presumed to be valid and may be relied upon for a period of one year from the start of the assessment, or until June 19, 2018. If it is required that this Phase I ESA be relied upon by a user other than the LA DOTD and/or its assignees, and this reliance is required after 180 days of the start of this assessment, or after December 16, 2017, in addition to satisfying the User's Responsibilities, as stated in Section 6 of ASTM E1527-13, the following components of this Phase I ESA must also be updated:

- Interviews with owners, operators, and occupants
- Searches for recorded environmental cleanup liens
- Reviews of federal, tribal, state, and local government records
- Visual inspections of the property and of adjoining properties
- Declaration by the Environmental Professional responsible for the assessment or update as stated in Section 12.13 of ASTM E1527-13

Providence relied on the information obtained through records review, site reconnaissance, and interviews as being accurate and correct without conducting a separate independent verification of all sources. Providence has no knowledge that any of the information obtained is incorrect.

2.4 Special Terms and Conditions

The findings and conclusions of this report are not scientific certainties, but rather probabilities based on professional judgment concerning significance of data gathered during the assessment. Providence was not able to verify that the Property or adjoining land contains no hazardous substances, petroleum products, or other latent condition beyond that observed during the assessment and review. The possibility always exists for contaminants to migrate through surface water, air, soil, or groundwater from various potential sources. The ability to accurately address the environmental risks associated with transport in these media was beyond the scope of this assessment. The opinions expressed

by Providence with reference to the Property only pertain to the conditions that existed at the Property during the time in which the site reconnaissance was conducted and through review of historical aerial photographs, historical topographic maps, environmental reports, and interviews.

3.0 SITE DESCRIPTION

3.1 Locations and Legal Description

The Property is described as the I-10 Widening, Stage 1 project area, I-10: LA 415 to Essen Lane on I-10 and I-12 (I-10 Study Area), in East and West Baton Rouge Parishes, LA. The Property boundaries are illustrated on **Figure 1**. These boundaries were the right-of-way at the time of the report. It is possible that the final approved alignment and right-of-way will change prior to completion of the Stage 1 Planning and Environmental Study.

The Property includes approximately 445 parcels along the north and south sides of the I-10 Study Area. Parcel data, including descriptions and ownership information, is included in **Appendix A**.

3.2 Site and Vicinity General Characteristics

The most current USGS 7.5-Minute Series Topographic Maps depicting the Property are the “Lobdell, LA”, “Baton Rouge West, LA”, and “Baton Rouge East, LA” maps, dated 2012. The elevation of the Property ranges from approximately 15 feet National Geodetic Vertical Datum (NGVD) near the I-10/LA Highway (LA) 415 interchange, to approximately 55 feet NGVD near City Park in Baton Rouge. Based on site reconnaissance, site topography is generally flat.

3.3 Current Use of the Property

The Property is comprised of the I-10 roadway and project area right of way (ROW), which encompasses multiple uses, including residential, commercial, recreational/green spaces, industrial, and vacant/abandoned properties.

3.4 Descriptions of Structures, Roads, Other Improvements on the Site

The Property consists of the existing I-10 roadway and exchanges and project area ROW, which includes several residential and commercial structures and roadways. A site plan is included as **Figure 2**.

3.5 Current Uses of Adjoining Properties

The adjoining properties have multiple uses, including residential, commercial, recreational/green spaces, industrial, and vacant/abandoned properties.

4.0 SUPPORT DOCUMENTATION

4.1 Environmental Liens and Activity Use Limitations

No environmental liens, engineering controls, institutional controls, or land use restrictions associated with the Property were identified based on Owner Questionnaire responses received or through the complete User Questionnaire (see **Appendix B**).

4.2 Specialized Knowledge

Providence was not provided with any specialized knowledge as part of this Phase I ESA.

4.3 Owner, Property Manager, and Occupant Information

Ownership information for the parcels comprising the Property is provided in **Appendix A**. Providence mailed 445 Owner Questionnaires based on the Parcels identified within the Project boundary to request information regarding the current and previous uses of the Property. Only 68 responses were received. The mailing list, a summary of responses received, and copies of completed Owner Questionnaires received are included in **Appendix B**.

4.4 Reason for Conducting the Phase I ESA

Providence conducted this Phase I ESA to satisfy one of the requirements to qualify for the innocent landowner, contiguous property owner, or bona-fide prospective purchaser limitations as described in ASTM E1527-13 except as noted in Section 11.0; to serve as an All Appropriate Inquiry in accordance with 40 CFR 312; to define potential sources or potential presence of any hazardous substance, pollutants and contaminants, petroleum and petroleum products, and controlled substances that are used, stored, treated, or disposed of at the Property and adjoining properties that may complicate the expansion, redevelopment, and reuse of the Property; and, to define any continuing or threatened future releases of hazardous substances at the Property.

5.0 RECORDS REVIEW

5.1 Standard Environmental Record Sources

Providence contracted EDR to research federal, state, and tribal environmental databases for information pertaining to the Property and the surrounding area (other properties within an additional approximate minimum search distance from the Property). The approximate minimum search distance for each database search was based upon the ASTM standard approximate minimum search distance for each record, with some adjustments to meet the LA DOTD's project objectives and due to the large number of findings reported. A copy of the EDR DataMap corridor study report is included in **Appendix C**, and records identified are summarized in **Table 5.1** below. The following sections provide additional information regarding relevant federal, state, and tribal environmental database records located within the EDR applied search radius for each database or the applicable search distance based on the type of listing. Site names and addresses are identified throughout this Section as

reported by EDR. Deviations from EDR’s applied search radius can be found in **Section 11.0**.

**Table 5.1
Regulatory Database Summary**

Source	Applicable Search Distance	Property	Adjoining Properties	Within Applicable Search Distance
Federal National Priority List (NPL) Site List	1.0 mile	0	0	0
Federal Delisted NPL Site List	0.5 mile	0	0	0
Federal Superfund Enterprise Management System (SEMS) List	0.5 mile	0	0	1
Federal SEMS Archive (SEMS-ARCHIVE) Site List	0.5 mile	1	1	2
Federal Resource Conservation and Recovery Act (RCRA) Corrective Action Report (CORRACTS) Facilities List	1.0 mile	0	0	0
Federal RCRA Non-CORRACTS Treatment, Storage, and Disposal (TSD) Facilities List	0.5 mile	0	0	0
Federal RCRA Generators List	Property & Adjoining Property	0	18	18
Federal Institutional Controls / Engineering Controls Registries	Property Only	0	0	0
Federal Emergency Response Notification System (ERNS) List	Property Only	0	NR	0
State- and Tribal-equivalent NPL *	1.0 mile	NA	NA	NA
State- and Tribal-equivalent Hazardous Waste Sites (SHWS)	0.5 mile	0	0	2
State and Tribal Landfill and/or Solid Waste Disposal Site Lists	0.5 mile	0	1	1
State and Tribal Leaking Underground Storage Tank Lists (LUST)	500 feet	0	8	11
State and Tribal Registered Underground Storage Tank (UST) Lists	Property & Adjoining Property	0	14	14
State and Tribal Institutional Controls / Engineering Controls (IC/EC) Registries	Property Only	0	0	0
State and Tribal Brownfields Sites	0.5 mile	0	0	1
State and Tribal Voluntary Cleanup Sites	0.5 mile	0	0	6
Additional Environmental Records	Varies	0	31	39
EDR High Risk Historical Records	Varies	6	49	73

5.1.1 Federal Databases

5.1.1.1 SEMS List

SEMS tracks hazardous waste sites, potentially hazardous waste sites, and remedial activities performed in support of EPA’s Superfund Program across the

United States. The list was formerly known as CERCLIS and renamed to SEMS by the EPA in 2015. This dataset also contains sites which are either in proximity to or on the NPL and sites which are in the screening and assessment phase for possible inclusion on the NPL.

One SEMS site identified by EDR was determined to be within the applicable ASTM minimum search distance, as follows:

McKinley High School Mercury Spill
800 E McKinley St
Baton Rouge, LA 70802

McKinley High School Mercury Spill – McKinley High School is approximately 1,550 feet southeast of the Property near City Park Lake and was identified by EDR as a SEMS site. Providence searched the Louisiana Department of Environmental Quality's (LDEQ's) Electronic Document Management System (EDMS) for additional information regarding this finding. EDMS maintained files on this site under Agency Interest (AI) # 51443. Copies of relevant files maintained in EDMS are included in **Appendix D**.

According to an Incident Report, approximately two to three fluid ounces of mercury from a barometer were reportedly spilled onto the carpet of an office within the school's administration building on August 6, 2011. A school representative collected the released mercury and improperly disposed of it in the dumpster. The LDEQ and EPA were notified of the incident on August 8, 2011. An EPA emergency response contractor was then contacted to manage the remediation efforts, which were completed by August 12, 2011. McKinley High School notified the LDEQ of activities involving the generation of hazardous waste as a result of the spill on August 12, 2011. No injuries related to the incident were reported.

Based on the quantity of the release and the separation distance from the Property, the McKinley High School Mercury Spill does not represent a REC in connection with the Property.

5.1.1.2 SEMS-ARCHIVE Site List

SEMS-ARCHIVE tracks sites that have no further interest under the Federal Superfund Program based on available information. The list was formerly known as the CERCLIS-NFRAP and renamed to SEMS ARCHIVE by the EPA in 2015. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list the site on NPL.

Two SEMS-ARCHIVE sites identified by EDR were determined to be within the applicable ASTM minimum search distance, as follows:

Gilmar Marine Services
1500 River Road
Baton Rouge, LA 70821

Valley Park School
4510 Bawell St
Baton Rouge, LA 70808

Gilmar Marine Services – Gilmar Marine Services was a barge cleaning facility approximately 2,000 feet south of the Property on the batture along the east bank of the Mississippi River. The LDEQ's EDMS maintained files for the site under AI # 8003. Copies of relevant files maintained in EDMS are included in **Appendix D**.

According to a Preliminary Assessment Report prepared for the EPA in October 2007, the facility operated from 1974 to the late-1980s, and the site is believed to have been vacant for more than ten years. The facility serviced barges potentially containing petroleum products and other hazardous substances. The facility operated under a National Pollutant Discharge Elimination System (NPDES) permit (LA0045705) for discharge of wastewater into the Mississippi River. Hazardous chemicals were stored on site in aboveground storage tanks (ASTs).

Louisiana Department of Natural Resources (LDNR) personnel conducted an inspection of the facility on December 18, 1980 following complaints of strong odors in the area. Following the inspection, Gilmar Marine Services was issued a violation by the LDNR for release of wastes to the batture and Mississippi River. The NPDES discharge permit was cancelled and never reinstated. LDNR/LDEQ inspections in 1983, 1984, and 1988 noted contents in the ASTs, but no evidence of leakage or ground contamination was observed. The ASTs were removed in 1990. The site was transferred to the LDEQ's inactive and abandoned sites program in 1988.

The Preliminary Assessment Report indicated that the presence of any residual subsurface contamination from the facility is unknown, and the lack of stressed vegetation or discolored discharge at the site suggests that significant pollution sources are not present. If contamination were present, the assessment noted that surface waters would have the greatest potential for impact. An LDEQ Field Interview form dated August 10, 2016 referenced potential plans for sampling the site; however, no such sampling activities have yet been documented.

Based on the downgradient location and separation distance from the Property, the Gilmar Marine Services facility does not represent a REC or elicit any environmental liability concerns in connection with the Property.

Valley Park School – The Valley Park School site is an approximately 36-acre site which cuts across the I-10 ROW along Nairn Drive. A middle school and recreational playground are currently at the site. The LDEQ's EDMS maintains files for the site under AI # 9151. Copies of relevant files maintained in EDMS are included in **Appendix D**.

According to the EDMS files, the site was used as a municipal landfill for the city of Baton Rouge up until the 1960s. Construction of I-10 directly above a portion of the former landfill began in 1963. There was no existing documentation of the types or quantities of materials disposed of at the landfill during its operation. An approximately two-foot clay cap was placed on the landfill prior to redevelopment of the site.

A Preliminary Assessment report dated August 1989 revealed that environmental sampling efforts conducted at the site in December 1981 and August 1982 detected a total of 27 priority pollutants in the form of certain volatile and semivolatile organic compounds (VOCs and SVOCs) and heavy metals.

As a follow-up to the Preliminary Assessment, a Site Screening Investigation was conducted by the LDEQ on behalf of the EPA in October 1991. The screening involved the collection of 32 environmental samples as well as indoor air monitoring conducted in response to various respiratory and neurological health complaints from building occupants. The analytical results identified the presence of certain VOCs, SVOCs, polychlorinated biphenyls (PCBs), and metals in the soil and surface sediments.

A Subsurface Investigation was performed at the site by Woodward-Clyde Consultants in April 1995 for the development of an I-10 widening project. The assessment noted the presence of three to 17 feet of landfill waste material in some boreholes. Although minor concentrations of various constituents were detected, the landfill waste materials did not meet the regulatory criteria for hazardous waste; however, it may warrant handling as industrial solid waste.

Terracon performed a Limited Subsurface Investigation and a Review of Environmental Conditions in December 2010 and January 2011 in support of a proposed force main alignment at the site. All soil samples collected during the investigation resulted in concentrations below LDEQ Risk Evaluation/Corrective Action Program (RECAP) Screening Standards (SS) for non-industrial sites except arsenic in one sample. Groundwater analytical testing identified concentrations of several metals (lead, arsenic, chromium, and cadmium) and two SVOCs [2-methylnaphthalene and bis(2-ethyl-hexyl)phthalate] above RECAP SS. In correspondence dated September 20, 2011, the LDEQ required a plan be put into place for the testing, storage, and disposal of potential hazardous wastes encountered during project work. A work plan for site remediation activities was submitted to LDEQ by SEMS, Inc. on September 21, 2012 and was approved by LDEQ on November 19, 2012. No other correspondence regarding remedial activities were found, and Providence assumes no further remedial actions have taken place on the site and that constituents of concern (COCs) remain on site.

Based on COCs being present on site above RECAP SS and because this site is within the Property boundary, the Valley Park School site does represent a REC and elicits environmental liability concerns in connection with the Property.

5.1.1.3 RCRA Generators List

Resource Conservation and Recovery Act Information (RCRAInfo) database is EPA's comprehensive information system, providing access to data supporting the RCRA of 1976 and the HSWA of 1984. The database includes selective information on sites that generate waste including large quantity generators (LQG), small quantity generators (SQG), and conditionally exempt small quantity generators (CESQG).

One RCRA-LQG identified by EDR was determined to be within the applicable ASTM minimum search distance, as follows:

Airgas Specialty Gases
1075 Cinclare Dr
Port Allen, LA 70767

Airgas Specialty Gases – The Airgas Specialty Gases facility is on an adjoining property, north of I-10 and approximately 2,700 feet west of LA 1. The LDEQ's EDMS maintains files for the site under AI # 3444. Copies of relevant files maintained in EDMS are included in **Appendix D**.

A 2015 Notification of Hazardous Waste Activity (HWA) identified the facility as a LQG of hazardous waste products, which included paints, resins, adhesives, oxidizers, aerosols, chlorine, compressed gases, and deuterium.

The only compliance issues on file for the Airgas facility are a 1994 Notice of Violation, which cited the facility for failure to prepare a contingency plan, failure to institute a personal training program, and failure to update waste codes, and a 2009 Notice of Deficiency, which cited the facility for failure to update generator status and waste codes and failure to provide employee training. Based on the nature of the violations, the site's RCRA status does not represent a REC or elicit environmental liability concerns in connection with the Property.

Five RCRA-SQG identified by EDR were determined to be within the applicable ASTM minimum search distance, as follows:

BP Lubricants USA Inc.
1981 S Westport Dr
Port Allen, LA 70767

Love's Travel Stop #240
751 Lobdell Hwy, Exit S
Port Allen, LA 70767

Exxon Co. USA #51052
3191 S Acadian Thruway
Baton Rouge, LA 70808

Star Enterprise
2959 College Dr
Baton Rouge, LA

Mary Bird Perkins Cancer Center
4950 Essen Ln
Baton Rouge, LA 70809

BP Lubricants USA – The BP Lubricants facility is a regional manufacturing and distribution center for motor oil and car-care products. The facility is on an adjoining property south of I-10 about midway between LA 415 and LA 1. The LDEQ's EDMS maintains files for the site under AI # 1648. The site was previously registered under the titles Castrol North America and Burmah-Castrol, Inc. Copies of relevant files maintained in EDMS are included in **Appendix D**.

The facility first submitted Notification of HWA to the LDEQ in 1982 for the generation of oil-water separator sludge. The most recent Notification of HWA, submitted in 2015, identified BP Lubricants as a SQG of hazardous wastes, including lead, tetrachloroethylene, and other halogenated and non-halogenated solvents.

The only compliance issues on file stem from a March 1988 LDEQ inspection that identified hazardous waste stored in open containers and waste that remained on site for greater than 90 days, along with training and contingency plan inadequacies. The facility corrected these issues and passed the subsequent compliance inspection in August 1988. Based on the site's current regulatory status, the site's RCRA status does not represent a REC or elicit environmental liability concerns in connection with the Property.

Love's Travel Stop #240 – Love's Travel Stop is a truck stop and filling station on the southeastern-adjoining property along the I-10 / LA 415 interchange. The LDEQ's EDMS maintains files for the site under AI # 31384. Copies of relevant files maintained in EDMS are included in **Appendix D**.

The site first submitted Notification of HWA to the LDEQ in 2016, which identified it as a short-term SQG of lead, benzene, and ignitable wastes. No compliance or enforcement issues relevant to the RCRA Generators finding were found in EDMS.

Based on the site's current regulatory status, the site's RCRA status does not represent a REC or elicit environmental liability concerns in connection with the Property.

Exxon Co. USA #51052 – The Exxon Co. site is a former filling station at an adjoining property on the northeast corner of the S. Acadian Thruway and Perkins Road intersection. The LDEQ's EDMS maintains files for the site under AI # 22413. Copies of relevant files maintained in EDMS are included in **Appendix D**.

The only file relating to the RCRA Generators finding in EDMS was a Notification of HWA submitted in 1992, which identified the site as a SQG of benzene and ignitable waste. No violations regarding the site's RCRA status were found. Based on the site's current regulatory status, the site's RCRA status does not represent a REC or elicit environmental liability concerns in connection with the Property.

Circle K #9725 / Star Enterprise/ Texaco 44-398-0101 – The Star Enterprise site is a filling station on an adjoining property on the northeast corner of the College Drive and Bennington Avenue intersection. The LDEQ's EDMS maintains files for the site under AI # 13684. Copies of relevant files maintained in EDMS are included in **Appendix D**.

A Notification of HWA submitted in 1998 identified the facility as a SQG of benzene and ignitable waste. A Certification of No Hazardous Waste Activity (NHWA) was issued in 2011 after a site inspection discovered the property had changed ownership. No compliance or enforcement issues were found relating to the RCRA Generators finding.

Based on the current regulatory status, the site's RCRA status does not represent a REC.

Mary Bird Perkins Cancer Center – The Mary Bird Perkins Cancer Center is part of the Our Lady of the Lake Regional Medical Center, which is on an adjoining property along Essen Lane near I-10. The LDEQ's EDMS maintains files for the site under AI # 2626. Copies of relevant files maintained in EDMS are included in **Appendix D**.

An initial Notification of HWA submitted to the LDEQ in 1987 identified the facility as a SQG of silver waste. The facility submitted a Certification of NHWA in 1994. No violations regarding the site's RCRA status were found. Based on the current regulatory status, the site's RCRA status does not represent a REC or elicit environmental liability concerns in connection with the Property.

EDR identified 12 RCRA-CESQG within the applicable ASTM minimum search distance, as follows:

Mallinckrodt Manufacturing LLC
1060 Allendale Dr
Port Allen, LA 70767

LHoist North America of Missouri, Inc. – Port Allen
1785 S Westport Dr
Port Allen, LA 70767
Nugent Steel & Supply Co, Inc.
1800 S Westport Dr
Port Allen, LA 70767

Graham Packaging Co, Inc.
1981 S Westport Dr
Port Allen, LA 70767

Division of Admin State Printing
950 Brickyard Ln
Baton Rouge, LA 70802

International Piping Systems
1700 S Westport Dr
Port Allen, LA 70767

Albertson's LLC – Albertsons #2709
2950 College Dr
Baton Rouge, LA 70808

Chevron #109060
2929 College Dr
Baton Rouge, LA 70808

LA Secretary of State Archives
3851 Essen Ln
Baton Rouge, LA 70809

Med Aid Walk In Medical Center
5475 Essen Ln
Baton Rouge, LA 70809

Jacobs Plaza
4949 Essen Ln
Baton Rouge, LA 70809

National Tire & Battery #195
4675 Essen Ln
Baton Rouge, LA 70809

Mallinckrodt Manufacturing LLC – Mallinckrodt Manufacturing is a nitric oxide manufacturing facility on an adjoining property north of I-10 between LA 415 and LA 1. The LDEQ's EDMS maintains files for the site under AI # 40130. Copies of relevant files maintained in EDMS are included in **Appendix D**.

A Notification of HWA in 2016 identified the facility as a CESQG of ignitable, corrosive, and reactive wastes. No compliance or enforcement issues related to the site's RCRA Generators finding were found. Based on the site's current regulatory status, the site's RCRA status does not represent a REC or elicit environmental liability concerns in connection with the Property.

LHoist North America of Missouri, Inc. – Port Allen – LHoist North America, previously named Falco Lime Inc., is a stone supplier on an adjoining property north of I-10 between LA 415 and LA 1. The LDEQ's EDMS maintains files for the site under AI # 6264. Copies of relevant files maintained in EDMS are included in **Appendix D**.

In 1989, the facility submitted an EPA General Information form indicating that it discharges wastewater, which is generated from washing lime from work trucks into the intracoastal canal. The wash water is collected into two settling basins, which trap oil, grease, and solids. Muriatic acid is applied to neutralize the lime and maintain pH levels. A contracted environmental services company tests the water monthly to ensure compliance.

Two years later, the facility submitted an initial Notification of HWA form to the LDEQ, which led to a CESQG classification for generation of ignitable waste. The form indicates that waste is disposed of offsite and is reused and/or recycled.

The LDEQ has an Investigation Report from 2002 on file, which included a site inspection. Unauthorized discharge of High Calcium Hydrate Lime, from the pressure relief and bleeding valves on a truck, occurred during transportation from Port Allen to St. John the Baptist Parish (the spill was recognized upon reaching the final destination). A cleanup was initiated at the site in St. John the Baptist Parish, where vinegar was utilized to neutralize the lime, and the area was then hosed down with water. The inspector took pH measurements to confirm proper treatment.

Based on the location and nature of the incident and the site's current regulatory status, the site does not represent a REC or elicit any environmental liability concerns in connection with the Property.

Nugent Steel & Supply Co, Inc. – The Nugent Steel facility is a steel fabricator on an adjoining property south of I-10 between LA 415 and LA 1. The LDEQ's EDMS maintains files for the site under AI # 40300. Copies of relevant files maintained in EDMS are included in **Appendix D**.

The company submitted an initial Notification of HWA form to the LDEQ in 1999, as it generates between 100 and 1000 kg per month of waste. The waste types include ignitable wastes, lead, and methyl ethyl ketone, along with spent nonhalogenated solvents.

Later in that same year, a subsequent Notification of HWA form was completed and received by LDEQ. The quantity of waste generated was reduced to less than 100 kilograms (kg) per month, making the facility a RCRA-CESQG as opposed to a SQG. No compliance or enforcement issues related to the site's RCRA Generator status were found in EDMS. Based on the site's current regulatory status, the site's RCRA status does not represent a REC or elicit environmental liability concerns in connection with the Property.

Graham Packaging Company, Inc. – The Graham Packaging facility is a packaging supply store on an adjoining property south of I-10 between LA 415 and LA 1. The LDEQ's EDMS maintains files for the site under AI # 9510. Copies of relevant files maintained in EDMS are included in **Appendix D**.

The facility submitted an initial HWA form to the LDEQ in 1990, which identified it as a CESQG for ignitable wastes. A few months later, an engineering and environmental contractor conducted waste screen sampling and analysis, and all hazardous COCs tested had concentrations below RECAP SSs.

In 1997, a Certification of No HWA was granted for the facility, as it had discontinued use of cleaning solvents in August 1995.

Based on the site's current regulatory status, the site's RCRA status does not represent a REC or elicit environmental liability concerns in connection with the Property.

Division of Admin State Printing – The Division of Admin State Printing is a former state printing and mailing service on an adjoining property north of I-10 between River Road and Nicholson Drive (LA 30). The LDEQ's EDMS maintains files for the site under AI # 97769. Copies of relevant files maintained in EDMS are included in **Appendix D**.

The facility submitted a Notification of HWA form to the LDEQ in 2002, which led to its classification as a CESQG. The waste types indicated were silver and tetrachloroethylene, and the waste was stored for less than 90 days in ASTs.

In 2014, the facility went out of business and thus no longer generated hazardous waste. A Certification of NHWA was later received by LDEQ in 2015. Based on the site's current regulatory status, the site's RCRA status does not represent a REC or elicit environmental liability concerns in connection with the Property.

International Piping Systems – The International Piping Systems facility, currently Turner Industries Piping, is a pipe supplier on an adjoining property south of I-10 between LA 415 and LA 1. The LDEQ's EDMS maintains files for the site under AI # 2686, as well as AI # 27153. Copies of relevant files maintained in EDMS are included in **Appendix D**.

An initial Notification of HWA form was submitted to LDEQ in 1988, which identified the facility as a CESQG with 100 kg generated per month or less of silver. A later HWA form indicates that any waste that is not reused/recycled is disposed of offsite. The LDEQ conducted a compliance inspection in 1990, which notes that the wastes are produced from X-ray testing of critical welds. No compliance issues were identified at the time.

Another Notification of HWA form, submitted in 1990, re-classifies the facility as a SQG, due to the generation of additional waste types, including ignitable wastes and spent nonhalogenated solvents. Another LDEQ inspection was conducted in

1994 because of a citizen complaint. The inspector identified multiple areas of regulatory concern, including the lack of a containment system for storage of liquid waste, improper labeling of stored hazardous waste, and containers that are left in deteriorated condition or not kept closed, among others.

The LDEQ sent a compliance order to the facility in 1994, listing these violations. A follow-up site inspection found that the facility had corrected the areas of concern. As part of this response, International Piping submitted a subsequent Notification of HWA form, which re-classified the facility as a CESQG that generates the following waste types: tetrachloroethylene, lead, and spent nonhalogenated solvents.

Based on the site's current regulatory status, the site's RCRA status does not represent a REC or elicit environmental liability concerns in connection with the Property.

Albertson's LLC – Albertsons #2709 – Albertson's is a grocery store on an adjoining property south of I-10 along College Drive. The LDEQ's EDMS maintains files for the site under AI # 38392. Copies of relevant files maintained in EDMS are included in **Appendix D**.

In 2014, Albertson's submitted an initial Notification of HWA form to the LDEQ under the CESQG classification. The waste types noted include ignitable waste, corrosive waste, warfarin & salts, and nicotine. No compliance or enforcement issues related to the site's RCRA Generators finding were found.

Based on the site's current regulatory status, the site's RCRA status does not represent a REC or elicit environmental liability concerns in connection with the Property.

Chevron #109060 – Chevron is a gas and service station on an adjoining property south of I-10 along College Drive. The LDEQ's EDMS maintains files for the site under AI # 20619. Copies of relevant files maintained in EDMS are included in **Appendix D**.

In 1988, the facility submitted an initial Notification of HWA form to the LDEQ under the CESQG classification. The waste types noted include ignitable waste and benzene. No compliance or enforcement issues related to the RCRA Generators finding were found. In 2004, a Certification of No HWA form was received by the LDEQ, with the note that the remediation site was closed.

Based on the site's current regulatory status, the site's RCRA status does not represent a REC or elicit environmental liability concerns in connection with the Property. However, based on the COC concentrations present at the site associated with USTs as further described in Section 5.1.1.6 and proximity to the Property, the site does represent evidence of a Controlled Recognized Environmental Condition (CREC) in connection with the Property.

LA Secretary of State Archives – This facility is a state government office and archive on an adjoining property along Essen Lane, between I-10 and I-12. The LDEQ's EDMS maintains files for the site under AI # 7621. Copies of relevant files maintained in EDMS are included in **Appendix D**.

In 1987, the facility submitted an initial Notification of HWA form to the LDEQ, which identified the facility as a CESQG. The waste type is silver, which is generated from photographic development and is disposed of offsite. A compliance inspection conducted by the LDEQ later that year recognized that no personnel training had been implemented, and that a contingency plan was not in place. Thus, a notice of violation was sent to the facility, which required further action to be taken.

Based on the nature of the violations, the site's RCRA status does not represent a REC or elicit environmental liability concerns in connection with the Property.

Med Aid Walk In Medical Center – Med Aid Walk In Medical Center is on an adjoining property south of I-10 along Essen Lane. The LDEQ's EDMS maintains files for the site under AI # 35939. Copies of relevant files maintained in EDMS are included in **Appendix D**.

In 1987, the facility submitted an initial Notification of HWA form to the LDEQ, which identified the site as a CESQG that generates 100 kg per month or less of silver. No compliance or enforcement issues related to the site's RCRA Generators finding were on file for the site in EDMS.

Based on the site's current regulatory status, the site's RCRA status does not represent a REC or elicit environmental liability concerns in connection with the Property.

Jacobs Plaza – The Jacobs facility, also known as Jacobs or Jacobs Engineering Group, is an engineering consultant firm that operates out of a large office building on an adjoining property along Essen Lane. The LDEQ's EDMS maintains files for the site under AI # 20321. Copies of relevant files maintained in EDMS are included in **Appendix D**.

In 2009, Jacobs submitted a Notification of HWA form to the LDEQ and was issued a RCRA-CESQG designation for the ignitable waste that is generated. The application re-activated the facility's old EPA ID number, as it had been determined in 2001 that there was no foreseeable potential for hazardous waste generation at the Jacobs facility.

Based on the site's current regulatory status, the site's RCRA status does not represent a REC or elicit environmental liability concerns in connection with the Property.

National Tire & Battery #195 – This facility, previously named Tire Kingdom, is an automobile service center on an adjoining property along Essen Lane near Ward

Creek. The LDEQ's EDMS maintains files for the site under AI # 27772. Copies of relevant files maintained in EDMS are included in **Appendix D**.

The site submitted a RCRA Identification form to provide Initial Notification of Regulated Waste Activity in 2004. With less than 100 kg per month of waste being generated, the facility was designated as a CESQG. The types of waste involved include ignitable wastes, lead, and tetrachloroethylene. A subsequent HWA notification form submitted in 2009 indicates that the facility also began to generate trichloroethylene as waste. The most recent HWA form, submitted to the LDEQ in 2015, shows that National Tire & Battery #195 currently generates benzene, mercury, and a variety of spent halogenated solvents identified by the waste codes F001 and F002.

Based on the site's current regulatory status, the site's RCRA status does not represent a REC or elicit environmental liability concerns in connection with the Property.

5.1.1.4 SHWS List

LA SHWS is a database of potential and confirmed hazardous waste sites in Louisiana. Two SHWS sites identified by EDR were determined to be within the applicable ASTM minimum search distance, as follows:

Gilmar Marine Services
1500 River Rd
Baton Rouge, LA 70821

Baton Rouge Gas Works
Laurel St & N 12th St
Baton Rouge, LA 70818

Gilmar Marine Services – The LDEQ's EDMS files for the Gilmar Marine Services site are discussed in Section 5.1.1.2. This site does not elicit environmental liability concerns to the Property.

Baton Rouge Gas Works – The Baton Rouge Gas Works site is a 1.5-acre site approximately 1,400 feet northeast of the northernmost portion of I-110 that is identified as the Property. The LDEQ's EDMS maintained files for the site under AI # 9911. Copies of relevant files maintained in EDMS are included in **Appendix D**.

According to the EDMS files, the site operated as a coal gasification plant in the late-1800s and early-1900s, which produced gas used for domestic heating and cooking. Waste solids or tars are generated as a by-product of the gasification process. The site is currently occupied by the O'Brien House, a halfway house for recovering alcoholics.

Phase I & II ESAs were conducted on behalf of O'Brien House by Pyburn & Odom in 2006. Analytical results of the Phase II ESA indicated soil concentrations of certain SVOCs above the LDEQ's RECAP SS.

Additional Phase II ESA sampling was conducted under LDEQ's Targeted Brownfields Assessment program in April 2007 by URS Corporation which confirmed the presence of SVOCs above RECAP SS. In addition, lead was identified in soils at concentrations above the RECAP SS. Included in their report was a potentiometric map which showed groundwater flow was generally to the north.

A RECAP investigation of the site was conducted by Providence in July 2011 to evaluate potential risks to human health and the environment from COC in soil and groundwater. Based on an evaluation of concentrations of COC under the appropriate RECAP Screening Options and Management Options, Providence concluded that risks to human health and the environment were within acceptable levels and that no further action from LDEQ be requested at that time. Impacts to groundwater were believed to be confined within the property boundary.

Since groundwater at the Baton Rouge Gas Works site flows away from the Property, and contamination was primarily confined to soils and is not believed to have migrated off site, the Baton Rouge Gas Works site does not represent a REC or elicit environmental liability concerns for the Property.

5.1.1.5 State and Tribal Solid Waste Facilities/Landfill (SWF/LF) Sites List

LA SWF/LF contains an inventory of solid waste disposal facilities or landfills in Louisiana. The data come from the LDEQ. One SWF/LF site identified by EDR was determined to be within the applicable ASTM minimum search distance, as follows:

LSU Agriculture Center – Burden Center
4560 Essen Ln
Baton Rouge, LA 70802

LSU Agriculture Center – Burden Center – The LSU Agriculture Center site is on the adjoining property off Essen Lane along eastbound I-10. The LDEQ's EDMS maintains files for the site under AI # 163330. Copies of relevant files maintained in EDMS are included in **Appendix D**.

The only files pertaining to the site in EDMS are permitting and approval forms for the management and disposal of vegetative waste created by Hurricane Gustave. The LDEQ issued a closure letter in July 2010. Therefore, the LSU Agriculture Center site does not represent a REC or elicit environmental liability concerns in connection with the Property.

5.1.1.6 State and Tribal LUST sites

The LDEQ's LUST database contains inventories of reported and historic leaking UST incidents.

EDR identified 11 LUST sites that were determined to be within 500 feet of the Property, as follows:

Cracker Barrel Stores Inc. #28
133 Lobdell Hwy 415
Port Allen, LA 70767

Butler Gas Station
1776 East Blvd
Baton Rouge, LA 70802

Stanford Exxon Store #5-1052
3191 S Acadian Thruway
Baton Rouge, LA 70808

Roger A Barielle
3235 Perkins Rd
Baton Rouge, LA 70808

Circle K #9730
2300 S Acadian Thruway
Baton Rouge, 70808

College Chevron
2929 College Dr & I-10
Baton Rouge, LA 70802

LA State Retirement Systems Building
8401 United Plaza Blvd
Baton Rouge, LA 70809

ExxonMobil Oil Corp #50608
4555 Essen Ln
Baton Rouge, LA 70809

Essen Chevron
7931 One Calais Ave
Baton Rouge, LA 70821

Zippy's LLC
3155 Perkins Rd
Baton Rouge, LA 70808

Williams Travel Center #3060
123 Lobdell Hwy
Port Allen, LA 70767

Cracker Barrel Stores #28 – The Cracker Barrel #28 site is a filling station on an adjoining property on the west side of LA 415. The LDEQ's EDMS maintains files for the site under AI # 74892. Copies of relevant files maintained in EDMS are included in **Appendix D**.

A 1990 incident report describes the release of five to six gallons of gasoline after a vehicle ran into the dispenser and created a line break. The pump was immediately shut off, and absorbent material was spread over the spill area to pick up the gas. The LDEQ reviewed the incident and issued a statement requiring no further assessment or remediation regarding this incident in 1991.

A UST Closure Report indicated the three petroleum tanks were removed from the site in 2007, with confirmatory sampling at the site indicating all constituents were below RECAP SS.

The most recent Compliance Evaluation Inspection (CEI) conducted by the LDEQ in 2015 indicated that the site has two active 15,000-gallon USTs that were installed in 2007. No areas of concern were identified.

Based on this information and the site's current regulatory status, the site does not represent a REC or elicit any environmental liability concerns in connection with the Property.

Butler Gas – Butler Gas is a former service station at the current address of 1776 Thomas H. Delpit Dr., approximately 500 feet west of I-10 just north of Washington Street. The LDEQ's EDMS maintains files for the site under AI # 26960. Copies of relevant files maintained in EDMS are included in **Appendix D**.

Several release notifications for the site dating back to 1978 are on file with the LDEQ. In January 1978, two unleaded gasoline USTs at the facility were reported as leaking after strong gasoline odors and free product were identified in a nearby sanitary sewer manhole. The two tanks were subsequently pumped out and taken out of service. Runoff from gasoline saturated soil at the site during heavy rainfall was believed to be the source of the manhole contamination. A request documenting scheduled removal and replacement of the leaking USTs was filed in June 1978.

Free product was again discovered in the manhole in 1986, which was also attributed to Butler Gas. A July 1991 letter from the LDEQ indicated that a May 1991 site inspection identified substantial contamination of soil by gasoline at the site and requested immediate assessment and remedial action. The property owner responded in an October 1991 letter that they were still in the process of selecting a contractor to remove the USTs and perform the assessment.

The LDEQ again issued a letter to the owner in September 2001, noting that no assessment or tank removal was on file. The USTs were finally removed and closure assessment submitted in January 2004, after which the site was granted No Further Action (NFA) status.

Based on the site's current regulatory status, crossgradient location, and separation distance from the Property, the site's LUST listing does not represent a REC or elicit liability concerns in connection with the Property.

Stanford Exxon Store #51052 – The Stanford Exxon is a former filling station at an adjoining property on the northeast corner of the S. Acadian Thruway and Perkins Road intersection. The LDEQ's EDMS maintains files for the site under AI # 22413. Copies of relevant files maintained in EDMS are included in **Appendix D**.

In 1990, an LDEQ Notification form details a small gasoline leak on one of the tank dispensers; however, no surface impacts were detected, and the product line was repaired. Further assessment involved four soil borings around the dispenser island. Soil analytical results showed elevated levels of hydrocarbon constituents including benzene, toluene, ethylbenzene, and xylene (BTEX).

Exxon Co decided to remove and replace all the USTs and product lines. All four tanks were removed in October 1991, and three replacement tanks were installed. Soil samples were collected and screened during removal of the USTs; however, no groundwater samples were collected. Soil sample results were below current RECAP SS.

Three USTs were removed in March 2001. The tanks were cleaned and disposed of at a landfill. However, during confirmatory sampling, contamination was found in both soil and groundwater, which was believed to be the result of a leak from a former fuel dispenser. An evaluation was initiated with five soil exploration borings installed on site. Sample analysis showed that six constituents exceeded the soil RECAP SS, while five constituents were above the groundwater RECAP SS.

A 2003 RECAP Evaluation determined that concentrations of COCs in soil and groundwater were below calculated site-specific RECAP Standards. As a result of the evaluation, the environmental contractors recommended that the site be granted a NFA designation. In 2005, the LDEQ approved the NFA request.

Based on the site's past contamination and the proximity to the Property, the site's LUST listing does represent a HREC in connection with the Property, but does not elicit any environmental liability concerns in connection with the Property.

Roger A Barielle – The Roger A Barielle site is on an adjoining property along Perkins Road next to the I-10 exit ramp. The site is the location of a former filling station (the Spur Service Station). The LDEQ's EDMS maintains files for the site under AI # 20656. Copies of relevant files maintained in EDMS are included in **Appendix D**.

According to a Closure Notification Form, four unregistered USTs were removed from the site in 1990. Soil samples taken after removal of the USTs indicated elevated levels of certain aromatic hydrocarbons in their vicinity.

ESAs conducted by Environmental Materials, Inc. delineated the extent of soil and groundwater contamination and determined that the groundwater plume had migrated off site to the east toward the Property. Recommended remedial action included removal of contaminated soils, as well as monitoring of groundwater and on-site treatment.

The site entered an LDEQ quarterly monitoring program in December 1991. After five sampling events which showed a decreasing trend in the level of contamination present in the monitoring wells, the site requested and received a letter of NFA from the LDEQ in 1993. However, the final groundwater sampling report submitted to LDEQ in December 1992 by Environmental Materials, Inc. contained COC concentrations above the current RECAP SS. MW-2 had a benzene reading of 1.75 milligram per liter (mg/L), which is above the current RECAP SS for benzene (0.005 mg/L). MW-4 also had an elevated benzene concentration of 3.11 mg/L, as well as elevated concentrations of toluene and ethyl benzene at 1.25 and 0.964 mg/L, respectively, both of which are above the current RECAP SS for toluene and ethylbenzene of 1.0 and 0.7 mg/L, respectively. In addition to the elevated concentrations of groundwater constituents, the final report containing soil sample analyses dated October 29, 1991, reported an elevated concentration of benzene in MW-4 at 6.2 milligram per kilogram (mg/kg), which exceeds the current RECAP SS of 0.05 mg/kg. According to the site map, these two monitoring wells with elevated COC concentrations are directly adjacent to the Property.

Based on the potential COCs remaining on the site, the upgradient location, and proximity to the Property, the LUST listing for this site does represent a REC and does elicit environmental liability concerns in connection with the Property.

Circle K #9730 – Circle K #9730 is a filling station on an adjoining property along Acadian Thruway just north of I-10. The LDEQ's EDMS maintains files for the site under AI # 71560. Copies of relevant files maintained in EDMS are included in **Appendix D**.

In 2006, Phase II ESA activities conducted prior to property transaction identified certain hydrocarbon constituents above RECAP SS in soil and groundwater. Further groundwater investigations were conducted by URS Corporation in January and November 2009, confirming the presence of benzene in groundwater above the SS on the northwest portion of the site.

Additional groundwater investigations and a RECAP Evaluation for the site were completed by Groundwater & Environmental Services, Inc. (GES) in 2011. The RECAP Evaluation determined that all concentrations of COC identified in soil and groundwater were below site-specific RECAP Standards. No off-site impacts were identified.

Based on the results of the RECAP Evaluation, the LDEQ issued a letter of NFA for the site in January 2013 under the conditions that no soils may be removed from the site without prior approval from LDEQ unless they are removed and disposed at a permitted disposal facility, and further evaluation and approval from LDEQ is warranted prior to the construction of enclosed structures over a portion of the impacted area.

Based on the COC concentrations present at the site, the conditions under which the NFA was granted, the upgradient location, and proximity to the Property, the LUST listing for the site does represent a CREC, but does not elicit environmental liability concerns in connection with the Property at this time.

College Chevron – The College Chevron site is a filling station on an adjoining property along College Drive just south of I-10. The LDEQ's EDMS maintains files for the site under AI # 20619. Copies of relevant files maintained in EDMS are included in **Appendix D**.

In September 1998, as a result of actions taken to reduce the high water table in the tank area, one of the USTs was fractured. Product in the tank was lowered to below the fracture level, and the release was reported to the LDEQ. The fracture was repaired, and contaminated soil was removed.

A Baseline Site Assessment conducted by Conestoga-Rovers & Associates (CRA) in 2003 determined that several COCs were present at concentrations above RECAP SS in soil and groundwater near the gasoline dispensers. The LDEQ was subsequently notified of a release in April 2003.

CRA completed additional site investigation activities in 2004 in order to further delineate the nature and extent of contamination in preparation for a RECAP evaluation. The investigation confirmed the presence of benzene, methyl tert-butyl ether (MTBE), and total petroleum hydrocarbon – gasoline range organics (TPH-GRO) above RECAP SS in the vicinity of the dispensers. No off-site impacts were identified.

As part of a 2004 RECAP Evaluation, CRA derived site-specific RECAP Standards and compared them to data from the previous two investigations. It was determined that concentrations of all COCs in soil and groundwater were below the site-specific RECAP Standards. The evaluation was accepted by the LDEQ, and, as a result, no remedial action was required and a NFA letter was issued in December 2004 under the conditions that no soils may be removed from the site without prior approval from LDEQ, and further evaluation and approval from LDEQ is warranted prior to the construction of enclosed structures over a portion of the impacted area.

Based on the COC concentrations present at the site, the conditions under which the NFA was granted, and proximity to the Property, the LUST listing for the site does represent a HREC, but does not elicit environmental liability concerns in connection with the Property at this time.

LA State Retirement Systems Building – The State Retirement Systems building is approximately 300 feet southeast of Essen Lane between I-10 and I-12. The LDEQ's EDMS maintains files for the site under AI # 79956. Copies of relevant files maintained in EDMS are included in **Appendix D**.

Beau Box Property Management reported a potential release at the site to the LDEQ in March 2014, upon discovering that approximately 1,800 gallons of diesel was missing from a UST used to power the building's emergency generators. PPM Consultants, Inc. (PPM) oversaw removal of the UST in April 2014. Soil samples collected during UST removal indicated that diesel and other petroleum hydrocarbons exceeded their respective RECAP SS.

Additional RECAP investigations performed at the site by PPM in 2014 identified diesel and other COCs in soil and groundwater above RECAP SS. Free product was encountered in two monitoring wells, and approximately 156 gallons of free product were removed using hand-bailing and mobile dual-phase vacuum extraction techniques.

A 2015 RECAP Evaluation conducted by PPM determined that all COC concentrations in soil were below site-specific RECAP Standards. However, groundwater exceedances and the presence of free product required remediation.

As a result of the evaluation, PPM prepared a Corrective Action Plan (CAP) to address groundwater impacts at the site. Proposed remediation activities included installation of a pneumatic recovery pump to recover free product and submittal of semiannual groundwater monitoring reports to the LDEQ. The plan was approved by LDEQ in June 2015.

The most recent Correction Action Activities reports submitted to the LDEQ in April and May 2017 indicated that free product levels in monitoring wells were <0.1 feet and constituent concentrations were below site-specific RECAP Standards. Monthly gauging of free product levels and annual groundwater sampling and reporting will continue. A letter of NFA has not been issued for the site at this time.

Based on the crossgradient location and separation distance from the Property, the LUST listing for the site does not represent a REC or elicit any environmental liability concerns in connection with the Property.

ExxonMobil Oil Corp #50608 – The ExxonMobil Oil Corp site is a gas/service station that previously operated on an adjoining property along Essen Lane, just south of I-10. The LDEQ's EDMS maintains files for the site under AI # 13366. Copies of relevant files maintained in EDMS are included in **Appendix D**.

A 1998 Release Notification Form submitted to the LDEQ details an incident at the facility where a 12,000-gallon fiberglass UST was taking on water. A contractor discovered that a hole at the bottom of the tank directly below the fill port. According to the site manager, no product was lost.

In preparation for a pending sale of the property, a Divestment Initial Subsurface Investigation was conducted by CRA in March 2005. The investigation identified concentrations of hydrocarbon COCs in soil and groundwater in exceedance of RECAP SS. Following removal of USTs from the site in April 2005, soil samples collected as part of a UST Closure Assessment also contained hydrocarbon concentrations in exceedance of the RECAP SS. The LDEQ was notified of an unauthorized discharge in April 2005. Additional site investigations were completed by CRA in 2006 and 2007 to obtain supplemental data and site-specific information.

A RECAP Evaluation conducted by GES, using information from previously investigations, was submitted to the LDEQ in October 2008. COC concentrations were below the applicable site-specific RECAP Standards. No off-site impacts were identified. The LDEQ determined that no remediation was required and issued a NFA letter in August 2009 under the conditions that no soils may be removed from the site without prior approval from LDEQ unless they are removed and disposed at a permitted disposal facility, and further evaluation and approval from LDEQ is warranted prior to the construction of enclosed structures over a portion of the impacted area.

Based on the COC concentrations present at the site, the conditions under which the NFA was granted, and proximity to the Property, the LUST listing for the site does represent a Controlled CREC, but does not elicit environmental liability concerns in connection with the Property at this time.

Essen Chevron – The Essen Chevron is a service station that previously operated on an adjoining property at the northeast corner of Essen Lane and One Calais Ave, just south of I-10. The LDEQ's EDMS maintains files for the site under AI # 70297. Copies of relevant files maintained in EDMS are included in **Appendix D**.

Several incidents reported in the late-1980s and early-1990s are on file for this facility. A site investigation in October 1987 identified substantial contamination of soil with gasoline. The facility was instructed to remove all free phase gasoline by means of a recovery well and to install additional monitoring wells in the area. A line leak was identified as the source of the release and subsequently repaired.

In May 1991, a complaint was submitted to the LDEQ regarding strong gasoline odors originating from the facility. A leak in an unleaded gasoline line was identified. During a site inspection, evidence of gasoline contamination was observed in a sanitary sewer manhole near the facility. Intense rainfall was believed to have moved the product downslope from beneath the concrete slab areas into the sewer lines. Envirocorp and Petro-Chem were contracted to repair the leaks and conduct site assessment and remediation activities. A French drain trench was installed on the property, and free product was hand-bailed from the trench.

Another potential release was reported in June 1993 when a gasoline line was shut down by the leak detector. The source of the leak was subsequently identified and repaired. No environmental impacts were reported.

LDEQ reviewed the above incidents and issued an NFA letter for the site in December 1998; however, records show that one diesel tank was removed from the site in 1995 with an elevated level of total petroleum hydrocarbons – diesel range organics (TPH-DRO) at a concentration of 185 mg/kg, which is above the current RECAP SS of 65 mg/kg. The remaining three gasoline USTs were removed from the site, and the facility closed in 2003. Analytical results from the tank closure assessment were all under current RECAP SS.

Based on the elevated concentrations of TPH-DRO in the soil and proximity to the Property and the lack of groundwater analytical results, the LUST listing for this site does represent a REC and does elicit environmental liability concerns in connection with the Property.

Zippy's LLC – Zippy's is the site of a former Exxon and Phillips 66 filling station. The site is approximately 500 feet south of I-10 along Perkins Road. The LDEQ's EDMS maintains files for the site under AI # 20657. Copies of relevant files maintained in EDMS are included in **Appendix D**.

A Phase I ESA of the site performed by Ellis Environmental Consultants (Ellis) in October 1998 discovered a small amount of free product in two of the observation wells in the tank hold area. It was recommended that the USTs be removed, and contaminated soils excavated and remediated.

Four USTs were removed from the site in December 1998. During UST Closure/Assessment activities, soils in the tank hold area were discovered to be contaminated with high levels of petroleum hydrocarbon COCs.

Additional site investigation activities were conducted in 1999 by Ellis and Cook-Smith, Inc. (CSI) to fully delineate the extent of contamination and collect site-specific information. Elevated levels of petroleum COCs were detected in soil and groundwater samples collected at the site. A December 2000 RECAP Evaluation conducted by CSI concluded that contamination in soils near the dispenser islands and benzene concentrations in groundwater were above site-specific RECAP Standards.

CSI and ICON Environmental prepared a CAP for excavation and disposal of contaminated soils at the site and installation of a French drain system. The CAP was approved by LDEQ on June 26, 2002, and remediation activities were completed in July 2002. However, closure sampling conducted after remediation activities revealed soil contamination remained at concentrations above site-specific RECAP Standards.

A second soil excavation in the vicinity of the closure borings was completed in January 2004. Confirmatory samples were below the site-specific RECAP Standard. In addition, a groundwater treatment system was operated from January 2003 until November 2003. 97,000 gallons of groundwater was recovered and treated during this period. Quarterly groundwater monitoring revealed that contaminants were

below site-specific RECAP Standards. The LDEQ issued a letter of NFA for the site on August 6, 2004.

Based on the site's current regulatory status, downgradient location, and separation distance from the Property, the LUST listing for the site does not represent evidence of a REC or elicit any environmental liability concerns in connection with the Property.

Williams Travel Center #3060 – Williams Travel Center is a convenience store and filling station (now known as Nino's) on an adjoining property off LA 415 and north of I-10. The LDEQ's EDMS maintains files for the site under AI # 31055. Copies of relevant files maintained in EDMS are included in **Appendix D**.

A leak in the UST system was identified in 1992 when site assessments identified elevated COC concentrations in soil and groundwater and free product in one of the boreholes. Phase I/II ESAs performed by IT Corporation in 1993 determined that only groundwater COC concentrations were in exceedance of typical LDEQ action levels. The LDEQ approved a CAP in May 1995, which involved vacuum enhanced groundwater recovery and quarterly monitoring.

In May 2002, a line test identified a leak in one of the diesel fuel lines. The line was repaired, and two cubic yards of contaminated soil were immediately excavated from the leak area. On September 6, 2002, the LDEQ requested that a site investigation and RECAP Evaluation of the property be performed.

Ten temporary soil borings/monitoring wells were installed in February 2003 as part of the RECAP Investigation. The evaluation determined that constituent concentrations in groundwater exceeded site-specific RECAP Standards. The groundwater remediation system installed after the 1992 release was used for remediation of the diesel leak. The system operated until August 2003. Post-remediation groundwater sampling and monitoring at the site was performed through September 2004 when groundwater constituent levels were confirmed to be below the applicable RECAP Standards.

Seven USTs at the site were removed in December 2005. Confirmatory sampling in the tank hold area identified gasoline contamination above the RECAP SS. Additional site investigations were conducted in 2006 to identify the extent of the contamination, and the contaminated soils were excavated and disposed of offsite in 2007. Confirmatory soil samples were determined to be below the applicable RECAP Standards. The LDEQ issued an NFA for the site in October 2007 under the conditions that no soils may be removed from the site without prior approval from LDEQ unless they are removed and disposed at a permitted disposal facility, and further evaluation and approval from LDEQ is warranted prior to the construction of enclosed structures over a portion of the impacted area.

Based on the COC concentrations present at the site, the conditions under which the NFA was granted, and proximity to the Property, the LUST listing for the site

does represent a CREC, but does not elicit environmental liability concerns in connection with the Property at this time.

5.1.1.7 State and Tribal Registered USTs Lists

The LA UST database contains registered USTs in Louisiana. The data come from the LDEQ. Providence determined that 14 registered UST sites reported by EDR were on the Property or adjoining properties, as follows:

Matrix Food Store
111 Lobdell Hwy
Port Allen, LA 70767

Nino's Casino LLC
123 Lobdell Hwy
Port Allen, LA 70767

Love's Travel Stop #240
751 Lobdell Hwy, Exit S
Port Allen, 70767

Cracker Barrell #48
3030 Perkins Rd
Baton Rouge, LA 70808

Exxon Co USA #5 – 1052
3191 S Acadian Hwy
Baton Rouge, LA 70808

AK & Co Investments LLC
2385 College Dr
Baton Rouge, LA 70808

Circle K #9730
2300 S Acadian Thruway
Baton Rouge, LA 70808

Jet 24 Food Store #4
2313 Acadian Thruway
Baton Rouge, LA 70808

Circle K #9725
2959 College Dr
Baton Rouge, LA 70808

College Chevron
2929 College Dr & I-10
Baton Rouge, LA 70808

LA Secretary of State
3851 Essen Ln
Baton Rouge, LA 70809

RT #492 Essen Ln
4665 Essen Ln
Baton Rouge, LA 70809

Essen Chevron
7931 One Calais Ave
Baton Rouge, LA 70809

ExxonMobil Oil Corp #50608
4555 Essen Ln
Baton Rouge, LA 70809

Matrix Food Store – Matrix Food Store is a filling station/convenience store operated by Chevron on an adjoining property at the southeast corner of LA 415 and Court St. The LDEQ's EDMS maintains files for the site under AI # 18777. Copies of relevant files maintained in EDMS are included in **Appendix D**.

Four 10,000-gallon USTs and one 1,000-gallon UST were registered with the LDEQ in 1986. In 1988, three 10,000-gallon USTs were registered with LDEQ and appear to be currently active. Records are unclear if the remaining two USTs from 1986 were removed or if USTs registered in 1988 were new or from the previous registration. Based on the UST numbers listed on the registrations, it appears the USTs registered in 1988 were new USTs. The site currently has three active 10,000-gallon USTs registered with the LDEQ for fiscal year 2018. Although no tank closure assessments were performed regarding the historical tanks, assessments were made on soil and groundwater at the site in 2003 due to a gasoline release associated with the UST system.

Based on COC concentrations present at the site and proximity to the Property, the UST listing for the site does represent evidence of a CREC, but does not elicit environmental liability concerns in connection with the Property at this time. Further information regarding the environmental assessments and remedial activities conducted at the site are provided in Section 5.2.2.

Nino's Casino LLC – The Nino's Casino site is the current location of a casino, diner, and filling station on an adjoining property along LA 415, north of I-10. The LDEQ's EDMS maintains files for the site under AI # 31055. Copies of relevant files maintained in EDMS are included in **Appendix D**.

The site first registered seven USTs with capacities between 10,000 and 20,000 gallons with the LDEQ in 1986. According to EDR, the USTs were installed in 1980 and 1981. Currently, the site maintains one 14,000-gallon gasoline UST, one 8,000-gallon gasoline UST, and one 14,000-gallon diesel UST that were installed in 2006. According to EDMS records, a gasoline spill occurred in July of 2010 after a

vehicle caused the gasoline valve in a dispenser to dislodge, causing a temporary release. Facility personnel engaged the emergency shut-off system, and the damage was repaired. Soil or groundwater impacts were not identified. No other violations have been reported in connection with the site's current USTs, and the UST registrations are up to date.

Based on the current regulatory status, the site's UST listing does not represent a REC or elicit any environmental liability concerns in connection with the Property; however, the site does represent a CREC based on COCs that remain on the site (see Section 5.1.1.6).

Love's Travel Stop #240 – Love's Travel Stop is a truck stop and filling station on the southeastern adjoining property along the I-10 / LA 415 interchange. The LDEQ's EDMS maintains files for the site under AI # 31384. Copies of relevant files maintained in EDMS are included in **Appendix D**.

Four 20,000-gallon USTs were installed in June 1999 when the facility first opened. A fifth 20,000-gallon UST was installed at the facility and registered in 2016. A 2018 UST Certificate indicates that all five tanks are still present and active at the facility.

On February 11, 2008, approximately 30 to 35 gallons of diesel were spilled on the concrete slab near the pumps. Facility personnel used absorbent pads to recover a majority of the released material; however, the remaining material drained into an oil/water separator at the facility. The used absorbent pads were sent for proper disposal, and no areas of concern were noted. Compromised diesel lines that caused the incident were repaired.

On January 7, 2009, a release of spent cooking oil occurred in the parking lot from the bottom of a corroded truck. Love's Travel Stop personnel contained the release, and the recovered material was properly disposed.

On May 13, 2010, a diesel release occurred at the site after a tractor-trailer was damaged on the interstate and then continued to the site for further inspection. A contractor arrived on site and used absorbent granules to recover diesel that was released. Soil or groundwater impacts were not identified.

On December 8, 2011, a diesel line at the site was ruptured by a backhoe during construction operations. A site investigation was conducted following the release, and soil sample results indicated all constituents sampled were below RECAP SS.

Based on the site's current regulatory status, the presence of USTs at the site does not represent a REC or elicit any environmental liability concerns in connection with the Property.

Cracker Barrel #48 – The Cracker Barrel site is a gas station and convenience store on Perkins Road, just south of the I-10 and approximately 100 feet from the Property. The LDEQ's EDMS maintains files for the site under AI # 69357. Copies of relevant files maintained in EDMS are included in **Appendix D**.

Two 10,000-gallon double walled gasohol/diesel USTs were installed at the site in September 2014. The facility previously maintained one 4,000-gallon, one 6,000-gallon, and one 3,000-gallon gasoline USTs that were installed in March 1964. The former USTs were made of steel covered in asphalt and cathodically protected. The USTs were removed by Engineering Associates, Inc. in September of 2014, when the new USTs were installed. Soil analyses from the UST removals showed concentrations above RECAP SS. Further soil sampling was conducted in March 2015, and site-specific RECAP Standards were developed. Soil analyses confirmed that COC concentrations do not exceed the established standards. The LDEQ issued a letter of NFA for the site in December 2015 under the conditions that no soils may be removed from the site without prior approval from LDEQ unless they are removed and disposed at a permitted disposal facility, and further evaluation and approval from LDEQ is warranted prior to the construction of enclosed structures over a portion of the impacted area.

Based on the separation distance from the Property and downgradient location, the site does not represent evidence of a REC or elicit any environmental liability concerns in connection with the Property.

Exxon Co USA #5 - 1052 – The Exxon Co site is a former gas and service station that operated on an adjoining property along S. Acadian Thruway, just south of I-10. The LDEQ's EDMS maintains files for the site under AI # 22413. Copies of relevant files maintained in EDMS are included in **Appendix D**.

A 1986 UST Registration form identified four tanks at the facility, three of which stored gasoline, while the other UST contained used oil. The USTs were composed of steel, had galvanized steel piping, and had cathodic protection on the exterior.

In 1990, an LDEQ Notification form details a small gasoline leak from one of the dispensers. Exxon Co decided to remove and replace all the USTs and product lines. All four tanks were removed in October 1991, while three replacement tanks were installed. The new tanks had 12,000-gallon capacities, were composed of double-walled fiberglass reinforced plastic, and stored gasoline.

The facility was closed by May 2000. Three tanks were removed in March 2001. The tanks were cleaned and properly disposed of. No USTs remain on site.

Based on the site's past contamination and the proximity to the Property, the site's UST listing does represent a HREC in connection with the Property; however, it does not elicit any environmental liability concerns in connection with the Property. Further details regarding the UST closures and removals and remediation history of the site are provided in Section 5.1.1.6.

AK & Co Investments LLC – AK & Co Investments LLC is on an adjoining property along College Drive, just north of I-10. The LDEQ's EDMS maintains files for the site under AI # 74019. Copies of relevant files maintained in EDMS are included in **Appendix D**.

The site, formerly Speedway #9058 and Jubilee Express #4821, had five gasoline USTs installed in 1979, including four 10,000-gallon tanks and one 8,000-gallon tank. The USTs had pressurized piping with an automatic line leak detector, as well as a spill detection device that was installed in 1992. The USTs were composed of a composite of steel with fiberglass, while the piping was made of fiberglass reinforced plastic.

A 2003 LDEQ compliance evaluation inspection found that no release detection tests had been performed recently. Free product was also found in three of the sub-pump containments. The smaller UST was closed in place in 2004 and was rinsed, vacuumed, and degassed. One of the four remaining active USTs was converted into a diesel storage tank. No violations or incidents were found regarding the USTs at this facility.

Based on this information, the presence of USTs on site does not represent evidence of a REC or elicit any environmental liability concerns in connection with the Property at this time.

Circle K #9730 – The Circle K #9730 site is a gas/service station and associated convenience store on an adjoining property along S. Acadian Thruway, just north of I-10. The LDEQ's EDMS maintains files for the site under AI # 71560. Copies of relevant files maintained in EDMS are included in **Appendix D**.

The facility had three USTs installed in 1983. The USTs stored gasoline and had total capacity of 10,000 gallons. The USTs had pressurized piping, along with automatic tank gauging and secondary containment in place. Both the USTs and piping were composed of fiberglass reinforced plastic.

A 2002 LDEQ Compliance Order found that the facility had not installed cathodic protection on the submerged pump and piping of the USTs. The violation was remedied shortly thereafter, and the facility continues to operate the three USTs.

In 2006, Phase II ESA activities conducted prior to a property transaction identified certain COCs above RECAP SS in soil and groundwater. Further groundwater investigations were conducted by URS Corporation in January and November 2009, confirming the presence of benzene in groundwater above the RECAP SS on the northwest portion of the site.

Based on COC concentrations present at the site, the conditions under which the NFA was granted, the upgradient location, and proximity to the Property, the UST listing for the site does represent a CREC, but does not elicit environmental liability concerns in connection with the Property at this time as previously described in Section 5.1.1.6.

Jet 24 Food Store #4 – The Jet 24 Food Store (currently Hit-N-Run Food Stores #3) is a gas/service station and associated convenience store on an adjoining property along S. Acadian Thruway, just north of I-10. The LDEQ's EDMS maintains

files for the site under AI # 20620. Copies of relevant files maintained in EDMS are included in **Appendix D**.

The facility had five USTs installed in 1990, and were later upgraded in 1997. Three of the USTs store gasoline and have 8,000-gallon capacities, one UST stores diesel and has a 4,000-gallon capacity, and the remaining UST stores used oil and has a 1000-gallon capacity. The USTs are composed of steel with cathodic protection, while the piping is made of fiberglass reinforced plastic. Multiple forms of release detection and corrosion protection are in place, including automatic tank gauging, automatic line leak detectors, and a dielectric coating. Four tanks remain active at the site, while the 1,000-gallon used oil UST was removed in 1996. Elevated levels of oil and grease were discovered in soil samples collected during a UST closure on April 26, 1996. Over excavation of the tank hold area was conducted on August 26, 1996. Soil removed was stockpiled on site pending further analysis and a confirmation sample was collected from the base of the excavation. A UST closure assessment form dated September 11, 1996 indicated that the UST was removed from the LDEQ database and that further information was required. On October 31, 1996, a Termination of Remediation letter was issued by LDEQ which indicated that no further assessment and/or remediation was warranted for this incident based on recent data; however, the final soil analytical report was not found on file in the EDMS database. The closure report also indicated that the removed UST was located on the northern side of the facility, approximately 250 feet from the Property.

On September 26, 2015, a customer reported a leak in the base of a pump at the site. Under further investigation by LDEQ, no leak or released product was found. The incident was closed.

Based on the regulatory involvement, closure status, distance of the former used oil UST from the Property and apparent current regulatory compliance, the site does not represent evidence of a REC and does not elicit environmental liability concerns in connection with the Property.

Circle K #9725 / Star Enterprise/ Texaco 44-398-0101 – The Circle K #9725 site is a gas/service station and associated convenience store on an adjoining property along College Drive, just south of I-10. The LDEQ's EDMS maintains files for the site under AI # 13684. Copies of relevant files maintained in EDMS are included in **Appendix D**.

The facility had four USTs, all of which have 10,000-gallon capacities, installed in 1981. Three of the USTs store gasoline, while the other holds diesel. Both the USTs and the pressurized piping are composed of fiberglass reinforced plastic. The USTs did not have any form of internal or external protection in place. Later, cathodic protection by anodes were added, along with spill buckets and butterfly valves for overfill protection. The four tanks remain active at the site. No other violations were reported regarding the USTs on site.

Based on this information, the presence of USTs on site do not represent evidence of a REC or elicit any environmental liability concerns in connection with the

Property; however, related to the spills, based on COCs above RECAP SS, but below calculated site-specific screening standards, found during site assessments and still remaining on site with closure from LDEQ, the site does represent evidence of a HREC in connection with the Property as further described in Section 5.2.1.

College Chevron – The College Chevron site is a gas/service station on an adjoining property along College Drive, just south of I-10. The LDEQ’s EDMS maintains files for the site under AI # 20619. Copies of relevant files maintained in EDMS are included in **Appendix D**.

Four 12,000-gallon gasoline USTs were installed in 1984. Both the USTs and the pressurized piping are composed of fiberglass reinforced plastic. Automatic line leak detectors, along with automatic tank gauging, are used for release detection. Spill containment and overfill prevention systems were also installed. The four USTs remain active at the site. Soil and groundwater contamination was found at the site after a fracture in a UST in 1988. In 2003, further contamination was found at the site and remediated.

On November 2018, a notice of intent to close the four USTs was submitted to LDEQ and subsequently approved by LDEQ on December 3, 2018. Tank removal and closure activities were conducted in late December 2018. Closure sampling results were below RECAP Screening Standards with the exception of TPH in one sample. The concentration detected (2,550 mg/kg) was below calculated site-specific screening standards developed during the previously discussed 2004 RECAP evaluation at the site. Based on the results of the closure sampling, No Further Action was requested for the facility, but at this time a determination has not been made by LDEQ.

Based on the COC concentrations present at the site, the conditions under which the NFA was granted, and proximity to the Property, the UST listing for the site does represent a HREC, but does not elicit environmental liability concerns in connection with the Property at this time as previously described in Section 5.1.1.6.

LA Secretary of State – The LA Secretary of State site, as previously described above in Section 5.1.1.3, is a state government office and archive on an adjoining property along Essen Lane, between I-10 and I-12. The LDEQ’s EDMS maintains files for the site under AI # 7621. Copies of relevant files maintained in EDMS are included in **Appendix D**.

The facility had one 2,000-gallon diesel emergency generator UST installed in 1987. The UST is composed of fiberglass reinforced plastic, with suction piping (without release detection). Overfill protection is provided by a spill bucket and a butterfly valve. No compliance issues or other areas of concern were identified in a 2017 LDEQ inspection, and the UST remains active at the site.

Based on this information, the presence of a UST on site does not represent evidence of a REC or elicit any environmental liability concerns in connection with the Property at this time.

RT #492 Essen Lane – RT #492 Essen Lane (also known as RaceTrac #492) is a gas/service station and associated convenience store on an adjoining property along Essen Lane, just south of I-10. The LDEQ's EDMS maintains files for the site under AI # 78516. Copies of relevant files maintained in EDMS are included in **Appendix D**.

Three 12,000-gallon gasoline USTs were installed in 1995. Both the USTs and the suction piping are composed of fiberglass reinforced plastic and are double-walled. Multiple forms of release detection are in place, including automatic tank gauging (ATG), groundwater monitoring, interstitial monitoring, secondary containment, and automatic line leak detectors. Spill buckets and an alarm provide overfill protection. The three USTs, one of which now contains diesel, remain active at the site. No violations were reported regarding the USTs on site.

Based on this information, the presence of USTs on site does not represent evidence of a REC or elicit any environmental liability concerns in connection with the Property at this time.

Essen Chevron – The Essen Chevron site is a former gas/service station on an adjoining property along One Calais Ave, just south of I-10. The LDEQ's EDMS maintains files for the site under AI # 70297. Copies of relevant files maintained in EDMS are included in **Appendix D**.

Four USTs, including three 12,000-gallon gasoline and one 5,000-gallon diesel tanks, were installed in 1979. Both the USTs and piping were composed of galvanized steel.

The diesel UST was removed in 1995. The three gasoline tanks were removed in 2003. Analytical results from the UST Closure Assessment indicated COCs were below RECAP SS for the gasoline USTs; however, the results for the diesel UST were above RECAP SS for TPH-DRO.

Based on the elevated concentration of TPH-DRO in the soil and the proximity to the Property, the UST listing for the site does represent a REC and does elicit environmental liability concerns in connection with the Property as previously described in Section 5.1.1.6.

ExxonMobil Oil Corp #50608 – The ExxonMobil Oil Corp site is a former gas/service station that operated on an adjoining property along Essen Lane, just south of I-10. The LDEQ's EDMS maintains files for the site under AI # 13366. Copies of relevant files maintained in EDMS are included in **Appendix D**.

The facility had four USTs installed in 1986. Two of the USTs had 10,000-gallon capacities, while the other two had capacities of 8,000 and 12,000 gallons. Both the tanks and the piping were composed of fiberglass reinforced plastic. Three of the USTs stored gasoline, and the fourth contained diesel. Release detection was provided by an ATG system as well as by automatic line leak detectors. Overfill protection and spill containment systems were installed in 1996.

In 2003, the facility submitted a Notification of Intent to Perform a UST Closure form, and the four USTs were closed and removed in 2005. Section 5.1.1.6 provides additional details regarding the UST Closure Assessments and remedial activities performed at the site.

Based on the COC concentrations present at the site and proximity to the Property, the UST listing for the site does represent a CREC but does not elicit environmental liability concerns in connection with the Property at this time.

5.1.1.8 State and Tribal Brownfields Sites

LA BROWNFIELDS lists abandoned, idled, or underused industrial or commercial property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant.

One LA BROWNFIELDS site identified by EDR was determined to be within the applicable ASTM minimum search distance, as follows:

Lincoln Theater
1305 Myrtle Walk St
Baton Rouge, LA

Lincoln Theater – The Lincoln Theater site is approximately 700 feet from the Property to the east of the I-10 / I-110 interchange. The LDEQ's EDMS maintains files for the site under AI # 169406. Copies of relevant files maintained in EDMS are included in **Appendix D**.

According to the EDMS files, the Lincoln Theater is a vacant historic building owned by the Louisiana Black History Hall of Fame. The building was constructed in 1950 and functioned as a performing arts venue, office, and barbershop. The building was in the process of restoration and redevelopment by the current owner as of 2011.

A Phase I ESA conducted in January 2009 by Quaternary Resource Investigations (QRI) identified no recognized environmental conditions associated with the site. However, the assessment did identify the presence of certain asbestos-containing materials (ACM) and lead-based paint.

The remaining EDMS files pertain to remediation plans and approval for the abatement of ACM, mold, and lead-based paint hazards. Since there is no documentation or evidence pointing to a release of hazardous materials to the environment, the Lincoln Theater site does not represent a REC or elicit environmental liability concerns in connection to the Property.

5.1.1.9 State and Tribal Voluntary Cleanup Sites

LA VCP (Voluntary Cleanup Program) lists sites that have entered the LDEQ's Voluntary Remediation Program. Six sites identified by EDR were determined to be within the applicable ASTM minimum search distance, as follows:

1509 Government St Project
1509 Government St
Baton Rouge, LA 70802

North Boulevard Improvements
Tenth St to 19th St
Baton Rouge, LA 70802

Highland Gulf Inc.
1320 Highland Rd
Baton Rouge, LA 70802

Hope VI
1705 Highland Rd
Baton Rouge, LA 70802
Whitney Bank – Bocage
8006 Jefferson Hwy
Baton Rouge, LA 70809

Drusilla Cleaners
3406 Drusilla Ln
Baton Rouge, LA 70809

1509 Government St – The 1509 Government St. site is a roughly six-acre site approximately 1,250 feet east of the Property. The LDEQ’s EDMS maintains files for the site under AI # 6290. Copies of relevant files maintained in EDMS are included in **Appendix D**.

The EDMS files revealed that the site was used as an electrical generation or substation facility from 1916 until the 1960s. From the 1960s until 2011, the site was utilized as an office and management space for general operations and maintenance activities. The site has been vacant since 2011 when the current property owner, Entergy Gulf States Louisiana, moved its operations to a new facility.

Providence completed a Voluntary Remedial Investigation of the site under the LDEQ’s Voluntary Remediation Program (VRP) during November 2011 through January 2012 in response to a number of RECs discovered during a Phase I ESA, also conducted by Providence, in September 2011. The environmental conditions included a historic leak in the line of a gasoline tank, the presence of hydraulic lifts, historical USTs, and former filling station operations at the site. The 2012 investigation identified PCBs in soil and polycyclic aromatic hydrocarbons (PAHs) in groundwater at concentrations above site-specific RECAP Standards. As a result of the identified contamination, TEA, Inc. prepared a Voluntary Remedial Action Plan (VRAP) to address these concerns under the VRP.

CB&I, Inc. and Southern Environmental Management & Specialties, Inc. were retained by Entergy for supplemental site investigations and remedial activities independent of the VRP. Remedial activities included removal and closure of USTs and hydraulic lifts, as well as removal of contaminated soils with confirmatory sampling. A request for NFA and withdrawal from the VRP was submitted in September 2013. The LDEQ granted NFA status with no institutional controls in November 2013.

Based on the completed remediation, NFA letter, crossgradient location from the Property, and separation distance from the Property, the 1509 Government St site does not elicit environmental liability concerns to the Property.

North Boulevard Improvements – The North Boulevard Improvements site encompasses ten properties along North Blvd. between 10th St. and 19th St. The nearest of these properties lies approximately 500 feet east of Property. The project involved widening of the roadway and construction of an overpass along North Boulevard. The LDEQ's EDMS maintains files for the site under AI # 86103. Copies of relevant files maintained in EDMS are included in **Appendix D**.

Through a series of ESAs conducted by CRA, ten sites in the project corridor were determined to have concentrations of various COC above RECAP SS. The COC included hydrocarbon compounds, VOCs, SVOCs, and lead. The site was entered into the LDEQ's VRP in 2001.

In 2002, a total of 22 USTs, along with several hydraulic lifts and sumps, were removed from five of the sites within the project area. Additional site investigations were also conducted by CRA to further delineate areas of concern and develop site-specific closure objectives.

In October 2004, the LDEQ approved a Remedial Action Plan submitted by CRA for the management of COC under site-specific RECAP Standards. Remedial actions conducted by CRA, as documented in their November 2005 report, included excavation of hydrocarbon-impacted soils for disposal at an off-site landfill and backfilling the excavations with clean fill material. Confirmatory sampling was completed to ensure that COC were below their respective RECAP Standards. Following a review of this report, the LDEQ issued a Certificate of Completion and NFA for the site under the VRP.

Based on the completed remediation, NFA letter, crossgradient location from the Property, and separation distance from the Property, the North Boulevard Improvements site does not elicit environmental liability concerns to the Property.

Highland Gulf Inc. – This facility, comprised of four lots, was approximately 1,000 feet (0.189 miles) to the south and west of the Property along Highland Road. The LDEQ's EDMS maintains files for the site under AI # 20655. Copies of relevant files maintained in EDMS are included in **Appendix D**.

The property supported an auto detailing, car wash, and used tire business, and past uses included operations as a service station. An abandoned commercial building was at the site, along with two vacant houses. Registered USTs at the site included three 8,000-gallon gasoline USTs and one 500-gallon used oil UST, but these tanks were presumed to have been closed in place. Seven groundwater monitoring wells were also present at the site.

Soil and groundwater contamination was identified for several COCs at the site through Phase II ESA activities. A RECAP Site Investigation was completed by Providence for delineation of the nature and extent of contamination in soil and groundwater. The results indicated petroleum and related impacts that were particularly concentrated in the immediate vicinity of the three gasoline USTs.

The site was entered into the LDEQ's VRP in 2008, and a VRAP was submitted, with activities including excavation, removal, and disposal of the USTs, a hydraulic lift system, a service bay sump, and the surrounding impacted soil as needed. Removal of the four USTs and soil was performed in September 2009, with the excavated soils disposed of at an off-site landfill. The six monitoring wells were also removed. Soil samples were collected beneath each of the USTs, and multiple confirmatory soil samples were also taken from various areas of interest on the property.

The analytical results of these remediation samples revealed an elevated concentration of TPH-DRO. Subsequent results upon performing fractionation analysis for the aliphatic and aromatic components were below the RECAP SS.

The excavations were later filled with clean pumps and material, and five new monitoring wells were installed. Groundwater samples were taken from the wells in March 2010, and soil vapor samples were collected near one of the wells the following month. Groundwater analytical results showed one constituent, C8-C10 aliphatics, above RECAP standards in four of the five samples.

After completing the prescribed remedial activities, the LDEQ issued a Certificate of Completion and an NFA in September 2010.

Based on the completed remediation, Certificate of Completion and NFA from the LDEQ, downgradient location from the Property, and separation distance from the Property, the Highland Gulf Inc. site does not elicit environmental liability concerns to the Property.

HOPE VI – The HOPE VI program, operated under the East Baton Rouge Housing Authority, is meant to revitalize public housing projects. The site, located along Highland Road at the corner of Mary Street, is a cluster of properties totaling 0.6 acres, which are approximately 2,300 feet (0.436 miles) west of the Property. The LDEQ's EDMS maintains files for the site under AI # 93917. Copies of relevant files maintained in EDMS are included in **Appendix D**.

The property supported two abandoned buildings, which previously held auto detailing and repair shops. A Phase II ESA conducted in 2004 involved soil and groundwater sample collection from six borings, as well as floor and wall mortar samples for asbestos analyses and paint samples for lead analyses. The results of the Phase II ESA identified multiple contaminants at the site, including soils impacted by 2-methylnaphthalene, benzene, TPH-DRO, and TPH-GRO; the latter two constituents were also detected in groundwater. Other hazardous materials at the site include lead-based paint and asbestos-containing materials. The facility was entered into the VRP in 2005.

Demolition activities in December 2005 revealed six abandoned USTs on the property. Additionally, a subsequent site investigation was performed in 2006 by Providence. Soil and groundwater samples were collected to determine the nature and extent of the contaminants, which revealed further petroleum impacts.

A VRAP was completed for removal of the USTs, along with excavation and disposal of impacted soil around the USTs. In May 2008, the six USTs and surrounding soil were removed. Additional excavation of impacted soil was done based on visual examination and organic vapor screening with a photoionization detector (PID).

Soil samples taken from below the USTs and the sidewalls were analyzed, which revealed exceedances of the following constituents: benzene, total xylenes, naphthalene, and aliphatic and aromatic fractions. Thus, the contractor remobilized and performed additional excavation work. Another UST was encountered, and it was closed in place. Following approval of the remedial action efforts, the site was closed in 2009 and issued a Certificate of Completion.

Based on the crossgradient location from the Property and separation distance from the Property, the Hope IV site does not elicit environmental liability concerns to the Property.

Whitney Bank - Bocage – This banking facility is approximately 2,400 feet (0.454 miles) north of the Property on a four-acre tract of land along Jefferson Highway. The LDEQ's EDMS maintains files for the site under AI # 33815. Copies of relevant files maintained in EDMS are included in **Appendix D**.

In 1997, during the pre-construction phase, impacted soils and groundwater were encountered during an environmental assessment. The constituents detected include tetrachloroethylene, trichloroethylene, 1,2-dichloroethylene, and vinyl chloride, which are contaminants typical of dry cleaning operations. A later investigation on the extent of groundwater impacts concluded that no further site investigation activities are necessary. In 2001, the site was entered into the VRP. Under the program, Whitney Bank was required to impose use restrictions on the site.

The remediation plan involved soil excavation and disposal, followed by confirmatory sampling of the soils, the results of which passed RECAP Standards. The LDEQ granted the site a Certificate of Completion under the VRP, and it was closed in January 2002.

Based on the separation distance from the Property, the Whitney Bank-Bocage site does not elicit environmental liability concerns to the Property.

Drusilla Cleaners – The Drusilla Cleaners site is a former dry-cleaning facility approximately 2,000 feet (0.379 miles) east-northeast of the Property. The LDEQ's EDMS maintains files for the site under AI # 5567. Copies of relevant files maintained in EDMS are included in **Appendix D**.

The Drusilla Cleaners was a RCRA generator of ignitable waste (perchloroethylene) that submitted an initial HWA form in 1985. The facility discontinued operations in 2009. As a tenant of the Drusilla Shopping Center, a 2013 environmental assessment identified contamination at the abandoned center, including impacted soil and groundwater around the cleaners' site. The contaminants detected include trichloroethene and arsenic in soil and 1,1,1,2-tetrachloroethane, hexachloroethane, tetrachloroethene, and trichloroethene in groundwater. In 2014, a Voluntary Remedial Application was submitted to the LDEQ for a portion of the shopping center, including the parcel encompassing the area around the former cleaners. The VRAP was approved for implementation in 2016.

Site remediation activities entailed soil excavation to three feet below ground surface (bgs) of a 12-foot by 12-foot area near the dry cleaning facility. Excavated soils were disposed offsite. Confirmatory sample results showed exceedances of RECAP Standards for tetrachloroethylene, trichloroethylene, and vinyl chloride. The site remains active under the LDEQ VRP.

Based on the crossgradient location from the Property and separation distance from the Property, the Drusilla Cleaners site does not elicit environmental liability concerns to the Property.

5.1.2 Orphan Sites Summary

Orphan sites are listed by EDR in one or more databases, but are not precisely locatable due to incomplete address/location information, and therefore it is not possible to obtain a full account. 99 orphan sites were identified in the EDR DataMap Corridor Study.

The orphan sites were individually evaluated for proximity to the Property. **Appendix C** contains all information obtained through EDR relative to the Property and surrounding properties. Based on review of the available information, many of the orphan sites are at a sufficient distance as not to elicit environmental liability concerns on the Property. However, certain sites occur within the applicable search distance, and are listed below:

Jet 24 Food Store #42
2313 S. Acadian Thruway
Baton Rouge, LA 70808

I-10 and I-12 Split
Baton Rouge, LA

I-10 at Essen Lane MM 160
Baton Rouge, LA 70809

I-10 East Bound at Exit 156
Baton Rouge, LA 70801

I-10 East Bound at the Split
Baton Rouge, LA

I-10 East Mile Marker 158
Baton Rouge, LA

I-10 East
Baton Rouge, LA

LA DOTD, I-10 Mississippi River Bridge

I-10, MM 153-154
Port Allen, LA 70767

Jet 24 Food Store #42 – Jet 24 Food Store #42 is a former gas station (Chevron) convenience store on an adjoining property. The facility had a leaking UST incident in January 1990 and is currently registered in the LA Historical LUST database as well as the UST database (see Section 5.1.1.7 for further information regarding the site).

Based on the information identified, this site does not represent evidence of a REC and does not elicit environmental liability concerns in connection with the Property.

I-10 and I-12 Split – I-10 and I-12 Split is a general area in East Baton Rouge Parish where the interstate splits, with I-10 heading in a southeast direction towards New Orleans, while I-12 passes to the east, to the north of Lake Pontchartrain.

An incident occurred in January 2009, as a tank trailer overturned into a ditch while taking the I-12 on-ramp. The product, identified as diphenylamine chloroarsine, leaked from the tank, and a contractor was called to the site to perform a clean-up. Some of the product hardened on the ground, while the product remaining in the damaged tank trailer was transferred to a different unit. The product is a recognized EPA Environmentally Hazardous Substance, and the incident is recorded in the hazardous materials information resource system (HMIRS) database. Upon further review, this incident is identical to the orphan site incident listed as I-10 at Essen Lane MM 160.

Based on the nature of the incident and the recovery of the released product with no apparent contamination to soil or groundwater, the incident does not represent evidence of a REC or elicit any environmental liability concerns in connection with the Property.

I-10 East Bound at Exit 156 – I-10 East Bound at Exit 156 is also an HMIRS site, and it entails the spillage of the combustible liquid 2-ethylhexanol from a cargo tank motor vehicle in February 2010. While in transit, the driver of the vehicle noticed product on the side of the tank. He pulled over to the side of the roadway and found that the washout cap had been removed. A hazardous materials response team was notified, and the site was secured and cleaned up without any product leaking into nearby waterways. The washout cap was later found at the site and was re-secured to the tank.

Based on the nature of the incident and the recovery of the released product with no apparent contamination to soil or groundwater, the incident does not represent evidence of a REC or elicit any environmental liability concerns in connection with the Property.

I-10 East Bound at The Split – I-10 East Bound at The Split is a facility listed in other database records. The incident, which occurred in May 2001, involved a vehicle that sprayed black waste material all over a passenger truck.

Based on the nature of the incident and the recovery of the released product with no apparent contamination to soil or groundwater, the incident does not represent evidence of a REC or elicit any environmental liability concerns in connection with the Property.

I-10 East Mile Marker 158 – I-10 East Mile Marker 158 is an HMIRS site, and involves a tractor-trailer that rolled over on the interstate in August 2010, which resulted in the spillage of a quantity of Hydrazine Aqueous Solution. The trucking company contacted emergency response, and an environmental services team was sent to the site to perform remediation activities.

Based on one-time nature of the release to the surface and reported remedial activities conducted with the involvement of LDEQ, this listing represents a HREC. Contamination could exist in the soil or groundwater in this area, which could impact construction activities and does elicit environmental liability concerns in connection with the Property.

I-10 East – I-10 East is also an HMIRS site, and the May 2006 incident resulted in spillage along I-10 Eastbound (precise location not given) in East Baton Rouge Parish. The name of the carrier is listed as Material Delivery Service; however, the nature and extent of the spill is not described. It is indicated that a relatively minor cleanup occurred afterwards.

Based on one-time nature of the release to the surface and reported remedial activities conducted with the involvement of LDEQ, this listing represents a HREC. Contamination could exist in the soil or groundwater in this area, which could impact construction activities and does elicit environmental liability concerns in connection with the Property.

LA DOTD, I-10 Mississippi River Bridge – LA DOTD, I-10 Mississippi River Bridge is a site that encompasses three separate facilities, listed in the FINDS (Facility Index System/Facility Registry System), ECHO (Enforcement & Compliance History Information), and RCRA-LQG databases.

The RCRA-LQG (more than 1,000 kg per month of hazardous waste generated) listing identifies the LA DOTD and M&J Construction as the respective owner and operator of the site, and lead is identified as the waste that is involved. The generation of lead is likely a result of bridge maintenance, with the periodic refurbishing of paint layers. No violations were found regarding this facility.

The ECHO listing is merely the EPA's identification of the facility as a Hazardous Waste/Enforcement and Compliance History site. Thus, the facility falls under RCRA statutes, as previously noted.

Inclusion in the FINDS database indicates that the facility is listed in the EPA's index system. Again, this listing ties back to the facility's active status as a RCRA-LQG site.

Based on this information, this site does not represent evidence a REC or an environmental liability concerns in connection with the Property.

5.2 Additional Environmental Records

In addition to the standard ASTM federal database search, the following federal databases were also searched by EDR: US BROWNFIELDS (a listing of Brownfields Sites); RCRA-NonGen/NLR (RCRA Non-Generators of hazardous waste); ODI (Open Dump Inventory); DEL SHWS (Deleted State Superfund Registry); DEBRIS REGION 9 (Torres Martinez Reservation Illegal Dump Site Locations); SWRCY (Recycling Directory); INDIAN ODI (Report on the Status of Open Dumps on Indian Lands); US CDL (Clandestine Drug Labs); US HIST CDL (National Clandestine Drug Laboratory Register); CDL (Clandestine Drug Lab); LIENS 2 (CERCLA Lien Information); LIENS (Environmental liens); SPILLS (Emergency Response Section Incidents); SPILLS 90 (SPILLS 90 data from FirstSearch); CONSENT (Superfund consent decrees); DOT OPS (Incident and Accident Data); DOD (Department of Defense Sites); FUDS (Formerly Used Defense Sites); ROD (Record of Decision documents); RMP (Risk Management Plans); UMTRA (Uranium Mill Tailings Sites); LEAD SMELTERS (Lead Smelter Sites); FINDS; HMIRS (Hazardous Materials Information and Reporting System); MLTS (Material Licensing Tracking System); PADS (PCB database activity); RAATS (RCRA Administrative Action Tracking System); TRIS (Toxic Chemical Release Inventory System); TSCA (Toxic Substances Control Act); SSTS (Section 7 Tracking Systems); FTTS (FIFRA/TSCA Tracking System); HIST FTTS (FIFRA/TSCA Tracking System Administrative Case Listing); ICIS (Integrated Compliance Information System); RADINFO (Radiation Information Database); NPDES (LPDES Permits Database); INDIAN RESERV (Indian Reservations); FUSRAP (Formerly Utilized Sites Remedial Action Program); UIC (Underground Injection Wells Listing); SCRDRYCLEANERS (State Coalition for Remediation of Dry Cleaners Listing); DRYCLEANERS (Dry Cleaner Facility Listing); PCB TRANSFORMER (PCB Transformer Registration Database); COAL ASH EPA (Coal Combustion Residues Surface Impoundments List); COAL ASH DOE (Steam-Electric Plant Operation Data); COAL ASH (Coal Ash Disposal

Sites); Financial Assurance (Financial Assurance Information); US FIN ASSUR (Financial Assurance Information); EPA WATCH LIST (EPA Watch List); PRP (Potentially Responsible Parties); 2020 COR ACTION (2020 Corrective Action Program List); REM (LDEQ UST and Remediation Division sites); AIRS (Air Permit List); US AIRS (Aerometric Information Retrieval System Facility Subsystem); US MINES (Mines Master Index File); ABANDONED MINES (Abandoned Mines); IHS OPEN DUMPS (Open Dumps on Indian Land); DOCKET HWC (Hazardous Wastes Compliance Docket Listing); UXO (Unexploded Ordinance Sites); ASBESTOS (Asbestos Projects List); ECHO; and FUELS PROGRAM (EPA Fuels Program Registered Listing).

While EDR reported findings from all of the above databases, due to the large number of findings, Providence has evaluated only those most likely to elicit environmental liability concerns on the Property as determined by the Environmental Professional and as further explained in Section 11.0.

5.2.1 SPILLS

The LA SPILLS database contains spills and/or releases to land that have been reported to the LDEQ's Emergency Response Section. EDR identified 27 SPILLS sites within approximately 500 feet of the Property, as follows:

Snowflakes Restaurant
1425 E Washington Street
Baton Rouge, LA 70802

LDEQ
1776 Thomas H. Delpit Drive
Baton Rouge, LA 70802

Butler Gas
1776 Thomas H. Delpit Drive
Baton Rouge, LA 70802

1075 Government Street
Baton Rouge, LA 70802

LHoist North America of Missouri, Inc. – Port Allen
1785 S Westport Dr
Port Allen, LA 70767

Graham Packaging Co
1981 S Westport Dr
Port Allen, LA 70767

2431 South Acadian Back Parking Lot
2431 S Acadian Thruway
Baton Rouge, LA 70808

George's Restaurant
2943 Perkins Rd (Under Overpass)
Baton Rouge, LA 70808

Cracker Barrel #48
3030 Perkins Rd
Baton Rouge, LA 70808

3047 Greenwood
3047 Greenwood Drive
Baton Rouge, LA 70808

3127 Greenwood
3127 Greenwood Drive
Baton Rouge, LA 70808

3162 Greenwood
3162 Greenwood Drive
Baton Rouge, LA 70808

3172 Greenwood
3172 Greenwood Drive
Baton Rouge, LA 70808

3191 S. Acadian Thruway
Baton Rouge, LA 70808

Acadian Interstate Mobil
3192 S. Acadian Thruway
Baton Rouge, LA 70808

Circle K #2709717
3375 Perkins Road
Baton Rouge, LA 70808

S. Eugene @ Honeysuckle
Baton Rouge, LA

Circle K #9730
2300 S. Acadian Thruway
Baton Rouge, LA 70808

Texaco 44-398-0101 / Circle K Stores, Inc.
2959 College Drive
Baton Rouge, LA 70808

State Archives Bldg
3851 Essen Lane
Baton Rouge, LA 70809

Franciscan Missionaries of Our Lady
4200 Essen Lane
Baton Rouge, LA 70809

Calais Exxon
4555 Essen Lane
Baton Rouge, LA 70809

City of Baton Rouge Pump Station 58
4890 Essen Lane
Baton Rouge, LA 70809

Summa Place
4898 Essen Lane
Baton Rouge, LA 70809

City of Baton Rouge/Sewer Operations
4898 Essen Lane
Baton Rouge, LA 70809

4900 Essen Lane and Summa Ave
Baton Rouge, LA 70809

Essen Lane Between Margaret Ann and Essen Park
Baton Rouge, LA 70809

Snowflakes Restaurant – The Snowflakes Restaurant site (more recently named Snowflake Bar-B-Que) is a former restaurant along E. Washington St., just east of the I-10. There are no documents on file in the LDEQ's EDMS for the site. The EDR DataMap Corridor Study provides information about the incident, which involved the dumping of cooking grease into the sewer. The incident occurred in 2001 and is closed.

Based on the nature of the incident, the site does not represent evidence of a REC or elicit any environmental liability concerns in connection with the Property.

LDEQ – The LDEQ site refers to the A2Z Towing & Auto Salvage facility, which is a new/used tire dealer along Thomas H. Delpit Dr., just west of the I-10. The LDEQ's EDMS maintains files for the site under AI # 115957. Copies of relevant files maintained in EDMS are included in **Appendix D**.

The LDEQ Waste Tire division conducted an inspection at the facility in May 2015. The inspection identified multiple areas of concern, including unregistered tire sales

and unknown tire disposal methods, among others. The LDEQ issued the A2Z facility a Notice of Deficiency letter, and the incident has since been closed.

Based on the nature of the incident and current regulatory status, the site does not represent evidence of a REC or elicit any liability concerns in connection with the Property.

Butler Gas – The Butler Gas site, as described previously in Section 5.1.1.7, is a former natural gas supplier on Thomas H. Delpit Dr. (East Blvd), just north of I-10. The LDEQ's EDMS maintains files for the site under AI # 26960. Copies of relevant files maintained in EDMS are included in **Appendix D**.

The site is reported in the SPILLS database due to incidents in connection with the site's USTs.

Based on the site's current regulatory status, crossgradient location, and separation distance from the Property, the site's SPILLS listing does not represent a REC or elicit liability concerns in connection with the Property. Section 5.1.1.7 provides further details regarding the site's remedial activities and incident information.

1075 Government Street – The 1075 Government Street site is an unnamed commercial site along Government Street, just west of I-110. The LDEQ's EDMS maintains files for the site under AI # 194644. Copies of relevant files maintained in EDMS are included in **Appendix D**.

A Limited Site Investigation (LSI) was completed at the property in November 2014. The site had seven USTs (six gasoline USTs and one used oil UST) removed in 1992. Soil sampling at the time of UST removal indicated petroleum contamination. Additional soil was excavated from the site, and, after further soil sampling and analysis, regulatory closure was granted.

The LSI involved three soil borings and PID field screening, as well as the installation of temporary groundwater monitoring wells. Sampling results indicated concentrations of TPH-GRO above the RECAP SS. Groundwater sample analysis showed elevated concentrations of TPH-DRO, TPH-GRO, and benzene. The constituents do not exceed site-specific RECAP Standards, so no remedial action or engineering controls were required. Thus, the LDEQ determined issued an NFA for the site under the condition that no soils may be removed from the site without prior approval from LDEQ.

Based on the COC concentrations present at the site, the conditions under which the NFA was granted, the upgradient location, and proximity to the Property, the SPILLS listing for the site does represent a CREC, but does not elicit environmental liability concerns in connection with the Property at this time.

LHoist North America of Missouri, Inc. – Port Allen – The LHoist North America site, as previously described in Section 5.1.1.3, is a stone supplier station on an adjoining property north of I-10 between LA 415 and LA 1. The LDEQ's EDMS

maintains files for the site under AI # 6264. Copies of relevant files maintained in EDMS are included in **Appendix D**.

The LDEQ conducted a site inspection in 2014 after a citizen complaint that described lime dust being released from the facility and drifting onto neighboring properties and damaging vehicles. The inspector met with the facility representative, who agreed to change the way that lime is transferred to the hopper, which reduced airborne lime dust. At the time of the inspection, no observable particulate matter was in the air.

The facility, previously Chemical Lime Co, also had prior incidents (from 2001 and 2005) on file regarding the release of lime dust into the air. All three incidents on this matter are now closed.

Based on the nature of the incident and the site's current regulatory status, the site does not represent evidence of a REC or elicit any environmental liability concerns in connection with the Property.

Graham Packaging Co – The Graham Packaging Co facility is a packaging supply store on an adjoining property south of I-10 between LA 415 and LA 1. The LDEQ's EDMS maintains files for the site under AI # 9510. However, the relevant documentation for the incident described below is maintained under AI # 1648, as that is the number for BP Lubricants, who reported the incident. Copies of relevant files maintained in EDMS are included in **Appendix D**.

A fire occurred in June 2009 at the Graham Packaging facility after a pump inside a silo caught fire. The BP facility had drums containing hazardous materials stored in an adjacent area on their property, which were moved away from the fire as a precaution. The fire was extinguished by the local fire department. No releases occurred at the BP site.

Based on the nature of the incident and the site's current regulatory status, the site does not represent evidence of a REC or elicit any environmental liability concerns in connection with the Property.

2431 South Acadian Back Parking Lot – This site is located along S. Acadian Thruway, just south of the I-10. There are no documents on file in the LDEQ's EDMS for the site. The EDR DataMap Corridor Study provides information about the incident, which involved a green substance covering the back parking lot of the Union Planters Bank branch. The incident occurred in 2001 and is closed.

Based on the site's current regulatory status and the separation distance from the Property, the site does not represent evidence of a REC or elicit any environmental liability concerns in connection with the Property.

George's Restaurant – The George's Restaurant site is a restaurant on Perkins Road, directly beneath the I-10. There are no documents on file in the LDEQ's EDMS for the site.

The EDR DataMap Corridor Study provides information about the incident, which involved a complaint about sewage. An LDEQ inspector conducted a site visit and found standing water in the street that appeared to be storm water. They found no evidence that the water came from the restaurant, and could not smell any foul odors. The incident occurred in 2011 and is closed.

Based on the nature of the incident and the site's current regulatory status, the site does not represent evidence of a REC or elicit any environmental liability concerns in connection with the Property.

Cracker Barrel #48 – The Cracker Barrel site is a gas station and convenience store on Perkins Road, just south of I-10. The LDEQ's EDMS maintains files for the site under AI # 69357. However, there are no documents on file in the EDMS related to the incident.

The EDR DataMap Corridor Study provides information about the incident, which involved gasoline vapor fumes escaping from the gas pumps while in use. The complainant spoke with the store manager about the issue, and noted that the pumps do not have covers. When the automobile gas tank was full, the complainant also claimed that gasoline also splashed onto their hands. The incident occurred in 2007.

Further information regarding contamination at the site from UST closures can be found in Section 5.1.1.6.

Based on the separation distance from the Property and downgradient location, the site does not represent evidence of a REC or elicit any environmental liability concerns in connection with the Property.

3047 Greenwood – This unnamed site is a residence on Greenwood Drive, just off Perkins Road and directly north of the I-10 viaduct. There are no documents on file in the LDEQ's EDMS for the site. The EDR DataMap Corridor Study provides information about the incident, which involved a stoppage in the main sewage line. This led to the release of 25 gallons of raw sewage. The incident occurred in 2000. Another related incident involving a sewage bypass occurred at the site in 2001.

Based on the nature of the incident and the separation distance from the Property, the site does not represent evidence of a REC or elicit any environmental liability concerns in connection with the Property.

3127 Greenwood – This unnamed site is on Greenwood Drive, just off Perkins Road and directly north of the I-10 viaduct. There are no documents on file in the LDEQ's EDMS for the site. The EDR DataMap Corridor Study provides information about the incident, which involved a 400-gallon stoppage in the main sewage collection line. The incident occurred in 2002.

Based on the nature of the incident and the site's current regulatory status, the site does not represent evidence of a REC or elicit any environmental liability concerns in connection with the Property.

3162 Greenwood – This unnamed site is a residence on Greenwood Drive, just off Perkins Road and directly south of the I-10 viaduct. There are no documents on file in the LDEQ's EDMS for the site. The EDR DataMap Corridor Study provides information about the incident, which involved a sewage overflow. The incident occurred in 2001.

Based on the nature of the incident and the site's current regulatory status, the site does not represent evidence of a REC or elicit any environmental liability concerns in connection with the Property.

3172 Greenwood – This unnamed site is a residence on Greenwood Drive, just off Perkins Road and directly south of the I-10 viaduct. There are no documents on file in the LDEQ's EDMS for the site. The EDR DataMap Corridor Study provides information about the incident, which involved an overflow of sewage that was caused by stoppage in a collection line. The incident occurred in 2006.

Based on the nature of the incident and the site's current regulatory status, the site does not represent evidence of a REC or elicit any environmental liability concerns in connection with the Property.

3191 S. Acadian Thruway – This unnamed finding is the former ExxonMobil Co gas/service station along South Acadian Thruway, just south of I-10. This site was described previously in Sections 5.1.1.3, 5.1.1.6, and 5.1.1.7. The LDEQ's EDMS maintains files for the site under AI # 22413. Copies of relevant files maintained in EDMS are included in **Appendix D**.

Based on the site's past contamination and the proximity to the Property, the site's SPILLS listing does represent a HREC in connection with the Property; however, it does not elicit any environmental liability concerns in connection with the Property. Section 5.1.1.6 provides further details regarding the UST closures and removals and remediation history of the site.

Acadian Interstate Mobil – The Acadian Interstate Mobil site is a former gas/service station along South Acadian Thruway, just south of I-10. The current site is occupied by an Iberia Bank branch. The LDEQ's EDMS maintains files for the site under AI # 15665. Copies of relevant files maintained in EDMS are included in **Appendix D**.

Upon plans of a property transaction and redevelopment, Phase I and Phase II ESAs were completed on the property by REI to obtain data with respect to the potential for petroleum hydrocarbon contamination in soil from the operation of a former automotive fueling and service station. Soil samples identified the presence of petroleum fuel compounds and hydraulic oil compounds at concentrations exceeding RECAP SS. Soils were excavated from five to six feet bgs. Confirmatory

sampling results indicated that COCs were below RECAP SS. A Comfort Letter was issued by LDEQ stating that the Department does not intend to respond further regarding this matter. However, due to the limited investigation done on the site, LDEQ does not believe the investigation adequately represents the conditions of the property.

Based on the past contamination, proximity to the Property, and issuance of the Comfort Letter indicating no further response, and the redevelopment of the site, the site does represent an HREC.

Circle K #2709717 – The Circle K site is a Shell gas/service station and associated convenience store along Perkins Road, just south of I-10. The LDEQ's EDMS maintains files for the site under AI # 70017. Copies of relevant files maintained in EDMS are included in **Appendix D**.

An environmental site assessment was conducted at the facility in 2008. Soil and groundwater analytical results showed concentrations of several COCs that exceeded RECAP SS. LDEQ issued an NFA letter for the site in August 2009 under the conditions that no soils may be removed from the site without prior approval from LDEQ unless they are removed and disposed at a permitted disposal facility, and further evaluation and approval from LDEQ is warranted prior to the construction of enclosed structures over a portion of the impacted area.

Based on the COC concentrations present at the site, the conditions under which the NFA was granted, and proximity to the Property, the SPILLS listing for the site does represent a CREC but does not elicit environmental liability concerns in connection with the Property at this time.

S. Eugene @ Honeysuckle – This site, at the intersection of S. Eugene Street and Honeysuckle Avenue, is directly north of the I-10 near S. Acadian Thruway and Perkins Road. There are no documents on file in the LDEQ's EDMS for the site. The EDR DataMap Corridor Study provides information about the incident, which involved a stoppage in the main sewage collection line. This resulted in the overflow of approximately 200 gallons of sewage from the manhole to the storm drain. The stoppage was cleared, and the area was cleaned. The incident occurred in 2012 and is now closed.

Based on the nature of the incident and the current regulatory status, the site does not represent evidence of a REC or elicit any environmental liability concerns in connection with the Property.

Circle K #9730 – The Circle K site, as described previously in Sections 5.1.1.6 and 5.1.1.7, is a Shell gas/service station and associated convenience store along South Acadian Thruway, just north of I-10. The LDEQ's EDMS maintains files for the site under AI # 71560. Copies of relevant files maintained in EDMS are included in **Appendix D**.

In 2006, Phase II ESA activities conducted prior to property transaction identified certain hydrocarbon constituents above RECAP SS in soil and groundwater. Further groundwater investigations were conducted by URS in January and November 2009, confirming the presence of benzene in groundwater above the RECAP SS on the northwest portion of the site.

Based on the COC concentrations present at the site, the conditions under which the NFA was granted, the upgradient location, and proximity to the Property, the SPILLS listing for the site does represent a CREC, but does not elicit environmental liability concerns in connection with the Property at this time. Section 5.1.1.6 provides further information regarding this site.

Circle K #9725 / Star Enterprise/ Texaco 44-398-0101 – The Texaco site, as described above in Sections 5.1.1.3 and 5.1.1.6, is a former gas/service station on College Drive, just south of I-10. The site is currently occupied by a Shell station and Circle K convenience store. The LDEQ's EDMS maintains files for the site under AI # 13684. Copies of relevant files maintained in EDMS are included in **Appendix D**.

The facility is a LUST site, and a 2006 site assessment showed analytical results for soil and groundwater samples above the RECAP SS, likely due to prior gasoline release. In March 2010, LDEQ issued an NFA letter based on soil and groundwater analyses being under site-specific RECAP Standards.

An incident occurred in May 2009, where one of the regular unleaded gasoline tanks failed a line tightness test, and the sumps were found to be full of water. The line test was re-attempted a few weeks later with passing results, and the incident is now closed.

Another incident occurred while performing tank tightness testing on the USTs at the facility. Both tests on the regular unleaded gasoline tanks proved inconclusive. The incident occurred in 2016 and remains open.

In May 2017, groundwater samples were collected near the site for an upcoming construction project and results showed elevated concentrations of gasoline. In July 2017, a limited site assessment was conducted on the site by Jones Environmental, Inc. (JEI). JEI concluded that soil analytical results indicated COC concentrations below RECAP SS. They also concluded that although groundwater analyses indicated COC concentrations to be above RECAP SS for certain COCs, concentrations were all below calculated site-specific RECAP Standards. LDEQ approved No Further Action for this incident in a letter dated September 5, 2017.

Based on COCs above RECAP SS, but below calculated site-specific screening standards, found during site assessments and still remaining on site with closure from LDEQ, the site does represent evidence of a HREC in connection with the Property.

State Archives Bldg – This facility, also named LA Secretary of State Archives and described previously in Sections 5.1.1.3 and 5.1.1.7, is a state government office and archive on an adjoining property along Essen Lane, between I-10 and I-12. The LDEQ's EDMS maintains files for the site under AI # 7621. Copies of relevant files maintained in EDMS are included in **Appendix D**.

The SPILLS finding involves the breakage of plastic lines leading to a film machine, which caused the release of one gallon of ammonia. The incident is closed and did not appear to reach soil or groundwater.

Based on this information, the SPILLS listing for the site does not represent evidence of a REC or elicit any environmental liability concerns in connection with the Property.

Franciscan Missionaries of Our Lady – This facility is a community health center on an adjoining property along Essen Lane, between I-10 and I-12. The LDEQ's EDMS maintains files for the site under AI # 113876. Copies of relevant files maintained in EDMS are included in **Appendix D**.

In 2005, a 300-gallon gasoline UST was removed from the site. According to EDR, COC concentrations were below RECAP Standards, and no further investigation was required by LDEQ.

Based on this information, the SPILLS listing for the site does not represent evidence of a REC or elicit any environmental liability concerns in connection with the Property.

Calais Exxon – The Calais Exxon site, also named ExxonMobil Oil Corp #50608, is a former gas/service station that operated on an adjoining property near Essen Lane, just south of I-10, as previously described in Sections 5.1.1.6 and 5.1.1.7. The LDEQ's EDMS maintains files for the site under AI # 13366. Copies of relevant files maintained in EDMS are included in **Appendix D**.

In 2005, the facility had all four of its USTs removed, and confirmatory sampling revealed soil and groundwater contamination due to a gasoline and/or diesel release.

Based on the COC concentrations present at the site, the conditions under which the NFA was granted, and proximity to the Property, the SPILLS listing for the site does represent a CREC but does not elicit environmental liability concerns in connection with the Property at this time (see Section 5.1.1.6 for further information).

City of Baton Rouge Pump Station 58 – The Pump Station site is on Essen Lane, just south of I-10. The LDEQ's EDMS maintains files for the site under AI # 4841. Copies of relevant files maintained in EDMS are included in **Appendix D**.

The incident report shows that 108,000 gallons of raw sewage was released at the facility. The sewage was released to a nearby canal. The pump station was taken

offline, mechanical repairs were made, and the site was deodorized and disinfected. The station was then brought back online. The incident occurred in December 2009 and is now closed.

Based on the nature of the incident and the current regulatory status, the SPILLS listing for the site does not represent evidence of a REC or elicit any environmental liability concerns in connection with the Property.

Summa Place – The Summa Place site is on Essen Lane, just south of I-10. There are no documents on file in the LDEQ's EDMS for the site. The EDR DataMap Corridor Study provides information about the incident, which involved a sewage bypass due to a stoppage after heavy rain. The incident occurred in 2000.

Based on the nature of the incident and the separation distance from the Property, the SPILLS listing for the site does not represent evidence of a REC or elicit any environmental liability concerns in connection with the Property.

City of Baton Rouge/Sewer Operations – The Sewer Operations site is on Essen Lane, just south of I-10. It is likely the same facility as Pump Station 58, noted above. The LDEQ's EDMS maintains files for the site under AI # 4841. However, there are no documents on file in the EDMS related to the incident.

The EDR DataMap Corridor Study provides information about the incident, which involved a 500-gallon release of sewage at the facility. The incident occurred in 2009.

Based on the nature of the incident and the current regulatory status, the SPILLS listing for the site does not represent evidence of a REC or elicit any environmental liability concerns in connection with the Property.

4900 Essen Lane and Summa Ave – This unnamed site is at the intersection of Essen Lane and Summa Ave, just south of I-10. There are no documents on file in the LDEQ's EDMS for the site. The EDR DataMap Corridor Study provides information about the incident, which involved an overflow of sewage from a manhole that was caused by stoppage in the main collection line. The incident occurred in 2000.

Based on the nature of the incident and the separation distance from the Property, the SPILLS listing for the site does not represent evidence of a REC or elicit any environmental liability concerns in connection with the Property.

Essen Lane between Margaret Ann and Essen Park – This unnamed site is on Essen Lane, between Margaret Ann Ave. and Essen Park Ave., just south of I-10. The LDEQ's EDMS maintains files for the site under AI # 83561. However, there are no documents on file in the EDMS related to the incident.

The EDR DataMap Corridor Study provides information about the incident, which involved a complaint that a nearby canal smells like sewage, without an identifiable source. The incident occurred in 2007.

Based on the nature of the incident and the current regulatory status, the SPILLS listing for the site does not represent evidence of a REC or elicit any environmental liability concerns in connection with the Property.

5.2.2 REM

The LA REM database contains facilities or sites that come to the LDEQ's UST and Remediation Division either through self-notification or referral. These sites are designated for remediation via certain regulatory paths: solid waste, hazardous waste, groundwater, inactive & abandoned sites, or underground storage tanks.

Five REM sites within approximately 500 feet of the Property were identified by EDR, as follows:

Matrix Food Store
111 Lobdell Hwy
Port Allen, LA 70767

Chevron USA Baton Rouge Plant
1059 Brickyard Ln
Baton Rouge, LA 70802

Kean's the Cleaner
3109 Perkins Rd
Baton Rouge, LA 70808

MCBR Management Co. – McDonalds
150 Lobdell Hwy
Port Allen, LA 70767

Racetrac #365
214 Hwy 415
Port Allen, LA 70767

Matrix Food Store – The Matrix Food Store, as noted in Section 5.1.1.7, is a filling station/convenience store operated by Chevron on an adjoining property at the southeast corner of LA 415 and Court St. The LDEQ's EDMS maintains files for the site under AI # 18777. Copies of relevant files maintained in EDMS are included in **Appendix D**.

An Unauthorized Discharge Notification for an unknown quantity of gasoline released from a UST system was submitted to the LDEQ on July 11, 2003, after site assessment activities conducted by CRA identified benzene, ethylbenzene, and TPH-GRO in groundwater at concentrations above RECAP SS. In response to the

notification, the LDEQ requested that CRA complete additional investigations and a RECAP Evaluation of the site.

Additional site investigation activities conducted in 2004 further identified and delineated the extent of hydrocarbon COC in soil and groundwater above RECAP SS. The RECAP Evaluation, submitted in March 2005, determined that all COC were below their respective site-specific RECAP Standards.

The LDEQ approved the evaluation and concluded that no remediation was required and that constituents were not impacting adjacent properties. An NFA was granted on November 22, 2005 under the conditions that no soils may be removed from the site without prior approval from LDEQ unless they are removed and disposed at a permitted disposal facility, and further evaluation and approval from LDEQ is warranted prior to the construction of enclosed structures over a portion of the impacted area.

Based on the COC concentrations present at the site, the conditions under which the NFA was granted, and proximity to the Property, the REM listing for the site does represent a CREC, but does not elicit environmental liability concerns in connection with the Property at this time.

Chevron USA Baton Rouge Plant – The Chevron Plant is the site of a former brickyard, asphalt plant, and hazardous waste recycling facility at an adjoining property south of I-10 along Brickyard Lane. The site is currently used by the State for property assistance, mail sorting, and printing operations. The LDEQ's EDMS maintains files for the site under AI # 1429. Copies of relevant files maintained in EDMS are included in **Appendix D**.

In June 1994, the LDEQ conducted corrective action in response to a report of a leaking AST. Approximately 40,000 gallons of hazardous fluid was removed from the AST until the fluid level was below the leak line and placed into on-site fractionation tanks. The site was referred to the EPA's Response and Prevention Branch for further action.

In August 1994, the EPA removed approximately 302,000 gallons of hazardous waste from the tank and transported it off site to a deep well injection facility. All remaining hazardous materials and containers were removed by the EPA and disposed of offsite in 1998. Post-removal soil and groundwater sampling indicated the presence of certain COC above the appropriate EPA/RECAP SS. However, the site failed to meet EPA's minimum requirements for placement on the NPL and further investigation under CERCLA, and the EPA issued a letter of no further response action for the site on June 7, 2002.

On January 26, 2005, the LDEQ requested a RECAP Evaluation of the former tank farm area in response to a proposed redevelopment of the site. Ten soil borings/temporary monitoring wells were installed at the site in May 2014 by CRA. Analytical results indicated that various metals and hydrocarbon constituents in surface soils and groundwater were above RECAP SS. All COC were evaluated

under RECAP Management Option 1 (MO-1) and determined to be below their respective site-specific RECAP Standards.

The LDEQ conducted a closure inspection of the site in December 2014 and issued a letter of NFA on October 15, 2015 under the conditions that no soils may be removed from the site without prior approval from LDEQ unless they are removed and disposed at a permitted disposal facility, and further evaluation and approval from LDEQ is warranted prior to the construction of enclosed structures over a portion of the impacted area.

Based on the COC concentrations present at the site, the conditions under which the NFA was granted, and proximity to the Property, the REM listing for the site does not represent a CREC, but does not elicit environmental liability concerns in connection with the Property at this time.

Kean's the Cleaner – Kean's is a former dry cleaning facility located approximately 150 feet south of I-10 at the eastern corner of Perkins Road and Ferndale Avenue. The LDEQ's EDMS maintains files for the site under AI # 39372. Copies of relevant files maintained in EDMS are included in **Appendix D**.

PPM performed a Phase II ESA of the property in March 2006 on behalf of a prospective purchaser. Soil and groundwater samples collected from the site displayed concentrations of certain chlorinated hydrocarbons above RECAP SS. An Unauthorized Discharge Notification was submitted to the LDEQ on April 15, 2014 for a historical release of an unknown nature. Additional site investigation activities conducted in September 2014 identified tetrachloroethylene and vinyl chloride concentrations in groundwater above the RECAP SS.

A RECAP Evaluation, submitted by PPM in June 2015, determined that all COC in soils were below the appropriate site-specific RECAP Standards. However, COC in groundwater were not deemed protective of human health and the environment. PPM recommended moving forward with preparation of a CAP for groundwater remediation.

The LDEQ approved a CAP on September 23, 2015, which involved ozone injection into the groundwater and quarterly monitoring of hydrocarbon constituent concentrations. On January 24, 2017, PPM requested that monitoring wells be plugged and abandoned and NFA status granted due to concentrations of COC being below site-specific RECAP Standards for four consecutive quarters. In March 2017, the LDEQ approved the plugging and abandonment plan but required a Conveyance Notice prior to issuance of NFA due to the fact the soils and groundwater were evaluated under an industrial exposure scenario. The wells were plugged in June 2017, and the site is currently awaiting issuance of NFA status from the LDEQ.

Based on the downgradient location and separation distance from the Property, the REM listing for the site does not represent a REC or elicit any environmental liability concerns in connection with the Property.

MCBR Management Co Inc – McDonalds – The MCBR Management site is a McDonald's restaurant on an adjoining property at the northeast corner of LA 415 and Court Street. The LDEQ's EDMS maintains files for the site under AI # 18806. Copies of relevant files maintained in EDMS are included in **Appendix D**.

Professional Service Industries, Inc. (PSI) performed a Phase II ESA at the property in January 2013 on behalf of prospective purchaser, McDonalds Corporation. The Phase II was conducted to evaluate possible impacts to soil and groundwater from off-site USTs on the northern-adjoining property, an LA Express service center. TPH-GRO was detected in groundwater in several monitoring wells at concentrations above RECAP SS.

As a response to this discovery, PSI submitted an Unauthorized Discharge Notification to the LDEQ on February 4, 2013. PSI also conducted a Preliminary RECAP Evaluation using data from the Phase II ESA and determined that maximum concentrations did not exceed site-specific RECAP Standards.

The LDEQ approved of this assessment and issued a Comfort Letter and incident closure on March 15, 2013. Based on the location of the contamination source and the separation distance from the Property, the REM listing for the site does not represent evidence of a REC or elicit any environmental liability concerns in connection with the Property.

Racetrac #365 – The Racetrac #365 site is a former filling station on an adjoining property along the west side of LA 415 just north of I-10. The property is currently vacant. The LDEQ's EDMS maintains files for the site under AI # 71928. Copies of relevant files maintained in EDMS are included in **Appendix D**.

Three 12,000-gallon USTs were removed from the site in April 2009. Soil samples collected as part of UST closure activities contained concentrations of benzene, xylene, and aromatic fractions in exceedance of RECAP SS. As a result, PPM submitted an Unauthorized Discharge Notification for an unknown quantity of gasoline on June 3, 2009.

Additional site investigations were conducted in October 2009 and March 2011 to further identify and delineate all COC and collect site-specific data for evaluation of the site under RECAP. The RECAP Evaluation, submitted by PPM on September 30, 2010, determined that COCs impacting groundwater exceeded site-specific RECAP Standards, and that remedial action was necessary.

The LDEQ approved a CAP submitted by PPM on June 1, 2012, which involved the installation of oxygen release compound socks and semiannual groundwater monitoring reports. On January 23, 2014, the LDEQ approved PPM's request to plug and abandon all monitoring wells in preparation for site closure after monitoring reports showed all residual contaminants were within remedial standards. The LDEQ granted NFA for the site on March 27, 2014.

Based on the current regulatory status and proximity to the Property, the REM listing for the site does represent an HREC in connection with the Property, but does not elicit any environmental liability concerns in connection with the Property at this time.

5.2.3 NPDES

EDR identified six NPDES sites within 500 feet of the Property, as follows:

Matrix Food Store
111 Lobdell Hwy
Port Allen, LA 70767

Cracker Barrel Stores Inc #28
133 Lobdell Hwy 415
Port Allen, LA 70767

McKinley Middle School
1557 McCalop St
Baton Rouge, LA 70802

Louisiana Scrap Metal Recycling
2527 S Westport Dr
Port Allen, LA 70767

RCS Contractors Inc
Perkins Rd & Stanford Ave
Baton Rouge, LA 70808

OLOL East Tower & ED Trauma Additions & Offsite Staging Area –
Womack-Dunn Const Jt Venture
5050 Essen Ln
Baton Rouge, LA 70808

Matrix Food Store – The Matrix Food Store site, as noted above in Sections 5.1.1.7 and 5.2.2, is a filling station/convenience store operated by Chevron on an adjoining property at the southeast corner of LA 415 and Court Street. The LDEQ's EDMS maintains files for the site under AI # 18777. Copies of relevant files maintained in EDMS are included in **Appendix D**.

In 1988, the facility requested a permit for discharging water from a sewage treatment plant that processes sanitary wastes from two restrooms and a utility sink. The treatment system combines aerobic biological treatment and mechanical filtration. The effluent is discharged into an open ditch that runs off into the Intracoastal Waterway.

The facility submitted a Discharge Monitoring Report (DMR) to the LDEQ on an annual basis, with analysis of parameters including pH, fecal coliform, oil & grease, biochemical oxygen demand (BOD), total suspended solids (TSS), and flow. On

multiple occasions, exceedances of BOD and fecal coliform bacteria were detected in the effluent. No DMRs were submitted since 1996.

A 2000 compliance evaluation inspection was conducted by the LDEQ, which revealed that the facility no longer has a wastewater treatment plant. A lift station was installed to pump the sewage to a Holiday Inn, located in the rear of the facility, for treatment.

In 2007 and 2012, the general permit was renewed, permitting less than 5,000 gallons per day (gpd) of treated sanitary wastewater discharge. In 2013, the facility submitted a notice of termination, as the discharge was connected permanently to a publicly owned treatment works (POTW). The LDEQ proceeded to cancel coverage under the Louisiana Pollutant Discharge Elimination System (LPDES) permit.

Based on the site's LPDES status, the NPDES listing does not represent evidence of a REC in connection with the Property; however, the site's UST and SPILLS status does represent a CREC in connection with the Property as previously described in Sections 5.1.1.7 and 5.2.2.

Cracker Barrel Stores Inc #28 – The Cracker Barrel site, as noted previously in Section 5.1.1.6, is a filling station on an adjoining property on the west side of LA 415. The LDEQ's EDMS maintains files for the site under AI # 74892. Copies of relevant files maintained in EDMS are included in **Appendix D**.

In 2004, the facility submitted an LPDES Notice of Intent (NOI) to discharge 500 gpd of treated sanitary wastewater into an unnamed ditch, which then drains into the Intracoastal Waterway. The treatment system consists of an underground mechanical unit, with an aeration chamber and a chlorine contact chamber. The LDEQ granted the site an LPDES permit later that year.

The facility has submitted bi-annual DMRs and analyzed for BOD, TSS, oil & grease, fecal coliform, pH, and flow. Multiple non-compliance reports from 2005 and 2006 show that exceedances of BOD and TSS occurred on multiple occasions, due to insufficient aeration and excessive solids. The aerator was determined to be obstructed by trash inside the system, which was uncovered to allow the aeration chamber to be cleaned and put back into service.

In 2007, a new 3,500 gpd commercial sewage treatment system was installed to replace the permitted 500 gpd system. Thus, the facility requested a modification to the existing LPDES permit. The general permit has been renewed in 2008 and 2013, and the facility continues to submit DMRs on a bi-annual basis.

Based on the site's current regulatory status, the NPDES listing for the site does not represent evidence of a REC or elicit any environmental liability concerns in connection with the Property.

McKinley Middle School – McKinley Middle School is on an adjoining property near the Louise Street exit, just east of I-10. The LDEQ's EDMS maintains files for the site under AI # 5253. Copies of relevant files maintained in EDMS are included in **Appendix D**.

In 2004, the facility submitted an LPDES NOI form to the LDEQ, which granted a permit for discharge of storm water into the Mississippi River. The school was later granted termination of the general permit in 2008.

Louisiana Scrap Metal Recycling – The Louisiana Scrap Metal Recycling site is a recycling center on an adjoining property along South Westport Drive in Port Allen, just south of I-10. The LDEQ's EDMS maintains files for the site under AI # 180689. Copies of relevant files maintained in EDMS are included in **Appendix D**.

In 2012, the facility submitted an LPDES NOI to the LDEQ to discharge storm water into the Intracoastal Waterway. Under the permit, four DMRs are completed each year, with analysis of parameters that include COD, TSS, aluminum, copper, iron, lead, and zinc. The LPDES general permit was renewed in 2016, and no violations or compliance actions have been issued for the facility.

Based on the site's current regulatory status, the NPDES listing for the site does not represent evidence of a REC or elicit any environmental liability concerns in connection with the Property.

RCS Contractors Inc – Perkins Rd & Stanford Ave Project – The RCS Contractors Inc site is a former construction project site on an adjoining property at the intersection of Perkins Road and Stanford Avenue in Baton Rouge, just south of I-10. The LDEQ's EDMS maintains files for the site under AI # 168452. Copies of relevant files maintained in EDMS are included in **Appendix D**.

In 2009, the facility submitted an LPDES NOI to the LDEQ to discharge storm water into a nearby ditch, which drains into Dawson Creek and eventually Bayou Manchac. Upon completion of the construction operations, the facility requested the termination of the permit in July 2010, which was granted by LDEQ. No violations or compliance actions have been issued for the facility.

Based on the site's current regulatory status, the NPDES listing for the site does not represent evidence of a REC or elicit any environmental liability concerns in connection with the Property.

OLOL East Tower & ED Trauma Additions & Offsite Staging Area – Womack-Dunn Const. Jt. Venture – The Our Lady of the Lake site is a medical center on an adjoining property along Essen Lane in Baton Rouge. The LDEQ's EDMS maintains files for the site under AI # 177088. Copies of relevant files maintained in EDMS are included in **Appendix D**.

In 2011, the facility submitted an LPDES NOI to the LDEQ to discharge storm water via an effluent pipe into Ward Creek, which drains into Bayou Manchac. Upon

completion of the construction work in 2014, the facility requested termination of the permit, which was granted by LDEQ. No violations or compliance actions have been issued for the facility.

Based on the site’s current regulatory status, the NPDES listing for the site does not represent evidence of a REC or elicit any environmental liability concerns in connection with the Property.

5.2.4 EDR High Risk Historical Records

These databases fall within a category of information EDR classifies as High Risk Historical Records, or HRHR. EDR’s HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches. EDR High Risk sites are mapped on **Figure 3**.

5.2.4.1 Historical Auto Sites

EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR’s review was limited to those categories of sources that might, in EDR’s opinion, include gas stations/filling stations/service stations. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc.

53 historical auto sites identified by EDR were determined to be within approximately 250 feet of the Property, as follows:

**Table 5.2
EDR Historical Auto Sites**

Site Name	Address	City
MARCELLES ESSO SERVICENTER	1001 WASHINGTON ST E	SOUTH BATON ROUGE
ROBERSONS ESSO GAS STA	1045 MYRTLE ST	BATON ROUGE
TILLMAN SAM AUTO REPR	1146 10TH ST S	BATON ROUGE
MID CITY OIL CO	1413 WASHINGTON ST E	BATON ROUGE
TRAHANS GARAGE AUTO REPRS	1534 BADDOCK ST	SOUTH BATON ROUGE
TRAHANS AUTO REPAIR	1588 BRADDOCK ST	BATON ROUGE
BUTLERS GAS	1776 THOMAS H DELPIT DR	BATON ROUGE
ACADIAN SHELL SERVICE STATION	2300 S ACADIAN THRWY	BATON ROUGE
RAINBOW MARKETERS INC	2313 S ACADIAN TRWY	BATON ROUGE
MAGINNIS IMPORTS INC	2857 COLLEGE DR	BATON ROUGE
TEXACO SELF SERVICE	2959 COLLEGE DR	BATON ROUGE
STANFORD EXXON MCFEARIN E	3191 S ACADIAN THRUWAY	BATON ROUGE
GIVENS SOUTHSIDE MOBIL SERVICE CENTER	3192 S ACADIAN THRWY	BATON ROUGE
SHAW TRANSM DIST SVCS INTL INC	4171 ESSEN LN	BATON ROUGE
	4555 ESSEN LN	BATON ROUGE
SCOTT LEONARD F	4912 ESSEN LN	BATON ROUGE

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

Site Name	Address	City
AUTOMOTIVE LIQUIDATORS INC	8658 QUARTERS LAKE RD	BATON ROUGE
CENTRAL ESSO SERV	959 GOVERNMENT ST	BATON ROUGE
COLLEGE CHEVRON	2929 COLLEGE DR	BATON ROUGE
ELMOS GARAGE C AUTO REPRS	938 LOUISE ST	S BATON ROUGE
HANKS AUTO REPAIR	938 LOUISE ST	BATON ROUGE
BP HOLLY COLEMAN	1981 S WESTPORT DR	PORT ALLEN
ARDES INC	111 LOBDELL HWY	PORT ALLEN
HANEYS SPUR SERVICE STATION	3235 PERKINS RD	BATON ROUGE
RACETRAC PETROLEUM INC	4665 ESSEN LN	BATON ROUGE
NINOS CASINO	121 LOBDELL HWY	PORT ALLEN
AMERICAN GEN INVESTMENTS LLC	133 LOBDELL HWY 415	PORT ALLEN
RALPHS TEXACO SERVICE	3063 PERKINS RD	BATON ROUGE
PEL-STATE OIL COMPANY INC	521 EAST BLVD	BATON ROUGE
AMERICAN GEN INVESTMENTS LLC	3030 PERKINS RD	BATON ROUGE
STEWARTS SHELL SERV	962 GOVERNMENT ST	BATON ROUGE
CENTRAL ESSO SERVICENTER	403 EAST BLVD	BATON ROUGE
	7931 ONE CALAIS AVE	BATON ROUGE
PETIGO COMPETITION CENTER SPEED SHOP	1038 NORTH BLVD	BATON ROUGE
BATTERY CLINIC THE	970 GOVERNMENT ST	BATON ROUGE
DIXON BROS QUICK STOP	120 N 10TH ST	BATON ROUGE
KING JAMES W AUTO REPR	924 HOWARD ST	BATON ROUGE
HANEY AUTOMOTIVE INCORPORATED	918 GOVERNMENT ST	BATON ROUGE
TEXACO SELF SERVICE	3375 PERKINS RD	BATON ROUGE
SPEEDWAY SUPERAMERICA LLC	2385 COLLEGE DR	BATON ROUGE
EXPERT AUTO SERVICE	2311 CHRISTIAN ST	BATON ROUGE
ECOL SELF SERVICE GAS STA	2375 COLLEGE DR	BATON ROUGE
MARCELLES EXXON SERVICE STA	1026 E WASHINGTON	BATON ROUGE
HAYS SERVICE	1057 NORTH BLVD	BATON ROUGE
LOUISIANA LUBRICANTS LUB SERV	8768 QUARTERS LAKE RD	BATON ROUGE
COLLEGE DRIVE EXXON GAS TA	2372 COLLEGE DR	BATON ROUGE
CITY SHELL SERV STA	1150 SOUTH ST	BATON ROUGE
RACETRAC PETROLEUM INC	214 HIGHWAY 415	PORT ALLEN
	5615 ESSEN LN	BATON ROUGE
CAJUN KENWORTH INC	2723 S WEST PORT DR	PORT ALLEN
CAPITOL CITY AUTO CO FILL STA	1111 NORTH BLVD	BATON ROUGE
LOVES TRVL STOPS CNTRY STORES	751 LOBDELL EXT S	PORT ALLEN
MAPCO INC	123 LOBDELL HWY	PORT ALLEN

The Marcelle's Exxon Service Station identified in the table above was identified as a REC to the site due to timeframe of operation and proximity to the Property. Remnants of a pump island are currently present at the facility and no information was available for review on the USTs which were operated. Due to the timeframe of operation prior to promulgation of UST regulations, observed facility features and potential USTs remaining, this listing represents a REC and elicits environmental liability concerns to the Property.

Regarding the remaining listings, based on the time elapsed since operations of these historical listings, natural attenuation of potential contamination at these

facilities to acceptable levels would have likely occurred. In addition, many of these listings are located at distances and/or gradients which would minimize potential impact to the Property and therefore, these listings do not represent RECs.

5.2.4.2 Historical Cleaner Sites

EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR’s review was limited to those categories of sources that might, in EDR’s opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry, etc.

14 historical cleaner sites identified by EDR were determined to be located within approximately 250 feet of the Property, as follows:

**Table 5.2
EDR Historical Cleaner Sites**

Site Name	Address	City
RIDLEY JOE TAILOR & CLEANERS	1005 HIGHLAND RD	BATON ROUGE
BOONE MILTON CLO CLNR	1220 WASHINGTON ST E	SOUTH BATON ROUGE
GREEN ANTHONY C DCLO CLNR	1313 WASHINGTON ST	SOUTH BATON ROUGE
DIXIES MONO WASH LAUNDERETTE	2275 CHRISTIAN ST	UNIVERSITY GARDENS
WILLIAMS HILNER C C DO	921 11TH ST S	BATON ROUGE
WHITE STAR AUTOMATIC LNDRY	3043 PERKINS RD	BATON ROUGE
OVERPASS CLEANERS	2929 PERKINS RD	BATON ROUGE
BATON ROUGE HAT CLEANERS	1020 TERRACE ST	BATON ROUGE
KEAN'S THE CLEANER	3109 PERKINS RD	BATON ROUGE
X RAY CLEANERS	1510 UTAH ST	BATON ROUGE
BAMA CLN	690 WASHINGTON ST E	SOUTH BATON ROUGE
DRY CLEANERS	3627 PERKINS ROAD	BATON ROUGE
JOHNNYS WASHETTE	633 MYRTLE ST	BATON ROUGE
SUPERB CLEANERS	2626 BALIS DR	BATON ROUGE

The Overpass Cleaners, located at 2929 Perkins Road, was identified to have operated as a dry cleaning facility dating back to the 1960s. The facility appears to have recently closed. One document, dated 1995, was available for review on the LDEQ EDMS which indicated that the facility utilized petroleum-based solvents for cleaning operations. Due to the timeframe of operation, it is possible that the facility utilized both petroleum-based solvents as well as perchloroethylene. Based on the length of operation and nature of operations, this listing represents a REC and elicits environmental liability concerns to the Property.

The remaining listings do not appear to represent RECs to the site based on distance, length of operation and/or regulatory status.

5.2.5 Water Wells

A search for water wells, including public water supply wells, USGS water wells, LA DOTD registered water wells, and LDNR registered water wells was conducted as part of this Phase I ESA. Public water supply wells supply water to at least 25 people for a minimum of 60 days. USGS water well data includes groundwater data on springs, wells, and other sources of groundwater input into their national water resource information tracking system. LDNR maintains a database on all water wells registered in the state of Louisiana. LDNR's database includes public and private drinking water supply wells, irrigation wells, livestock watering wells, and groundwater monitoring wells.

The LDNR water well database shows one registered well on the Property. This well is mapped alongside I-10, on the eastbound side, soon after the bridge crossing City Park Lake. It is near E. Lakeshore Drive and the roundabout for Estates Road. The well is reported to be an active piezometer that was drilled in 2005 and is owned by the Baton Rouge Public Works Department. The well reaches a depth of 49 feet and has a diameter of two inches. This well does not constitute a REC or elicit environmental liability concerns to the Property based on its designated use.

There are 668 registered water wells within a one-mile buffer of the Property. **Appendix E** provides additional information on the registered water wells. The wells serve a variety of purposes, including domestic uses, irrigation, aquaculture, monitoring, rig supply, public supply, industrial, piezometer, and observational, among others. 12 of the wells service the public water supply (PWS) system and information on those wells, including their PWS ID, are provided in the EDR DataMap Well Search Report. Currently, the status of the wells is listed as either active, plugged and abandoned, abandoned, inactive, or destroyed.

5.3 Physical Setting Sources

The most current USGS 7.5-Minute Series Topographic Maps depicting the Property are the "Lobdell, LA", "Baton Rouge West, LA", and "Baton Rouge East, LA" Topographic Maps, dated 2012. The elevation of the Property ranges from approximately 15 feet NGVD near the LA 415 interchange to approximately 55 feet NGVD near City Park in central Baton Rouge. Based on site reconnaissance, site topography is generally flat. Under current conditions, site topography allows sheet flow to the south-southeast in East Baton Rouge Parish, and to the north-northeast in West Baton Rouge Parish.

Providence reviewed the United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) National Cooperative Soil Survey for the Property. According to the USDA NRCS Soil Survey, there are a multitude of soil types that can be identified on the Property.

In West Baton Rouge Parish, the Property traverses four soil units. The most predominant soils are the Sharkey clay and the Commerce silty clay loam. The Sharkey clay can be found in backswamp settings that have very low slopes (zero to one percent). The soils are poorly drained, as the typical profile includes clay down to a depth of more than 80 inches but are

rarely flooded. The Commerce soils also occur in areas with little to no slope (zero to one percent) that are somewhat poorly drained. The silty clay loam and silt loam layers in the typical soil profile have a very high-water storage capacity, and the depth to groundwater is generally quite shallow at 18 to 48 inches. The other two soil types encountered west of the Mississippi River are the Tunica clay and the Robinson and Commerce soils, both of which are relatively minor.

In East Baton Rouge Parish, more than a dozen soil types can be found on the Property. As such, no predominant soil units can be identified; however, certain soils are more prevalent than others. These include the Oprairie silt and the Deerford-Verdun complex. The former soil type is a silt loam derived from loess that occurs on flat land surfaces (zero to one percent slopes). The Oprairie is somewhat poorly drained with a shallow water table of about 12 to 30 inches, and a high-water storage capacity. The Deerford-Verdun complex is also a silt loam that occurs in terrace settings with very low slopes (zero to one percent). Again, this soil type is somewhat poorly drained with a low water storage capacity. The groundwater is generally encountered only six to eight inches below ground surface.

As the I-10 corridor passes through the highly urbanized city of Baton Rouge, a couple of anthropogenic soils are listed as significant units on the Property. These soil types are the Urban land and Udarents classifications. The Urban soils have been manipulated or otherwise disturbed by human activities in an urban environment, with properties that are generally less conducive to plant growth than natural soils. Udarents do not have diagnostic horizons (i.e. any profile development) due to extensive disturbance from human activities. The NRCS describes the soil composition as “Made land.” They generally have gentle slopes and occur in moist regions (53 to 73 inches of mean annual precipitation).

Other, more minor, soil types encountered on the Property in Baton Rouge are generally classified as clays, silts, and silt loams. Many of these soils occur on land surface with very low slopes of less than one percent, with the exception of the Feliciana silt loam and the Scotlandville silt. They are listed below:

- Calhoun silt loam
- Cancienne silt loam
- Carville and Cancienne soils, gently undulating, frequently flooded
- Feliciana silt loam
- Frost silt loam, occasionally flooded
- Jeanerette silt loam
- Levees
- Oprairie silt
- Scotlandville silt

5.4 Historical Use Information on the Property

5.4.1 Property Timeline

A historical timeline of the development of the Property, including environmentally significant events, is as follows:

- The Property was primarily undeveloped or used for agricultural purposes until the early 19th century, when the city of Baton Rouge was established and began to grow.
- Urban and suburban development picked up in the early 20th century.
- I-10 construction began in the late 1950s and was completed in phases between 1964 and 1974.
- The I-10 Mississippi River Bridge was opened in 1968.
- Urban and suburban development continues throughout the region, and growth was particularly rapid in the 1970s and 1980s.

5.4.2 Oil or Gas Production Well and Pipeline Search

Providence accessed and reviewed LDNR's Strategic Online Natural Resources Information System (SONRIS), an online database that stores information on oil, gas, and groundwater wells, to assess the presence or absence of oil and/or gas production wells on the Property.

No registered oil and/or gas production wells were determined to be on the Property. An Oil and/or Gas Production Well Location Map is included as **Figure 4**.

A review of the United States Department of Transportation (USDOT) Pipeline and Hazardous Materials Safety Administration (PHMSA) National Pipeline Mapping System did identify multiple registered pipelines that traverse the Property.

In West Baton Rouge Parish, two separate clusters of hazardous liquid pipelines cross I-10. The first set of pipelines is near the intersection of I-10 and LA 415 and includes seven separate lines. They are all operated by ExxonMobil Pipeline Co., and the commodities include ethylene, butadiene, crude oil, and liquefied petroleum gas (LPG) products such as ethane, propylene, and an ethane/propane mix. The other set of pipelines occurs about a mile further to the east and comprises nine separate lines. All of these pipelines are currently in service, and the operators include Genesis Pipeline USA, Shell Pipeline Co., and ExxonMobil Pipeline Co. The products being transported range from crude oil to LPG such as propane, butane, and propylene dilute, along with one pipeline that carries multiple products. Many of these pipelines run from the Port of Baton Rouge Terminal to nearby refineries.

In East Baton Rouge Parish, both a gas transmission pipeline and a hazardous liquid pipeline cross the I-10 corridor, running in a north-south direction along the Mississippi River levee. The gas pipeline was abandoned back in 2008 and is listed as empty. The other pipeline, operated by ExxonMobil Pipeline Co., is still active, transporting LPG in the form of propane.

No evidence of a spill or release of hazardous materials or petroleum products was identified in association with these pipelines. Therefore, the presence of these pipelines on the Property does not constitute a REC. However, the presence of these pipelines may impact construction in these areas.

5.4.3 Aerial Photographs

Providence obtained 66 aerial photographs of the Property to confirm and compile historical use information (**Appendix F**). A series of photographs from 1941, 1953, 1962, 1978, 1982/1983, 1989, 1998, 2004, 2007, 2010, and 2013 were reviewed during the preparation of this report and indicated the following:

- **1941**
 - The Property to the west of the Mississippi River appears as mostly undeveloped pasture or woodlands.
 - To the east of the Mississippi River, the downtown Baton Rouge portion of the Property is a well-developed, metropolitan area.
 - Southeast of downtown Baton Rouge, the Property crosses City Park Lake before passing through residential and then primarily undeveloped land. A railroad crosses the Property to the east of the lake. Perkins Road, College Drive, and Essen Lane have all been constructed and cross through the Property. There are some developments on the Property along Essen Lane.
- **1953**
 - No significant variations were observed on the Property to the west of the Mississippi River or in the downtown Baton Rouge area.
 - Southeast of the downtown area, further development of the Property has occurred between City Park Lake and College Drive. The S. Acadian Thruway has been constructed and crosses through the Property. The portion of the Property between College Drive and Essen Lane remains primarily undeveloped.
- **1962**
 - What appears to be a pipeline ROW that crosses the Property near its western boundary has been cleared. The rest of the Property to the west of the Mississippi River remains undeveloped land.
 - A portion of I-110 has been constructed in the northern part of downtown Baton Rouge. In the central downtown area, a large clearing has been made on the Property in preparation for construction of the interchange between I-110 and I-10.
 - A clearing appears to have been made in preparation for widening the portion of Essen Lane on the Property. No other significant variations to the Property were identified southeast of downtown Baton Rouge.
- **1978**
 - The portion of I-10 west of the Mississippi River has been constructed, along with the interchanges for LA 415 and LA 1. A frontage road has also been constructed on the Property on the south side of I-10 heading west from the LA 415 interchange.
 - In the downtown area, the remaining structures within the I-10 ROW have been cleared. I-10 and the I-10 bridge have been constructed, along with the I-110 interchange and remaining portion of I-110 on the Property. The I-10 ramps for Highland Road and St. Ferdinand Street have also been

constructed, as well as the ramps for E. Washington Street. I-110 ramps have also been constructed on the Property for Government Street and N. 10th Street.

- Southeast of downtown Baton Rouge, I-10 continues along the Property. The previous structures within the I-10 ROW have been cleared, and ramps have been constructed for Dalrymple Drive, Perkins Road, S. Acadian Thruway, College Drive, and Essen Lane. The interchange and portion of I-12 within the Property have also been constructed.
- **1982/1983 through 2013**
 - No significant variations in land use were identified for the Property.

No RECs were identified for the Property based on the aerial photograph review. Pipelines within the Property boundary were previously discussed in Section 5.4.2.

5.4.4 LDEQ Database Search

Providence performed a search of the LDEQ's EDMS to determine if the Property had past or current compliance or enforcement actions on file with LDEQ. Copies of relevant "wild card" searches are included in **Appendix D**.

Additional relevant files were identified for the Property based on the wild card searches, as follows:

Brossett Stor-All – Diesel Spill Incident Site
I-10 westbound before Dalrymple exit (Exit 156B)
Baton Rouge, LA 70000

Carson & Company – Incident Site
I-10 eastbound at Exit 156A Washington St
Baton Rouge, LA

Clean Harbors Environmental – Incident Site
I-10 eastbound at Washington St exit
Baton Rouge, LA 70000

Enterprise Transport Products – Multiple 18-Wheeler Incident Site
I-10 at Essen Ln
Baton Rouge, LA 70810

E&J Express – Incident Site
Foot of Mississippi River bridge on I-10 eastbound
Baton Rouge, LA

Essen Ln – Drum Complaint
Essen Ln Exit
Baton Rouge, LA 70000

LADOTD
I-10
Baton Rouge, LA

Triple G Express Inc – Incident Site
I-10 @ Mississippi River Bridge
Baton Rouge, LA

Brossett Stor-All – Diesel Spill Incident Site – The Brossett Stor-All Incident site involves a diesel spill caused by a tractor-trailer accident and subsequent roll-over. The incident occurred on I-10 westbound near the Dalrymple Drive exit in May 2012. The LDEQ's EDMS maintains files for the site under AI # 182081. Copies of relevant files maintained in EDMS are included in **Appendix D**.

An estimated 100 gallons of diesel fuel was released after a saddle tank was punctured. The spill impacted an area of the asphalt roadway and shoulder, and no surface waters or soils were impacted. An emergency response crew was dispatched to the site. Remedial action was taken, including the application of sand to the effected roadway area. The sand was then containerized in four 55-gallon drums and transported off site for disposal. The incident report concluded that no significant environmental impacts remain at the site.

Based on the current regulatory status of the incident and because no impacts to soil or groundwater were identified, the incident does not represent evidence of a REC or elicit any environmental liability concerns in connection with the Property.

Carson & Company – Incident Site – The Carson & Company Incident site involves a diesel spill caused by the collision of an 18-wheeler truck with a guard rail. The incident occurred on I-10 eastbound near the Washington Street exit in September 2014. The LDEQ's EDMS maintains files for the site under AI # 194093. Copies of relevant files maintained in EDMS are included in **Appendix D**.

The East Baton Rouge fire department extinguished the fire and the Baton Rouge Hazardous Materials team dammed the diesel fluid from leaking into the storm drains below the interstate. Approximately 60 gallons of diesel impacted nearby soils. Remediation and cleanup activities included vacuuming of the ruptured tanks and the pooled diesel on the ground, along with application of an absorbent. Information related to post clean up sampling activities was not identified during file review. The status of the incident was listed as closed as of September 11, 2014.

Due to the nature of the incident, a one-time surface release which was cleaned up with involvement of LDEQ, and closed status of the incident, this listing represents a HREC. If construction activities are planned in this area, a Soil Management Plan may be necessary to protect worker safety.

Clean Harbors Environmental – Incident Site – The Clean Harbors Environmental Incident site involves an unknown liquid spill from a tractor-trailer. The incident occurred in June 2011 on I-10 eastbound near the Washington Street

exit in Baton Rouge. The LDEQ's EDMS maintains files for the site under AI # 176988. Copies of relevant files maintained in EDMS are included in **Appendix D**.

The truck was carrying flammable liquids and began leaking after exiting the Mississippi River Bridge. The truck stopped at the Washington Street exit, and a drum containing oily water was identified as leaking. The contents of the trailer were removed, and it was discovered that the ruptured drum was over-packed. Granular absorbent was used to clean up any residual liquids. The LDEQ Emergency Response team determined that no further action was required.

Based on the current regulatory status of the incident and because no soil or groundwater impacts were identified, the incident does not represent evidence of a REC or elicit any environmental liability concerns in connection with the Property.

Enterprise Transport Products – Multiple 18-Wheeler Incident Site – The Enterprise Transport Products Incident site involves an unauthorized discharge from a tractor-trailer. The incident occurred in August 2012 on I-10 eastbound near mile marker 160 (between the Essen Lane and Bluebonnet Blvd. exits) in Baton Rouge. The LDEQ's EDMS maintains files for the site under AI # 183603. Copies of relevant files maintained in EDMS are included in **Appendix D**.

The truck, which had a cargo tank loaded with 8,743 gallons of LPG, was rear-ended by another tractor-trailer while stopped on the interstate. The crash damaged the spray bar line, which allowed vapors to seep out of the piping. The remaining product was transferred to another truck. A dike was built around the leaking truck, and charges were used to blow holes in the cargo tank. This "Vent and Burn" method allowed the LPG product to escape into the atmosphere where it was lit by a flare.

The dirt used in the dikes was placed into roll offs and disposed of off-site, upon confirming that no hydrocarbons remained at the site.

Based on the current regulatory status of the incident, the incident does not represent evidence of a REC or elicit any environmental liability concerns in connection with the Property.

E&J Express – Incident Site – The E&J Express Incident site involves the release of diesel from the ruptured fuel tank of an 18-wheeler truck. The incident occurred in January 2017 on I-10 eastbound near mile marker 152 (at the foot of the Mississippi River Bridge) in Port Allen. The LDEQ's EDMS maintains files for the site under AI # 204593. Copies of relevant files maintained in EDMS are included in **Appendix D**.

The truck struck debris while travelling on the interstate, which caused a tire blowout. This led to the air tanks being pushed into the saddle tank. Approximately 70 gallons of diesel was released into the soils alongside the interstate for a 100-foot stretch. The site clean-up involved pads to recover puddled diesel, and contaminated soil was shoveled into drums and properly disposed of. Information related to post clean up sampling activities was not identified during file review.

Due to the nature of the incident, a one-time surface release which was cleaned up with involvement of LDEQ, this listing represents a HREC. If construction activities are planned in this area, a Soil Management Plan may be necessary to protect worker safety.

Essen Ln. – Drum Complaint – The Essen Lane Complaint site involves two 55-gallon drums that were observed in the middle of the intersection of Essen Lane and the I-10 eastbound exit ramp. The complaint was made by a citizen in May 2012. The LDEQ’s EDMS maintains files for the site under AI # 182221. Copies of relevant files maintained in EDMS are included in **Appendix D**.

The drums were noted to be in the middle of the road but did not appear to be leaking and had lids. The LDEQ conducted an investigation of the area and did not find the drums at the location. The Emergency Response team designated the site as requiring no further action.

Based on the nature of the incident and the incident’s current regulatory status, the incident does not represent evidence of a REC or elicit any environmental liability concerns in connection with the Property.

LA DOTD – The LA DOTD site on I-10 is listed in the LDEQ’s EDMS under AI # 81496; however, no files related to the facility could be found.

Triple G Express Inc – Incident Site – The Triple G Express Incident site involves a diesel spill from a semi-trailer truck that rolled over. The incident occurred in February 2011 on the entrance ramp to I-10 eastbound from LA Hwy 1 southbound (over the Port of Greater Baton Rouge) in Port Allen. The LDEQ’s EDMS maintains files for the site under AI # 175084. Copies of relevant files maintained in EDMS are included in **Appendix D**.

The overturned truck spilled approximately 80 gallons of diesel fuel from its ruptured saddle tanks down the ramp, which leaked onto the ground below. Cleanup of the site involved removal and proper off-site disposal of contaminated soil from the impacted area. The spillage was noted to be contained, without indication that any discharges were migrating. Information related to post clean up sampling activities was not identified during file review.

Due to the nature of the incident, a one-time surface release which was cleaned up with involvement of LDEQ, this listing represents a HREC. If construction activities are planned in this area, a Soil Management Plan may be necessary to protect worker safety.

5.4.5 Sanborn Maps

Sanborn Maps were originally created for assessing fire insurance liability in urbanized areas in the United States and include detailed information regarding town and building information in approximately 12,000 U.S. towns and cities from

1867 to present. A copy of the EDR Sanborn Map report can be found in **Appendix G**.

Providence reviewed 48 Sanborn Maps during the preparation of this Phase I ESA. A series of maps, where available, were reviewed from the years 1923, 1946, 1963, and 1969. Sanborn map coverage was only available for the Baton Rouge portion of the Property east of the Mississippi River. Significant findings included:

- **1923:** Sanborn map coverage includes all of I-110 in the study area and the portion of I-10 between the Mississippi River and City Park Lake.
 - Three railroad lines cross the I-10 ROW between Levee Road (River Road) and Brickyard Lane.
 - Parcel 682691 – A wood sawing gasoline engine is shown within the I-10 ROW. Two oil tanks are also depicted on the ground just outside the ROW.
 - Parcel 86126 – Pearce Foundry & Machine Works Inc. is shown within the I-10 ROW, with a foundry, machine shop, polishing area, and storage area, along with several tanks and an oven.
- **1946:** Sanborn map coverage includes all of I-110 within the study area and the portion of I-10 between the Mississippi River and the Perkins Road overpass.
 - Three railroad lines cross the I-10 ROW between Levee Road (River Road) and Brickyard Lane.
 - Parcel 86126 – Pearce Foundry & Machine Works Inc. (see above).
 - Parcel 1871234 – Electric Supplies Warehouse. No environmentally concerning details were shown for this facility, located within the I-10 ROW.
 - Parcel 152471 – Peoples Ice & Fuel Co. This facility, located within the I-10 ROW at the intersection of Myrtle Street and 11th Street, contains an engine room, freezer tanks, and an ammonia tank.
 - Parcel 881325 – An auto body repair and paint shop, partially within the Property boundary, is shown along Braddock Street.
 - Parcel 735290 – A filling station is shown on the Property at the northeast corner of E. Washington Street and Braddock Street.
 - Parcel 499447 – An auto repair shop, partially within the Property boundary, is shown along Braddock Street.
- **1963:** Sanborn coverage was very limited, and only small portions near Perkins Road along I-10, along S. Acadian Thruway, and along College Drive were provided by EDR.
 - Parcel 688495 – A dry-cleaning facility with a solvent tank is depicted partially within the Property boundary by the Perkins Road overpass.
 - Parcel 513652 – A filling station is shown at the southern corner of Perkins Road and Hollydale Avenue.
- **1969:** Sanborn map coverage includes all of I-110 within the study area and the portion of I-10 between the Mississippi River and Perkins Road overpass.
 - A majority of the properties within the ROW have been cleared out, and the interstate has been constructed.

- Three railroad lines cross the I-10 ROW between Levee Road (River Road) and Brickyard Lane.
- Parcel 881325 – An auto body repair and painting shop is shown on the Property along Braddock Street.
- Parcel 725404 – A filling station is shown on the Property at the southwest corner of E Washington Street and Kentucky Drive.

Environmental liability concerns identified for the Property include the Pearce Foundry & Machine Works and People's Ice & Fuel Co. facilities, which were depicted with tanks that likely contained hazardous materials, as well as filling stations and auto body/repair shops on the Property, which likely possessed USTs and hydraulic lifts.

5.4.6 Historical Topographic Maps

Providence reviewed 56 topographic maps of the Property to confirm and compile historical use information (**Appendix H**). A series of topographic maps from the years 1908, 1939, 1953, 1962/1963, 1963, 1965, 1970, 1970/1971, 1971, 1980, 1989, 1992, 1995, and 2012 were reviewed during the preparation of this report, and indicated the following (from west to east):

- **1908**
 - To the west of the river, the Property is undeveloped and is predominantly a marsh/swamp area. A few unimproved roads, along with scattered buildings, traverse the Property.
 - There is no bridge across the Mississippi River, although the river levee has been constructed. The eastern bank of the river is densely populated, with grids of light-duty streets lined with buildings. Two railroad lines cross the Property, while another passes by off to the east.
 - The Property passes through the northeastern corner of the map. The area includes gentle hills that are drained by a swampy creek that flows to the southeast. There are a few nearby residential streets lined with small buildings, but the surrounding land is generally undeveloped and appears to be agricultural. A railroad line runs nearly parallel to the Property.
 - The railroad cuts through the Property, which is generally comprised of flat, undeveloped, swampy land. A few unimproved roads and scattered structures are located nearby. A couple of small creeks that drain to the southeast are shown.
 - The Property continues to pass through undeveloped, presumably agricultural land, with unimproved roads and scattered farm buildings. The nearby railroad line runs approximately parallel to the Property, now off to the south. Some tributaries and swampy bayous are also traversed along this portion of the corridor.
- **1939**
 - The land around the Property remains undeveloped marsh and/or swamp, although portions of it have been drained. A drainage canal was built that cuts across the Property in the swampy area. Other narrow washes and canals have also been dug. In the southeastern portion of the map, a new

branch to the railroad line has been constructed, along with an adjacent primary highway and a power transmission line.

- Many of the roads have been expanded and improved, as secondary highways now traverse the city as it continues to grow. All of the roads are lined with buildings. A few new docks and boat landings can be seen along the river's edge.
- Most of the development and growth has occurred in the northern portion of the map, along the Property's route. There are additional roads, buildings, and a new network of highways. Many new residential communities have sprung up. Additionally, a couple of lakes, identified as City Park Lake and University Lake, have been created by the damming of local creeks and waterways; the Property passes over City Park Lake.
- Growth and development of the region around the Property is widespread. New highways, light-duty roads, residential neighborhoods, bridges, etc. can be observed in the vicinity of the Property, especially in the northwestern portion of the map. As a result, some of the woodland and swamp areas have been cleared or drained, but large swaths of undeveloped land still remain.
- Development continues, as the property crosses additional roads and highways. Around the Property, however, there are still large, undeveloped swaths of woodland.
- **1953**
 - The Property crosses a couple of canals and narrow washes that contain spoil banks/deposits. A small retention pond was built on the southeastern section of the Property. A new local highway, identified as LA 168, was also constructed, and runs parallel to the pre-existing railroad line. A new power transmission line that runs north-south through the area also passes through the Property.
 - The urban area has continued to expand, and the light-duty roads form a grid-like pattern along the Property route. Many new schools and parks can be observed adjacent to the Property.
 - No significant changes, besides the construction of a few new light-duty roads alongside the lake, can be observed on the Property.
 - Continued development has led to a few new neighborhoods along the Property route in the northwestern portion of the map. A cluster of radio towers has also been built, along with a new school.
 - No significant changes can be observed on the Property.
- **1962/1963**
 - Construction of the interstate and its interchange with LA 1 (formerly LA 168) has commenced in the southeastern corner of the map. The Intracoastal Waterway, along with its spoil banks, has been excavated immediately to the south of the Property.
 - The Port of Greater Baton Rouge has been established on the western bank. New roads, tanks, docks, and light rail lines to service the port have all been constructed. The roadway alongside the levee has become a secondary highway. On the eastern bank, construction on a major interstate, identified as I-410, has been completed. This two-lane thoroughfare runs north-south through the area.

- I-10 has been constructed, as indicated in the northeastern portion of the map. The interstate is two lanes in both directions.
- I-10 and I-12 are under construction. A new residential neighborhood has been built just to the north of the interstate corridor. The eastern portion of the route still passes through a predominant region of woodlands and swamps.
- The interstates are again indicated to be under construction. Many new residential communities have been developed, a few of which are adjacent to the Property. Most of the route, however, remains undeveloped woodlands with natural waterways.
- **1965**
 - No significant changes can be observed on the Property. This western segment of I-10 is still under construction.
 - I-410 and I-10, along with the interchange, are completed on both sides of the river, while the Mississippi River bridge is under construction. The I-10/LA 1 interchange can also be observed on the west bank. The Port of Baton Rouge also added a few new docks on the river.
 - A major road that crosses I-10 along the lake has been improved to a primary highway.
 - The eastern segment of I-10 and I-12 is still under construction.
- **1970 and 1971**
 - Construction of I-10 has been completed, as have the interchanges with LA 1 and LA 415 to the west. The latter was extended to the south to intersect with the interstate.
 - The I-10 bridge over the Mississippi River is complete, I-410 is now identified as I-110. Additional exits, on-ramps, and frontage roads have been built on I-10 as it passes through the city.
 - A new on-ramp and exit has been built on I-10, immediately west of City Park Lake.
 - The construction of the interstates is complete. As noted above, this includes the interchanges with exits, on-ramps, and frontage roads. However, the portion of I-10 to the east of the I-10/I-12 split is not depicted. A few new light-duty roads have also been built that pass under the elevated portions of the interstate. A small cluster of ponds and/or surface pits can be observed near the I-10/I-12 split. There is also new development with unimproved roads just to the southeast.
- **1980**
 - Additional light-duty roads, including frontage roads, have been constructed, especially near the I-10 interchanges. Many new large industrial and/or commercial buildings have sprung up near the interstate as well. To the east, new railroad lines adjacent to the interstate are visible, likely to service the Port of Baton Rouge. As a result of these new developments, a good portion of the woodlands and swamps that border I-10 have been cleared.
 - On the west bank, the Port of Baton Rouge has added new storage tanks as well as other large buildings and warehouses. The docks at the Port have also made a few additions. On the east bank, new commercial buildings are now visible adjacent to the Property.

- No significant changes can be observed on the Property.
- I-10 is now visible after making the split with I-12. Many new commercial buildings and other developments have been built alongside the Property route, and are particularly concentrated at the interchanges.
- Significant growth and development has occurred in the area. Several new thoroughfares that pass under the interstate have recently been completed or are under construction. Thus, additional frontage roads and interchanges have been built. As noted above, many new commercial buildings, office parks, and malls have sprung up, especially near the interchanges.
- **1989**
 - New commercial and industrial buildings are visible, particularly at the LA 1 and LA 415 interchanges and along the recently constructed I-10 frontage road. A water tank and a cluster of other storage tanks are adjacent to the southern frontage road.
 - No significant changes, besides a few new tanks and buildings at the Port of Baton Rouge, can be observed on the Property.
 - No significant changes can be observed on the Property.
 - Continued development of the region has occurred, with additional commercial buildings, office parks, and other structures being constructed along I-10 interchanges and its frontage roads.
 - Continued development of the region has occurred, with additional commercial buildings, office parks, and other structures being constructed along I-10 interchanges and its frontage roads.
- **1992**
 - Some additional storage tanks were installed along the southern I-10 frontage road.
 - New storage tanks were added at the Port of Baton Rouge.
 - No significant changes, besides the construction of a nearby cul-de-sac and a new connector road, can be observed on the Property.
 - No significant changes can be observed on the Property. However, many of the larger buildings and complexes along the interstate are identified, including a hospital, shopping center, parks, and a mall.
 - No significant changes can be observed on the Property. A few residential buildings and light-duty roads have been constructed in neighborhoods that border the interstate.
- **1995**
 - No significant changes can be observed on the Property.
- **2012**
 - The construction and/or extension of a few light-duty roads adjacent to I-10 or along the frontage road has been completed.
 - A couple of new on-ramps and exits have been added at the I-10 interchanges.
 - No significant changes, besides the extension of a minor road that passes under the elevated interstate, can be observed on the Property.

Environmental liability concerns identified for the Property based on review of the topographic maps include the railyards and railroad lines that traverse the I-10

ROW, and storage tanks that were identified along the I-10 frontage road and within the Port of Baton Rouge.

5.5 Historical Use Information on Adjoining Properties

5.5.1 Oil and/or Gas Production Wells

Providence accessed and reviewed LDNR's SONRIS, which maintains information on oil, gas, and groundwater wells, to assess the presence or absence of oil and/or gas production wells on the adjoining properties.

There are 26 oil and/or gas production wells within a one-mile buffer of the Property, two of which are on adjoining properties. The first well is situated just off I-10 in West Baton Rouge Parish. It was drilled in 1953 to a total depth of 10,002 feet. The well turned out to be dry, and was later plugged and abandoned. The second well is just west of Essen Lane, on the property of a McDonald's franchise, near the southernmost extent of the Property. The well was drilled in 1952 to a total depth of 10,405 feet. It was also a dryhole that was plugged and abandoned.

An Oil and/or Gas Production Well Location Map is included as **Figure 4**.

Because these wells were dryholes and have been plugged and abandoned, they do not constitute RECs or elicit environmental liability concerns to the Property.

5.5.2 Aerial Photographs

Providence obtained 66 aerial photographs of the adjoining properties to confirm and compile historical use information (**Appendix F**). A series of photographs from years 1941, 1953, 1962, 1978, 1982/1983, 1989, 1998, 2004, 2007, 2010, and 2013 were reviewed during the preparation of this report, and indicated the following:

- **1941**
 - The adjoining properties to the west of the Mississippi River appear as undeveloped land.
 - To the east of the Mississippi River, the adjoining properties in downtown Baton Rouge are part of a well-developed, metropolitan area.
 - Southeast of downtown, City Park Lake adjoins the Property along with what appear to be residential properties near Perkins Road. Further southeast, the adjoining properties are mostly undeveloped land, with the exception of some developments along Essen Lane.
- **1953**
 - A pipeline ROW appears to have been cleared on the southern-adjoining property between the present-day locations of LA 415 and LA 1.
 - Some additional structures have been constructed on the adjoining properties in the downtown Baton Rouge area along Louise Street.
 - Urban development has significantly increased in the adjoining areas between City Park Lake and College Drive. The remaining adjoining properties southeast of College Drive are primarily undeveloped.

- **1962**
 - A pipeline ROW appears to have been cleared through the adjoining properties near the LA 415 interchange. The Port Allen Lock has been constructed on the southern-adjoining property to the west of the Mississippi River.
 - No significant variations were observed for the adjoining properties in the downtown Baton Rouge area.
 - Further urban development has occurred southeast of the downtown area, near the present-day I-10/I-12 split and along Essen Lane.
- **1978**
 - Commercial development of the adjoining properties to the west of the Mississippi River has begun, primarily in the areas surrounding the LA 415 and LA 1 interchanges. A large parking lot has been paved on the southern-adjoining property near the LA 1 interchange, and construction of a frontage road and railroad running parallel to I-10 appears to have begun.
 - No significant variations were observed for the adjoining properties in the downtown Baton Rouge area.
 - The adjoining properties along I-10 southeast of College Drive and along Essen Lane have been further developed with commercial and residential properties.
- **1982/1983**
 - Further development of the interchange areas to the west of the Mississippi River has occurred. A railyard can now be clearly identified on the southern-adjoining property near the LA 1 interchange. The frontage road on the southern-adjoining property now stretches the entire length of I-10 between LA 1 and LA 415.
 - No significant variations were observed for the adjoining properties in the downtown Baton Rouge area.
 - Further development of the adjoining properties southeast of downtown is limited to commercial properties along Essen Lane and near the Essen Lane ramps for I-10 and I-12.
- **1989**
 - Additional structures have been constructed on the adjoining properties along the LA 415 interchange. Further industrial development has occurred along the frontage road on the southern-adjoining property near LA 1.
 - No significant variations were observed for the adjoining properties in the downtown Baton Rouge area.
 - Southeast of downtown, further development has occurred along the east side of Essen Lane and along the I-10/Essen Lane exit ramps.
- **1998**
 - The railroad on the southern-adjoining property west of the Mississippi River has been extended toward LA 415. An additional railyard has been constructed adjacent to one of the facilities along the frontage road.
 - No significant variations were observed for the adjoining properties in the downtown Baton Rouge area.
 - Additional commercial and residential developments have been constructed on the northern-adjoining property between College Drive and the I-10/I-12 split.

- **2004**
 - Additional structures, including a truck stop and filling station, have been constructed along the LA 415 interchange.
 - No significant variations were observed for the adjoining properties in the downtown Baton Rouge area.
 - Southeast of College Drive, further development of the adjoining properties has occurred north of I-10 and along Essen Lane.
- **2007**
 - An additional facility has been constructed on the northern-adjoining property along I-10 between LA 415 and LA 1. One of the southern-adjoining properties along I-10 appears to have been cleared for construction purposes.
 - No significant variations were observed for the adjoining properties east of the Mississippi River.
- **2010**
 - The previous property which had been cleared has been developed, and another structure has been constructed on the northern-adjoining property along I-10 near LA 1.
 - No significant variations were observed for the adjoining properties east of the Mississippi River.
- **2013**
 - An additional facility has been constructed on the southern-adjoining property along I-10 near the LA 415 interchange.
 - No significant variations were observed for the adjoining properties east of the Mississippi River.

Environmental liability concerns identified for the adjoining properties based on the aerial photograph review include the pipeline ROWs east of the Mississippi River and the railyard adjacent to the LA 1 interchange. Pipelines were previously discussed in Section 5.4.2

5.5.3 LDEQ Database Search

Providence performed a search of the LDEQ's EDMS to determine if the adjoining properties had past or current compliance or enforcement actions on file with LDEQ. Copies of relevant EDMS files and/or "wild card" searches are included in **Appendix D**.

Additional relevant files were identified for the Property based on the wild card searches, as follows:

Benny's Carwash LLC – Essen
5235 Essen Lane
Baton Rouge, LA 70809

Burbank & Lee Investors – Commercial & Retail Development Project
I-10 & College Dr S
Baton Rouge, LA 70000

Command Construction Industries LLC – Essen Lane (LA3064/I-10)
Essen Ln @ I-10
Baton Rouge, LA 70809

Essen Calais Dental Center
8254 One Calais Ave
Baton Rouge, LA 70809

Essen Park Apartments – Residential Development Project
5353 Essen Ln
Baton Rouge, LA 70810

K&H Automotive Services dba Midas
2358 College Dr
Baton Rouge, LA 70808

Kirby A Perry DDS
5211 Essen Ln Ste 5
Baton Rouge, LA 70809

Rapid Urgent Care – Essen
5207 Essen Ln Ste 2
Baton Rouge, LA 70809

Sami's Auto Place Inc
2929 College Dr
Baton Rouge, LA 70808

Village Square Redevelopment
College Dr & Rabey St
Baton Rouge, LA 70000

Benny's Carwash LLC – Essen – The Benny's Carwash LLC site is a carwash on Essen Lane. The LDEQ's EDMS maintains files for the site under AI # 151794. Copies of relevant files maintained in EDMS are included in **Appendix D**.

The facility submitted a Permit Application to Discharge Wastewater from Carwashes to the LDEQ in 1994. They had a 2,500-gallon tank with an aerated oil-water separator that was fed through catch basins. The wash water would then be discharged through a storm drain and into Ward's Creek. In 1998, an NPDES Compliance Inspection was conducted, which found unsatisfactory recordkeeping and reporting, as sampling frequency was insufficient and no DMRs had been submitted. There was also no monitoring of pH, soaps, or flow at the time. The facility began to submit quarterly DMRs. Several excursions of TSS were noted.

The site was also inspected in 2007, after a complaint was issued of a green material seen flowing into Ward's Creek. It was determined that the car wash system was malfunctioning, which led to excessive water and green dye to be discharged.

The issue was fixed and discharge returned to normal. However, the LDEQ inspector noted that the facility had not submitted any DMRs since 2001. Benny's resumed submitting DMRs, which included TSS results along with flow, COD, oil & grease, and pH.

In January 2012, a similar complaint was issued, this time citing a reddish liquid that was pouring into the creek. An LDEQ inspector arrived at the site and observed red to brownish transmission fluid coming from a sewage pipe and pouring into the creek ditch. It was determined that the discharging red water and associated foam was originating at the car wash.

The LDEQ filed a consolidated compliance order for the facility in October 2012, citing the red dye incident, as well as frequent exceedances for COD, TSS, oil & grease, and pH on recent DMRs. To address these areas of concern, the car wash contracted with an environmental consultant to assist with monitoring and implementation of any required remedial measures.

Based on the downgradient location and separation distance from the Property, the site does not represent evidence of a REC or elicit any environmental liability concerns in connection with the Property.

Burbank & Lee Investors – Commercial & Retail Development Project – The Burbank & Lee Investors site is a property development project located off I-10 east to College Drive, then south to West Lee Drive. The LDEQ's EDMS maintains files for the site under AI # 147712. Copies of relevant files maintained in EDMS are included in **Appendix D**.

Upon further review of the project, Providence has determined that the site is at sufficient distance from the Property as to not elicit any environmental liability concerns. The acreage to be developed for residential and commercial use is located off West Lee Drive, near Burbank Drive and Nicholson Drive.

Based on the nature and location of the site, the Burbank & Lee Investors site does not represent evidence of a REC or elicit environmental liability concerns in connection with the Property.

Command Construction Industries LLC - Essen Lane (LA3064/I-10) – The Command Construction Industries is a former construction project site at the intersection of Essen Lane and I-10 in Baton Rouge. The LDEQ's EDMS maintains files for the site under AI # 197140. Copies of relevant files maintained in EDMS are included in **Appendix D**.

The facility submitted a permit application to become authorized to discharge storm water associated with construction activity. The project involved roadway intersection improvements and sheet flow runoff would pass into a storm drain, which discharged into nearby Ward Creek. The LDEQ approved the application and provided the project with an LPDES general permit. No compliance or enforcement issues related to LPDES permit were on file for the facility in EDMS.

Based on the nature of the site, the site does not represent evidence of a REC or elicit environmental liability concerns in connection with the Property.

Essen Calais Dental Center – The Calais Dental Center site is a professional cosmetic and family dentistry facility on One Calais Avenue, just east of Essen Lane and south of I-10 in Baton Rouge. The LDEQ's EDMS maintains files for the site under AI # 34921; however, the documents contain security sensitive information and thus are not accessible.

All of the files in EDMS refer to radiation activities that take place at the facility and the required license to operate X-ray equipment.

Based on the nature of the site and the downgradient location, the site does not represent evidence of a REC or elicit environmental liability concerns in connection with the Property.

Essen Park Apartments – Residential Development Project – The Essen Park Apartments is a former construction project site on Essen Lane in Baton Rouge, just south of I-10. The LDEQ's EDMS maintains files for the site under AI # 100234. Copies of relevant files maintained in EDMS are included in **Appendix D**.

The facility provided a Preconstruction Notification to request authorization by the U.S. Army Corps of Engineers to fill approximately 0.45 acre of wetlands for a multifamily residential development. The LDEQ had no objection to the project, as the requirements for Water Quality Certification were met.

Based on the nature of the site, the site does not represent evidence of a REC or elicit environmental liability concerns in connection with the Property.

K&H Automotive Services dba Midas – The K&H Automotive Services site, also known as the Midas Muffler Shop, is a car repair and maintenance facility on College Drive in Baton Rouge, just north of I-10. The LDEQ's EDMS maintains files for the site under AI # 3818. Copies of relevant files maintained in EDMS are included in **Appendix D**.

In 1987, the facility submitted an initial Hazardous Waste Notification Form to the LDEQ as a generator of ignitable wastes. The application was approved and Midas was granted SQG status. A subsequent Notification Form in 1991 shows that less than 100 kg/month of ignitable waste is being generated, making the facility a CESQG.

The LDEQ conducted a CEI in 2001, which noted that Midas does not deal in tires. More recently, in 2017, the facility submitted a Waste Tire Generator Notification Form to apply for a permit as a New Tire Dealer, and the LDEQ classified the facility as a waste tire generator.

Based on the site's current regulatory status, the site does not represent evidence of a REC or elicit any environmental liability concerns in connection with the Property.

Kirby A Perry DDS – The Kirby A Perry DDS site is a former dental office on Essen Lane, just south of I-10 in Baton Rouge. The LDEQ's EDMS maintains one file for the site under AI # 11196, a copy of which is included in **Appendix D**.

In 1990, the facility submitted an initial Notification of HWA Form to the LDEQ, as a generator of 100 kg/month of silver.

The facility is also listed in EDMS under AI # 35352, which contains documents related to radiation operations and licenses. However, these documents contain security sensitive information and cannot be accessed.

Based on the site's current regulatory status and the separation distance from the Property, the site does not represent evidence of a REC or elicit any environmental liability concerns in connection with the Property.

Rapid Urgent Care – Essen – The Rapid Urgent Care site is an urgent care center on Essen Lane, just south of I-10 in Baton Rouge. The LDEQ's EDMS maintains files for the site under AI # 204990. However, the documents contain security sensitive information and thus are not accessible, as they are related to radiation operations and licenses at the facility.

Based on the downgradient location and separation distance from the Property, the site does not represent evidence of a REC or elicit any environmental liability concerns in connection with the Property.

Sami's Auto Place Inc – The Sami's Auto Place site, currently known as College Tires Service & State Inspections, is a car inspection station on College Drive, just south of I-10 in Baton Rouge. The LDEQ's EDMS maintains files for the site under AI # 177025. Copies of relevant files maintained in EDMS are included in **Appendix D**.

In 2011, the facility submitted a Waste Tire One Time Cleanup form to the LDEQ, as 200 used tires from the shop were to be recycled by a certified processor. A few months later, Sami's Auto Place submitted a Waste Tire General Notification Form and was classified as a waste tire dealer by the LDEQ.

In April 2014, the LDEQ conducted a waste tire CEI at the facility, which identified a few deficiencies. These included tires being stored outside without adequate cover, failure to provide sales invoices, purchase invoices, or waste tire manifests, and no posting of the customer waste tire notice, which are summarized in a subsequent Notice of Deficiency letter. The facility resolved these deficiencies, as indicated in an August 2014 Deficiency Clear Letter which determined that the areas of concern had been adequately addressed.

Based on the current regulatory status, Sami's Auto Place Inc. does not represent a REC in connection with the Property. However, the fuel station on the property (Chevron #109060 and College Chevron), as previously discussed in Section 5.1.1.6, does represent a HREC, but does not elicit environmental liability concerns in connection with the Property at this time.

Village Square Redevelopment – The Village Square Redevelopment site is a former shopping center development project on College Drive, just south of I-10 in Baton Rouge. The LDEQ's EDMS maintains files for the site under AI # 109978. Copies of relevant files maintained in EDMS are included in **Appendix D**.

In 2003, the facility submitted a Notice of Intent to Discharge Storm Water Associated with Construction Activity for the Village Square Shopping Center project. Storm water was to be discharged into nearby Dawson Creek over an estimated time range of 14 months, up through August 2004. The LDEQ issued an LPDES general permit, requiring storm water pollution prevention and control measures, along with monitoring, reporting, and regular inspections.

Upon completion of the project in 2004, a LPDES Notice of Termination form was submitted to LDEQ, and coverage under the general permit was discontinued.

Based on the current regulatory status, the site does not represent evidence of a REC or elicit any environmental liability concerns in connection with the Property.

5.5.4 Sanborn Maps

Sanborn Maps were originally created for assessing fire insurance liability in urbanized areas in the United States and include detailed information regarding town and building information in approximately 12,000 U.S. towns and cities from 1867 to present. A copy of the EDR Sanborn Map report can be found in **Appendix G**.

Providence reviewed 48 Sanborn Maps during the preparation of this Phase I ESA. A series of maps, where available, were reviewed from the years 1923, 1946, 1963, and 1969. Sanborn map coverage was only available for a portion of the Property east of the Mississippi River. Significant findings included:

- **1923:** Sanborn map coverage includes all of I-110 in the study area and the portion of I-10 between the Mississippi River and City Park Lake.
 - Parcel 193550 – A city garbage incinerator is depicted on this property.
 - Parcel 1712497 – Baton Rouge Brick Yard is shown on an adjoining property and contains several kilns along with industrial machinery.
 - Parcel 120294 – Landry Lumber Co. contains a mill, lumber yard, and railroad spur.
 - Parcel 160660 – Baton Rouge Sash and Door Works contains a lumber mill.

- Parcel 3607925 – Capital City Oil Co. has several ASTs which stored cotton seed oil and three fuel USTs.
- **1946:** Sanborn map coverage includes all of I-110 within the study area and the portion of I-10 between the Mississippi River and the Perkins Road overpass.
 - Parcel 3607925 – Capital City Oil Co. is no longer listed and the tanks are not shown, although the rest of the facility remains in place. The former municipal dock south of I-10 has been constructed.
 - Parcel 160660 – Baton Rouge Sash and Door Works has expanded, and two oil tanks are now depicted.
 - Parcel 2356 – American Bitumuls Co., which manufacturers emulsified asphalt, is shown with a factory, drum storage area, paint shed, three large emulsion tanks, and seven smaller storage tanks for asphalt and vegetable oil. This site is mentioned as the Chevron USA Baton Rouge Plant by EDMS and is discussed in Section 5.2.2.
 - Parcel 120294 – Sanborn coverage of this parcel (site of Landry Lumber Co.) was not provided by EDR for 1946.
 - Parcel 15539 – An auto junkyard and old auto parts storage building is depicted in the location of the present-day Highland/Nicholson exit ramp.
 - Parcel 532436 – A paints and wallpaper store is shown with a paint storage area on the southwest corner of North Boulevard and 11th Street.
 - Parcel 5681 – A filling station is shown with four gas tanks on the northwest corner of North Boulevard and 11th Street.
 - Parcel 3059189 – A filling station is shown with two gas tanks and an auto service center on the northeast corner of North Boulevard and 11th Street.
 - Parcel 52906 – A filling station is shown with five gas tanks on an adjoining property at the northeast corner of Government Street and East Boulevard.
 - Parcel 144630 – A filling station is shown with five gas tanks on an adjoining property at the southeast corner of Government Street and East Boulevard.
 - Parcel 152927 – Rock Ice Co. (Ice Plant) is shown and contains freezing tanks, an engine room, and ice storage areas.
 - Parcel 883239 – An auto repair shop is shown at the southeast corner of Louise Street and Utah Street.
 - Parcel 507954 – A dry cleaning facility is shown along Utah Street.
- **1963:** Sanborn coverage was very limited, and included only small portions near Perkins Road along I-10, along S. Acadian Thruway, and along College Drive.
 - Parcel 614696 – A filling station is shown on an adjoining property at the northern corner of Perkins Road and Ferndale Avenue.
- **1969:** Sanborn map coverage includes all of I-110 within the study area and the portion of I-10 between the Mississippi River and the Perkins Road overpass.
 - Parcel 2394200 – A sewage pumping station is shown on an adjoining property along South Boulevard.
 - Parcel 3607925 – Capital City Oil Co. facility is no longer depicted.
 - Parcel 160660 – Baton Rouge Sash and Door Works facility is no longer depicted.

- Parcel 2356 – American Bitumuls & Asphalt Co. remains operational and has added a slop tank and a large storage tank for finished products.
- Parcel 55050 – Electric Supplies Warehouse is no longer on an adjoining property.
- Parcel 53872 – A filling station is shown on an adjoining property at the northeast corner of North Boulevard and N. 10th Street.
- Parcel 52906 – A filling station is shown on an adjoining property at the northeast corner of Government Street and East Boulevard.
- Parcel 144630 – A filling station is shown on an adjoining property at the southeast corner of Government Street and East Boulevard.
- Parcel 152943 – Rock Ice Co. has expanded, with a larger freezing tank area and more storage space.
- Parcel 818712 – An auto repair and paint shop is shown on an adjoining property along Louise Street.
- Parcel 744417 – A filling station is shown on an adjoining property at the northwest corner of E. Washington Street and Thomas H. Delpit Drive.
- Parcel 608459 – A filling station is shown on an adjoining property at the northeast corner of E. Washington Street and Fannie Street.

Based on the proximity of dry cleaners, auto repair shops, and filling stations, and the likely presence of petroleum products and other hazardous substances, these sites elicit environmental liability concerns for the adjoining properties.

5.5.5 Historical Topographic Maps

Providence reviewed 56 topographic maps of the surrounding properties to confirm and compile historical use information (**Appendix H**). A series of topographic maps from the years 1908, 1939, 1953, 1962/1963, 1963, 1965, 1970, 1970/1971, 1971, 1980, 1989, 1992, 1995, and 2012 were reviewed during the preparation of this report, and indicated the following (from west to east):

- **1908**
 - A substantial area of marsh/swamp, which is drained by a canal and bayou, is shown around the Property. Narrow washes also contribute to the drainage system. A couple of railroad lines pass through the area. Most of the roads are unimproved, and small residential or agricultural buildings are scattered throughout.
 - The west bank is largely undeveloped. The small residential community of Port Allen is shown. Across the river, Baton Rouge has a heavily concentrated population. Lake Gracie sits directly north of the city and includes a couple of narrow strips of marsh/swamp land in nearby lowlands. The nucleus of the city is serviced by light-duty roads and a couple of railroad lines, while the rural outskirts have unimproved roads. The Mississippi River levee has been built up along the majority of the river's length.

- The land is mostly undeveloped and presumed to be agricultural in use. A small residential community sits on a bluff in the northern portion of the map. The Mississippi River and its levee lie off to the west. Railroad lines traverse the area, which has scattered buildings and unimproved roads. Swampy areas surround the waterways, which drain to the southeast.
- The region features swampy lowlands and waterways. The creeks and bayous drain to the southeast. Roads are scarce and most are unimproved. Buildings are small and scattered across the landscape. The Louisiana Railway line runs across the map.
- The map shows swampy lowlands and waterways. The creeks and bayous drain to the south-southeast. Roads are scarce and most are unimproved. Buildings are small and scattered across the landscape.
- **1939**
 - A few highways were constructed, including LA 1, LA 30, and LA 320. Some of the narrow washes were extended, and the Choctaw Basin Drainage Canal was built. As a result, portions of the marsh/swamp area were drained or cleared. More buildings, roads, and bridges are also evident, mostly near the town of Port Allen. In the northeastern corner, dozens of tanks are clustered on an industrial site in Sunrise. Power transmission lines have also been installed by Gulf States Utilities Co. that service the area.
 - The urban area has expanded, with many new roads and buildings. Certain roads have been improved to highways, while others are under construction. On the river, a couple docks were built, along with a boat landing in Port Allen. Two ferry services also cross the river, as do submarine cables. Train yards are now visible along the railroad lines. Power transmission lines now pass through the city. Rows of tanks, likely part of a refinery, sit at the northern edge of the map. Due to the extensive development, the tracts of swamp around the lake and river have been mostly drained.
 - The northern portion of the map has seen extensive development, including the establishment of Louisiana State University (LSU) and a few nearby residential communities. The southern area is still relatively undeveloped and agricultural, and retains remnants of swampy areas and woodlands. An oilfield with a cluster of over a dozen wells can be observed in the southeast portion of the map.
 - Development is concentrated in the northwest, with new highways, light-duty roads, neighborhoods, and bridges. Yet, large segments of woodlands and swamp remain in the undeveloped areas.
 - The region continues to grow with newly expanded roads, some of which are under construction, along with state and local highways. Churches, a cemetery, and a golf club can be seen. Still, extensive areas of undeveloped woodlands can be found.
- **1953**
 - The tanks in the north are identified as oil tanks, likely at a refinery. A few buildings can be seen along LA 30. Port Allen has grown, with new school

buildings and residential streets. LA 168 was constructed through the town, parallel to the railroad line.

- The growth of Port Allen, with additional streets and schools, is evident on the west bank, as are additional oil tanks at the refinery. The urban sprawl of Baton Rouge has spread, with grid-like expanses of roads and light highways. New clusters of buildings, along with parks, schools, libraries, cemeteries, etc. are visible throughout the city. Additional railroad lines and a new train depot have been built, as have more tanks at the refinery in the north. Patches of undeveloped woodlands are few and far between.
- Development is concentrated around the LSU campus and the lakes, with many new roads and residences. Two radio towers were installed nearby. The oilfield has expanded, with additional wells being drilled across a more extensive area. Two oil tanks were also installed along the river road. The southern region is still agricultural and generally undeveloped, although a few of the unimproved roads were paved.
- The residential neighborhoods, namely College Hills and Southdowns in the west and northwest portions of the map, have continued to expand. A cluster of radio towers was also built, along with new schools and churches in these growing communities.
- LA 61/65 bypass has been constructed in the east. Most commercial and residential growth is concentrated around the highways. A pipeline traverses the map from the southeast corner up to the north-northwest.
- **1962 and 1963**
 - Additional power transmission lines have been installed. More light-duty roads extend out from Port Allen. The Intracoastal Waterway was excavated in the south, and is lined with soil banks/deposits. Pipelines can be seen in the southwest corner of the map, crossing the waterway.
 - The Port of Baton Rouge has been established with tanks, a dock on the river, and light rail lines. A few more buildings and other developments, including radio towers, schools, and industrial facilities, are scattered around the region. A major highway, identified as Highway 410, has been constructed through the center of the city.
 - Excavation of the Intracoastal Waterway can be observed on the west bank. A few new buildings, roads, minor highways, and schools have been built in the northern portion of the map. The oilfield is identified as the University Oil Field, but appears to be inactive. A sewage disposal and wastewater treatment plant has been established along the river road in the north.
 - Development has continued to the south and east, with many new residential communities. A couple of new schools and larger commercial buildings can also be seen. Still, large swaths of woodlands and swamp remain along the bayous and creeks. Approximately a half dozen oil wells have been drilled to the south of the interstate.
 - Growth of residential communities has been significant in the region. Meanwhile, larger commercial buildings are being built along the major highways.

- **1965**
 - No significant changes can be observed on the adjoining properties.
 - Submarine cables traverse the river further to the north. Major highways have been expanded, while other roads were improved. Additional docks were built at the Port of Baton Rouge.
 - Continued development can be observed around the LSU campus, with a few additional buildings and roads.
 - A new pipeline can be seen in the southwest corner along Bayou Fountain. No other significant changes can be observed.
- **1970 and 1971**
 - The interchanges with LA 1 and LA 415 are complete. Industrial buildings were added along LA 1 on the northern end of the Intracoastal Waterway. Additional roads and residences have popped up in Port Allen. An electrical substation is visible in the north, connected to the power lines. Additional storage tanks were also installed at the refinery.
 - A few additions are evident, particularly a cluster of radio towers on the west bank, scattered buildings, and tanks at the refinery.
 - There are new buildings on the LSU campus. Other residential neighborhoods have been established further to the south, along with a trailer park, electrical substation, and a cluster of agricultural barns and/or shacks. A number of rectangular pits have been excavated on the batture across the river.
 - Many of the residential communities have expanded slightly, with additional roads and homes. Commercial complexes can be observed along LA 427.
 - Residential expansion has continued, especially to the south.
- **1980**
 - In the northeast corner, some new tanks and buildings can be seen at the refinery complex. Roads, industrial buildings, and a frontage road have been built along the interstate.
 - More tanks, buildings, and warehouses are visible at the Port of Baton Rouge and at the refinery north of Port Allen. Several pits have been dug in the batture area in the north. A new building, along with an on-ramp and exit ramp for the I-10, were built in the south.
 - Several new developments, including a school complex, large academic facility, and multiple residential neighborhoods in the south, have been constructed. Other areas have seen the construction of smaller individual roads and buildings, including the LSU campus. As a result, certain wooded areas have been cleared.
 - Commercial and residential growth has been extensive, as many new communities and complexes were built. The development is most concentrated in the southern portion, as well as around the interstate at the interchanges.
 - As noted above, there has been extensive growth in the region. Residential neighborhoods, office parks, shopping malls, large warehouses, and other

commercial buildings have been constructed all around. Other roads and structures are under construction. This development has led to the loss of substantial areas of woodlands and natural space.

- **1989**
 - New roads and buildings can be observed near Port Allen, but are especially concentrated along the LA 415 interchange. Many of these structures are industrial facilities or commercial in nature. An offshoot canal for the Intracoastal Waterway is under construction in the south.
 - Small additions are scattered throughout the region, including new buildings and a parking garage in downtown, larger industrial structures in the north, and a few more tanks and other buildings at the Port and the refinery on the west bank.
 - Growth has slowed, although new light-duty roads and buildings continue to pop up sporadically. Most of the development is now occurring further to the south. A golf course has also been built along LA 30, just south of LSU.
 - As noted above, the regional growth has slowed down substantially, yet new additions can be observed throughout. These include clusters of commercial buildings, shopping complexes, new residential streets and homes, and large warehouses and/or industrial facilities.
 - As noted above, the progress of urbanization has slowed, but the development of the region continues.
- **1992**
 - A number of new features can be noted on the map. They include a pumping station, a cluster of radio towers, and a trailer park in the north. Pipelines that run southwest-northeast, one of which crosses the interstate, are visible. More radio towers, an electrical substation, and a new high school were built near Port Allen. Along the Intracoastal Waterway, there is a new sewage disposal/wastewater treatment plant, along with some new water and storage tanks.
 - Containment dikes surrounding the storage tanks associated with petroleum refining are shown.
 - New sewage disposal plants are shown in the south, along with sewage disposal ponds nearby, a horse park complex, and the university oil field with its oil and gas wells. New roads have also been constructed, mostly in the south, while other pre-existing roads were further developed.
 - A few minor additions of roads and small structures can be noted, as well as schools, medical centers, shopping malls, and other significant landmarks.
 - No significant changes can be observed on the adjoining properties. The Siegen Oil Field is shown.
- **1995**
 - No significant changes can be observed on the adjoining properties.

- **2012**

- New light-duty roads and the loss of a few patches of woodland can be observed.
- A few residential subdivisions were constructed, all of which lie on the southern portion of the map. A couple of roads and research facilities were also built on the LSU agricultural land.
- The minor expansion of a few residential communities can be observed.
- The region has become fully developed, and the only remaining woodland areas are narrow strips that surround the creeks and bayous. Some of the major roads were extended or otherwise improved.

Additional environmental liability concerns identified for the adjoining properties based on the review of the topographic maps include the presence of storage tanks on the various industrial sites, oil tanks at the nearby petroleum refinery, the railyards and railroad lines, and pipelines that traverse the adjoining properties. Pipelines were previously discussed in Section 5.4.2.

6.0 SITE RECONNAISSANCE

Providence personnel conducted a site reconnaissance of the Property on June 26 and 27, 2017. The purpose of the reconnaissance was to observe whether any visible areas of environmental concern were evident on the Property. Photographs of the Property taken during the June 2017 site reconnaissance are shown in **Appendix I (Photographs No. 1 through 119)**.

6.1 Methodology and Limiting Conditions

Due to the size of the site, the Property was traversed via automobile where applicable and via foot where necessary. Observations were made while traversing the ROW where access was available. The ROW was narrow enough to thoroughly observe the Property to ensure that complete observation of site conditions was made at all accessible areas.

6.2 General Site Setting

The Property is comprised of the I-10 corridor in East & West Baton Rouge Parishes, Louisiana. The property consists of the existing I-10 roadway and ROW, undeveloped land, pipeline ROWs, residential land, commercial properties, industrial facilities, gas stations, drainage ditches, among many other property types. A site plan is included as **Figure 2**.

6.3 Exterior Observations

Photographs taken during the June 26 and 27, 2017 site reconnaissance are provided in **Appendix I**. Notable exterior observations for the Property are described below:

- Buried gas pipeline along the western side of Essen Lane (**Photographs 2 through 4**)
- Buried gas pipeline along Ward Creek near Essen Lane (**Photograph 7**)
- Tanks and pits at a storage facility along Essen Lane (**Photograph 8**)

- Buried gas pipeline and assorted debris/trash on Brownlee Street, behind the I-10 westbound barrier wall (**Photographs 21 and 22**)
- Buried gas pipeline and trash on Para Street, behind the I-10 eastbound barrier wall (**Photographs 29 and 30**)
- Waste tires and trash on Valley Street, behind the I-10 westbound barrier wall (**Photographs 31 and 32**)
- Buried gas pipeline along the eastern side of S. Acadian Thruway (**Photograph 34**)
- Gas stations near the S. Acadian Thruway exit on I-10 (**Photograph 38**)
- Assorted debris/trash, including a deteriorated metal drum and hydraulic oil buckets, and distressed vegetation underneath the Perkins Road on-ramp, off Greenwood Drive (**Photographs 43 through 46**)
- Buried gas pipeline behind commercial buildings along Perkins Road, near parking area underneath I-10 overpass (**Photograph 47**)
- Waste tires in clearing behind Duvic's Bar off Perkins Road, adjacent to I-10 westbound (**Photograph 48**)
- Construction site adjacent to Dalrymple Drive exit and on-ramp (**Photograph 57**)
- Assorted debris pile in empty lot #885479 on Fig Street (**Photographs 62 and 63**)
- Waste tires along Virginia Street, adjacent to I-10 westbound (**Photograph 64**)
- Pile of waste tires along E. Harrison Street, adjacent to I-10 eastbound (**Photograph 68**)
- Love's Travel Stop, including gas station, at LA 415 exit (**Photograph 76**)
- Waste tire in median at southern end of LA 415 (**Photograph 77**)
- LPG and Hazardous Liquid Pipelines at the LA 415 overpass and along I-10 Frontage Road (**Photographs 79 through 81, 88**)
- Patches and pile of asphalt next to tractor, distressed vegetation, and chemical bucket near the LA 415 exit (**Photographs 82 through 85**)
- Gas stations at intersection of LA 415 and LA 76 (**Photograph 89**)
- Industrial facilities on S. Westport Drive and along I-10 frontage road (**Photographs 90 and 95**)
- LPG and Hazardous Liquid Pipelines along I-10 and S. Westport Drive (**Photographs 91 through 94**)
- Construction debris and gravel pile at site near intersection of South Boulevard and Highland Road, underneath I-10 westbound on-ramp (**Photographs 98 through 100**)
- Pile of dirt and gravel by I-110 exit ramp at Government Street (**Photograph 113**).
- Buried gas pipeline along southern side of Myrtle Street (**Photograph 116**)
- Buried gas pipeline near the intersection of Louise and McCalop Streets (**Photograph 118**)

7.0 INTERVIEWS

As previously described in Section 4.3, Providence mailed 445 Owner Questionnaires based on the Parcels identified within the Project boundary to request information regarding the current and previous uses of the Property. Only 68 responses were received. The mailing list, a summary of responses received, and copies of completed Owner Questionnaires received are included in **Appendix B**. Environmental concerns identified based on responses received included three active gas stations (two Circle K stations at 2300 S. Acadian Thruway and 2959 College Dr., and one Chevron station at 2929 Perkins Rd as previously discussed in Sections 5.1.1.3, 5.1.1.6, 5.1.1.7, 5.2.1, 5.2.4.1, and/or 5.5.3) and a former dry cleaning facility (Overpass Cleaners as previously identified in Section 5.2.4).

A User Questionnaire was completed by Mr. Robert Lott, LA DOTD Environmental Section. Mr. Lott did not identify any environmental liens or activity and use limitations, specialized knowledge or commonly known or reasonably ascertainable information about the Property or nearby properties, or have knowledge or experience related to the Property regarding presence or likely presence of releases at the property. A copy of the User Questionnaire completed by Mr. Lott is included in **Appendix B**.

Providence contacted both the Port Allen Fire Department and the Baton Rouge Fire Department (BRFD) districts, which cover the Property. The telephone logs that detail these communications are included as **Appendix J**.

The Hazardous Materials Division at the BRFD provided records of hazardous materials incidents that occurred on I-10 dating back to July 1, 2014. Providence reviewed these records and determined that many of these incidents occurred at sufficient distances as not to elicit environmental liability concerns on the Property. However, certain incidents were found to occur within the applicable search distance. The BRFD official records of these findings are included in **Appendix J**. Descriptions of these incidents are listed below, arranged by the fire department Incident Number:

14-0015682
900 East I-10 Hwy
Baton Rouge, LA 70808

14-0018581
700 East I-10 Hwy
Baton Rouge, LA 70802

14-0025553
700 West I-10 Hwy
Baton Rouge, LA 70808

14-0029371
100 West I-10 Hwy
Baton Rouge, LA 70802

15-0003690
900 West I-10 Hwy
Baton Rouge, LA 70807

15-0003748
100 West I-10 Hwy
Baton Rouge, LA 70806

17-0010952
400 West I-10 Hwy
Baton Rouge, LA 70808

17-0016847
3225 Perkins Rd
Baton Rouge, LA 70808

14-0015682 – This incident occurred in July 2014 at the College Drive exit on eastbound I-10. The fire unit found a black liquid (tar/sludge) spill on two lanes of the interstate and the middle and right lanes were already shut down. A sand truck arrived on the scene to spread out sand on the residue. A LA DOTD brush sweep truck arrived and began to sweep up some of the tar-like material that had dried on the interstate. The truck would come back later in the day to sweep up the remaining sand.

14-0018581 – This incident occurred in August 2014 and was determined to be a hazardous condition. The fire unit arrived on scene and helped to control and confine a hazardous materials spill.

14-0025553 – This incident occurred in October 2014 on westbound I-10 in Baton Rouge, and was determined to be a hazardous condition. The fire unit arrived on scene and found that a truck's diesel tank was leaking. The spill was dried up and removed after applying a sweeping compound.

14-0029371 – This incident occurred in December 2014 on westbound I-10 in Baton Rouge, and was determined to be a good intent call. The fire unit arrived on scene to find that the Port Allen Fire Department was already present, and no assistance was needed. A motor vehicle accident had occurred, and a truck was leaking water.

15-0003690 – This incident occurred in February 2015 on westbound I-10 in Baton Rouge near the split with I-12. A freight truck carrying 18 totes (330 gallons each) broke in half while in transit. The fire unit identified the chemical as ethylene glycol. It was determined that no product had leaked from the totes, which were offloaded and placed on a flat-bed trailer for transport.

15-0003748 – This incident occurred in February 2015 on westbound I-10 in Baton Rouge and was determined to be a hazardous condition. The fire unit responded to a call and found a leaking saddle tank. Fifteen gallons of diesel were lost prior to the leak being patched. The LA DOTD cleared the roadway following the leak control and containment.

17-0010952 – This incident occurred in April 2017 on westbound I-10 in Baton Rouge, and was determined to be a hazardous condition. Upon arrival, the unit found a transformer alongside the

interstate as well as a spot of fluid nearby. The HazMat team was mobilized, and the transformer was removed while an absorbent material was applied to soak up the fluid.

17-0016847 – This incident occurred in June 2017 on Perkins Road in Baton Rouge and was determined to be a hazardous condition. The incident occurred at a business, and involved the control and containment of a hazardous materials leak.

8.0 FINDINGS

This assessment has revealed the following significant findings in association with the Property within the specified search radius:

Property

- The SEMS-ARCHIVE finding for Valley Park School (associated with the closed municipal landfill), as summarized in Section 5.1.1.2.
- The seven Orphan Site findings within the I-10 ROW, as summarized in Section 5.1.2.
- Several historical high risk sites reported by EDR located within the I-10 ROW, including the former gas/service stations on Myrtle Avenue, E. Washington Street, and College Drive and the former dry cleaning sites on Terrace Street and Christian Street, as summarized in Section 5.2.4 and shown in **Figure 3**.
- One water well on the Property registered to Baton Rouge Public Works Department. This finding is summarized in Section 5.2.5.
- Sets of registered pipelines and observable pipeline ROWs in both East and West Baton Rouge parishes, for transmission of gas and hazardous liquids, that traverse the Property, as identified during the site reconnaissance.
- Railroad lines and associated railyards that traverse the I-10 corridor.
- Assorted incidents involving the unauthorized discharge of hazardous materials or petroleum products, particularly diesel spills, that occurred within the I-10 corridor, as summarized in Section 5.4.4.
- Various historical automotive repair/service facilities located within the I-10 ROW, such as filling stations, auto body repair shops, junkyards, and machine shops.
- Storage tanks on frontage roads and within the Port of Greater Baton Rouge.
- A deteriorated metal drum and hydraulic oil buckets along with distressed vegetation underneath the Perkins Road on-ramp, as identified during the site reconnaissance.
- A pile of asphalt next to a tractor, distressed vegetation, and chemical bucket near the LA 415 exit, as identified during the site reconnaissance.
- Waste tires and miscellaneous trash, including large piles of debris, in various locations throughout the Property, as identified during the site reconnaissance.
- The Baton Rouge Fire Department records of hazardous materials incidents that occurred on the Property, as summarized in Section 7.0.

Adjoining Properties

- 18 RCRA Generators findings, as summarized in Section 5.1.1.3.
- LA SWF/LF finding for LSU Agriculture Center – Burden Center, as summarized in Section 5.1.1.5.
- 11 LUST findings, as summarized in Section 5.1.1.6.
- The Orphan Site finding for Jet 24 Food Store #42, as summarized in Section 5.1.2.
- 20 of the SPILLS findings, as summarized in Section 5.2.1.
- Five REM findings, as summarized in Section 5.2.2.
- Six NPDES findings, as summarized in Section 5.2.3.
- 49 of the high risk sites reported by EDR, including Registered UST sites, current and former gas/service stations, and former dry cleaning facilities, as summarized in Sections 5.1.1.7 and 5.2.4, and shown on **Figure 3**.
- Two oil & gas production wells on adjoining properties, as summarized in Section 5.5.1 and shown on **Figure 4**.
- Sets of registered pipelines and observable pipeline ROWs for transmission of gas and hazardous liquids that traverse the adjoining properties.
- Railroad lines and associated railyards that traverse adjoining properties along the I-10 corridor.
- Historical facilities near the I-10 ROW that likely handled hazardous materials or petroleum products, such as auto body repair shops, gasoline tanks, filling stations and dry cleaners, among others, as identified in the Sanborn Maps analysis in Section 5.5.4.
- The construction debris and gravel pile at the sewer rehabilitation site near the intersection of South Boulevard and Highland Road, underneath the I-10 westbound on-ramp, as identified during the site reconnaissance.

Additional Findings

- The SEMS finding for McKinley High School Mercury Spill, as described in Section 5.1.1.1.
- The SEMS-ARCHIVE finding for Gilmar Marine Services, as described in Section 5.1.1.2.
- The two LA SHWS findings for Gilmar Marine Services and Baton Rouge Gas Works, as summarized in Section 5.1.1.4.
- The LA BROWNFIELDS finding for Lincoln Theater, as described in Section 5.1.1.8.
- The six LA VCP findings, as summarized in Section 5.1.1.9.
- Seven additional SPILLS findings within approximately 500 feet of the Property, as summarized in Section 5.2.1.
- 668 water wells located within a one-mile buffer of the Property.
- 26 oil & gas production wells located within a one-mile buffer of the Property, as shown in **Figure 4**.

9.0 OPINION

Providence, through this Phase I ESA process, identified evidence of known or suspected RECs, CRECs, and HRECs associated with the Property.

A REC indicates the presence or likely presence of 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, groundwater, or surface water of the property. A CREC is a REC resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority (for example, as evidenced by the issuance of a NFA letter or equivalent, or meeting risk-based criteria established by regulatory authority), with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls. HRECs means a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority without subjecting the property to any required controls. RECs, CRECs, or HRECs are not intended to include *de minimis* conditions that generally do not present a material risk or harm to public health or the environment and would not likely be the subject of an enforcement action if discovered by the appropriate regulatory authority.

9.1 De Minimis Conditions

- Solid waste identified on the Property, including wood, metal, plastic materials, waste tires, and chemical buckets (**Photographs 31, 32, 43 through 46, 48, 62 through 64, 68, and 77**).

9.2 HRECs

- The Exxon Co. USA #51052 (also listed under Stanford Exxon Store #5-1052) at 3191 S. Acadian Thruway on the southern-adjointing property represents an HREC based on past contamination and proximity to the Property. Further information is provided in Sections 5.1.1.6, 5.1.1.7, and 5.2.1.
- The Circle K #9725 (also listed under Star Enterprise and Texaco 44-398-0101) is located at 2959 College Drive, adjacent to the east of the property. This facility represents a HREC based on current COCs above RECAP SS, but below calculated site-specific screening standards which were found during site assessments. Though closure was granted, this past contamination represents a HREC. Further information is provided in Section 5.2.1
- The College Chevron (also listed under Chevron #109060) at 2929 College Dr. on an eastern-adjointing property represents a HREC based on the COC concentrations present at the site, the conditions under which the NFA was granted, and proximity to the Property. Further information is provided in Section 5.1.1.6.

- Racetrac #365 at 214 LA 415 on the eastern-adjointing property represents an HREC based on past contamination and proximity to the Property. Further information is provided in Section 5.2.2.
- The Acadian Interstate Mobile at 3192 S. Acadian Thruway on an eastern-adjointing property represents an HREC based on the past contamination suspected with the auto shop, proximity to the Property, and Comfort Letter indicating no further action. Further information is provided in Section 5.1.2.
- The I-10 East incident represents a HREC based on nature of the incident and reported remedial activities. Further information is provided in Section 5.1.2. Please note this location is not represented on **Figure 5**, since the precise location is unknown.
- The I-10 East Mile Marker 158 incident represents a HREC based on nature of the incident and reported remedial activities. Further information is provided in Section 5.1.2.
- The Carson and Company Incident Site, which occurred on I-10 East at Exit 156 A Washington Street, represents a HREC based on the nature of the release, cleanup activities and regulatory involvement. Further information is provided in Section 5.4.4.
- The E&J Express Incident, which occurred at the foot of the Mississippi River Bridge on I-10 East, represents a HREC based on the nature of the release, cleanup activities and regulatory involvement. Further information is provided in Section 5.4.4.
- The Triple G Express Inc. incident, which occurred on I-10 on the Mississippi River Bridge, represents a HREC based on the nature of the release, cleanup activities and regulatory involvement. Further information is provided in Section 5.4.4.

9.3 CRECs

- Circle K #9730 at 2300 S. Acadian Thruway on a western-adjointing property represents a CREC based on the COC concentrations present at the site, the conditions under which the NFA was granted, the upgradient location, and proximity to the Property. Further information is provided in Sections 5.1.1.6, 5.1.1.7, and 5.2.1.
- The ExxonMobil Corp #50608 (also listed under Calais Exxon) at 4555 Essen Ln. on an eastern-adjointing property represents a CREC based on the COC concentrations present at the site, the conditions under which the NFA was granted, and proximity to the Property. Further information is provided in Sections 5.1.1.6, 5.1.1.7, and 5.2.1.
- The Williams Travel Center (also listed under Nino's Casino) at 123 Lobdell Hwy on a western-adjointing property represents a CREC based on COC concentrations present at the site, the conditions under which the NFA was granted, and proximity to the Property. Further information is provided in Sections 5.1.1.6 and 5.1.1.7.

- The 1075 Government St. property represents a CREC based on the COC concentrations present at the site, the conditions under which the NFA was granted, the upgradient location, and proximity to the Property. Further information is provided in Section 5.2.1.
- The Circle K #2709717 at 3375 Perkins Rd. on an eastern-adjointing property represents a CREC based on the COC concentrations present at the site, the conditions under which the NFA was granted, and proximity to the Property. Further information is provided in Section 5.2.1.
- Matrix Food Store at 111 Lobdell Hwy on the eastern-adjointing property represents a CREC based on the COC concentrations present at the site, the conditions under which the NFA was granted, and proximity to the Property. Further information is provided in Sections 5.1.1.7 and 5.2.2.
- The Chevron USA Baton Rouge Plant at 1059 Brickyard Ln. on the southern-adjointing property represents a CREC based on the COC concentrations present at the site, the conditions under which the NFA was granted, and proximity to the Property. Further information is provided in Section 5.2.2.

9.4 RECs

RECs identified are shown on **Figure 5** and are further described below.

- The SEMS-ARCHIVE finding for Valley Park School, which is the site of a former municipal landfill partially within the I-10 ROW, represents a REC. Previous investigations at the site identified buried landfill material and groundwater constituents in exceedance of RECAP SS (see Section 5.1.1.2). In addition, subsurface work related to any potential construction within the landfill may be restricted or may require protective measures so that any contamination present is not exacerbated by the construction, and that the protective cover remains intact.
- The Roger A. Barielle site at 3235 Perkins Rd. on a western-adjointing property represents a REC based on the potential COCs remaining on the site associated with historical USTs, the upgradient location, and proximity to the Property. Further information is provided in Section 5.1.1.6.
- The Essen Chevron at 7931 One Calais Ave. on an eastern-adjointing property represents a REC based on elevated concentration of TPH-DRO in the soil associated with a historical diesel UST and the proximity to the Property. Further information is provided in Sections 5.1.1.6 and 5.1.1.7.
- One historical auto (1026 East Washington) and one historical dry cleaning (2929 Perkins Road) site on the Property or adjoining properties that were identified in the Sanborn Maps and/or EDR High Risk Historical Databases represent RECs; however, no record of previous assessments or closure of these sites by LDEQ could be found in EDMS. Further information is provided in Sections 5.4.5, 5.5.4 and 5.2.4.

- The Pearce Foundry & Machine Works and People's Ice & Fuel Co. facilities identified in the Sanborn Maps, as summarized in Section 5.4.5 represent RECs. These facilities possessed tanks that likely contained hazardous materials and present environmental liability concerns. No records of assessment or closure of these sites by LDEQ could be found in EDMS.
- Providence discovered debris and evidence of hazardous waste, including a 55-gallon metal drum and hydraulic oil buckets, on the Property beneath the Perkins Road on-ramp during the site reconnaissance (**Photographs 43** through **46**). The drum was in a deteriorated condition and its contents were unknown. Additionally, the waste drum and buckets were surrounded by distressed vegetation. These observations point to the potential for hazardous substances or petroleum products to exist on the Property at this location.

9.5 Findings Not Eliciting Environmental Liability Concerns

- The registered pipelines and observable pipeline ROWs that traverse the Property in both East and West Baton Rouge parishes. The pipelines carry gas, LPG, and hazardous liquids, and are described further in Section 5.4.2. They were also identified in the topographic maps and aerial photographs (Sections 5.4.3, 5.5.2, and 5.5.5), and were observed during the site reconnaissance (Section 6.3), although no evidence of a release was identified.
- The railroad lines that traverse the Property and their associated railyards. The railroads regularly handle and transport hazardous materials and petroleum products, although no evidence of a release was identified.
- The SEMS finding for McKinley High School Mercury Spill, as described in Section 5.1.1.1.
- The SEMS-ARCHIVE and LA SHWS findings for Gilmar Marine Services, as described in Sections 5.1.1.2 and 5.1.1.4.
- The 18 RCRA Generators findings, as described in Section 5.1.1.3. These facilities had no compliance or enforcement issues on file, except for the International Piping Systems site in Port Allen. The LDEQ issued a compliance order in 1994, which identified multiple areas of regulatory concern. The facility proceeded to correct these violations, as noted in a follow-up inspection.
- The LA SHWS finding for Baton Rouge Gas Works, as summarized in Section 5.1.1.4.
- The LA SWF/LF finding for LSU Agriculture Center – Burden Center, as summarized in Section 5.1.1.5.
- The Registered UST findings where it was determined that all USTs had been removed from the site or closed in place, as summarized in Section 5.1.1.7.

- The LA BROWNFIELDS finding for Lincoln Theater, as described in Section 5.1.1.8.
- The two orphan sites that did not involve any spills, releases, or other violations. These include the findings for I-10 East at the Split and LA DOTD, I-10 Mississippi River Bridge, as summarized in Section 5.1.2.
- The SPILLS findings, except for the sites noted above in Section 9.2 and certain gas stations (noted above in Section 9.3), as described in Section 5.2.1.
- The five REM findings, as summarized in Section 5.2.2. These sites have been evaluated under RECAP and granted NFAs and/or Certificates of Completion by the LDEQ.
- The six NPDES findings, as summarized in Section 5.2.3. These facilities were permitted to discharge storm water into local waterways, which were often short-term construction projects.
- The 668 water wells within a one-mile buffer of the Property, including the one well on the Property, as described in Section 5.2.6.
- The 26 oil & gas production wells located within a one-mile buffer of the Property, including two wells on adjoining properties, as described in Sections 5.4.2 and 5.5.1.

9.6 Business Environmental Risks

This assessment has revealed evidence of risks that can have a material environmental or environmentally-driven financial impact on future construction.

Various debris, piles of asphalt, and soil/gravel piles will need to be characterized and properly disposed of. USTs, pipelines, and rail lines may interfere with construction and may need to be relocated and/or avoided. Several of the residential and commercial structures within the Project boundary constructed prior to the late 1970s may contain lead-based paint and/or ACMs, which would need to be abated by licensed contractors if any of these structures are to be demolished. Protective measures that may need to be implemented for construction within the landfill area and other potentially contaminated areas may increase construction costs.

9.7 Data Gaps and Data Failures

Providence attempted to interview the property owner (or a property owner representative) for the parcels located along the I-10 corridor or project area associated interchanges. An Owner Inquiry Interview form was sent to each parcel owner, per the address provided in the East and West Baton Rouge Parish Tax Assessor's records. Providence did not receive a response to the questionnaire from most of the owners, which constitutes a data gap. However, because information on these properties was available from other historical sources, lack of owner responses is not considered a data failure.

Historical information on the Property was available from 1908 (Historical Topographic Maps) to 2017 (federal and state records review). Data gaps of greater than five years exist from 1909 to 1922, 1924 to 1945, 1947 to 1952, 1954 to 1961, and 1972 to 1977. Additionally, the Sanborn Map Report did not provide full coverage of the entire Property, as the western and eastern portions of the I-10 corridor were not included. The Sanborn Maps only showed the more developed, urbanized areas around central Baton Rouge. These data gaps do not constitute data failures, as historical information was available from other sources.

10.0 CONCLUSIONS

We have performed a Phase I Environmental Site Assessment in conformance with the scope and limitations of ASTM Practice E1527-13 of the I-10 Widening, Stage 1 project area, I-10: LA 415 to Essen Lane on I-10 and I-12, in East and West Baton Rouge Parishes, LA, the Property. Any exceptions to, or deletions from, this practice are described in Section 11.0 of this report. This assessment has no revealed evidence of RECs in connection with the property, except for the following (see **Figure 5**):

- The SEMS-ARCHIVE finding for Valley Park School, which is the site of a former municipal landfill located partially within the I-10 ROW, as described in Section 5.1.1.2.
- The three sites with active USTs on the Property or an adjoining property, as discussed in Section 5.1.1.7.
- The one historical auto and one historical dry cleaning site on the Property or an adjoining property that were identified in the Sanborn Maps and EDR High Risk Historical Databases.
- The Pearce Foundry & Machine Works and People's Ice & Fuel Co. facilities within the I-10 ROW that were identified in the Sanborn Maps.
- Providence discovered debris and evidence of hazardous waste, including a 55-gallon metal drum and hydraulic oil buckets, and distressed vegetation on the Property (beneath the Perkins Road on-ramp) during the site reconnaissance (**Photographs 43 through 46**).

11.0 DEVIATIONS

Providence conducted this Phase I ESA in conformance with the scope of ASTM Standard Practice E1527-13 with the following limiting conditions and/or deviations:

- Not all the Additional Environmental Records findings reported by EDR were searched and evaluated through EDMS. Due to the large number of findings, only those findings that were most likely to elicit environmental liability concerns to the Property, as determined by the Environmental Professional, were included and evaluated in this report.
- The minimum search distance applied to the database search for the records review was modified for certain regulatory databases when compared to the ASTM standard approximate minimum search distance for each record. A search distance of 500 feet from the Property was applied to the following regulatory databases:

**Table 11.1
ASTM Search Distance Deviations**

Database	Report Section	ASTM Standard Distance (Miles)
LUSTs	5.1.1.6	0.5
Registered USTs	5.1.1.5	0.25
SPILLS	5.2.2	Property
REM	5.2.4	0.5
NPDES	5.2.5	Property
Historical Auto Sites	5.2.6.1	0.125
Historical Cleaner Sites	5.2.6.2	0.125

12.0 REFERENCES

References utilized to complete this Phase I ESA include LDNR’s SONRIS online well information system. This system can be accessed through LDNR’s website at www.dnr.louisiana.gov or directly at www.sonris.com. Files from LDEQ’s Office of Environmental Compliance were obtained online from their EDMS at <http://www.edms.deq.louisiana.gov>. Soils data was obtained from the USDA Natural Resources Conservation Service (NRCS) Soil Survey at <http://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx>. Historical and environmental records reviewed, as provided by EDR, include: EDR DataMap Corridor Study; EDR Aerial Photo Decade Package, years reviewed: 1941, 1953, 1962, 1978, 1982/1983, 1989, 1998, 2004, 2007, 2010, and 2013; EDR Historical Topographic Map Report, years reviewed: 1908, 1939, 1953, 1963, 1965, 1970/1971, 1980, 1989, 1992, 1995, and 2012; EDR Sanborn Map Report, years reviewed: 1923, 1946, 1963, and 1969.

13.0 QUALIFICATIONS OF ENVIRONMENTAL PROFESSIONAL

I declare that, to the best of my professional knowledge and belief, I meet the definition of an 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 Property. I have developed and performed all the appropriate inquiries in conformance with the standards and practices set forth in 40 CFR §312.

Jessica Keasler is an Environmental Professional with over 13 years of experience in the environmental industry and has performed and reviewed numerous of Phase I ESAs. She has a Bachelor of Science Degree in Environmental Sciences and a Master of Science Degree in Environmental Studies.

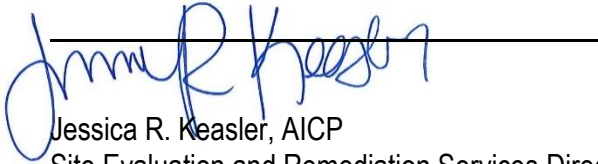
Jeffrey Knox assisted in the performance of this assessment under the supervision and responsible charge of the Environmental Professional in accordance with ASTM E 1527-13 Standard 7.5.1. He has a Bachelor of Science degree in Geology. He successfully completed the ASTM International Environmental Site Assessments for Commercial Real Estate course, as taught by an ASTM certified instructor, in May 2017.

Cory Hunter assisted in the performance of this assessment under the supervision and responsible charge of the Environmental Professionals in accordance with ASTM E 1527-13 Standard 7.5.1. He

has a Master of Science degree in Geology. He successfully completed the ASTM International Environmental Site Assessments for Commercial Real Estate course, as taught by an ASTM certified instructor, in May 2017.

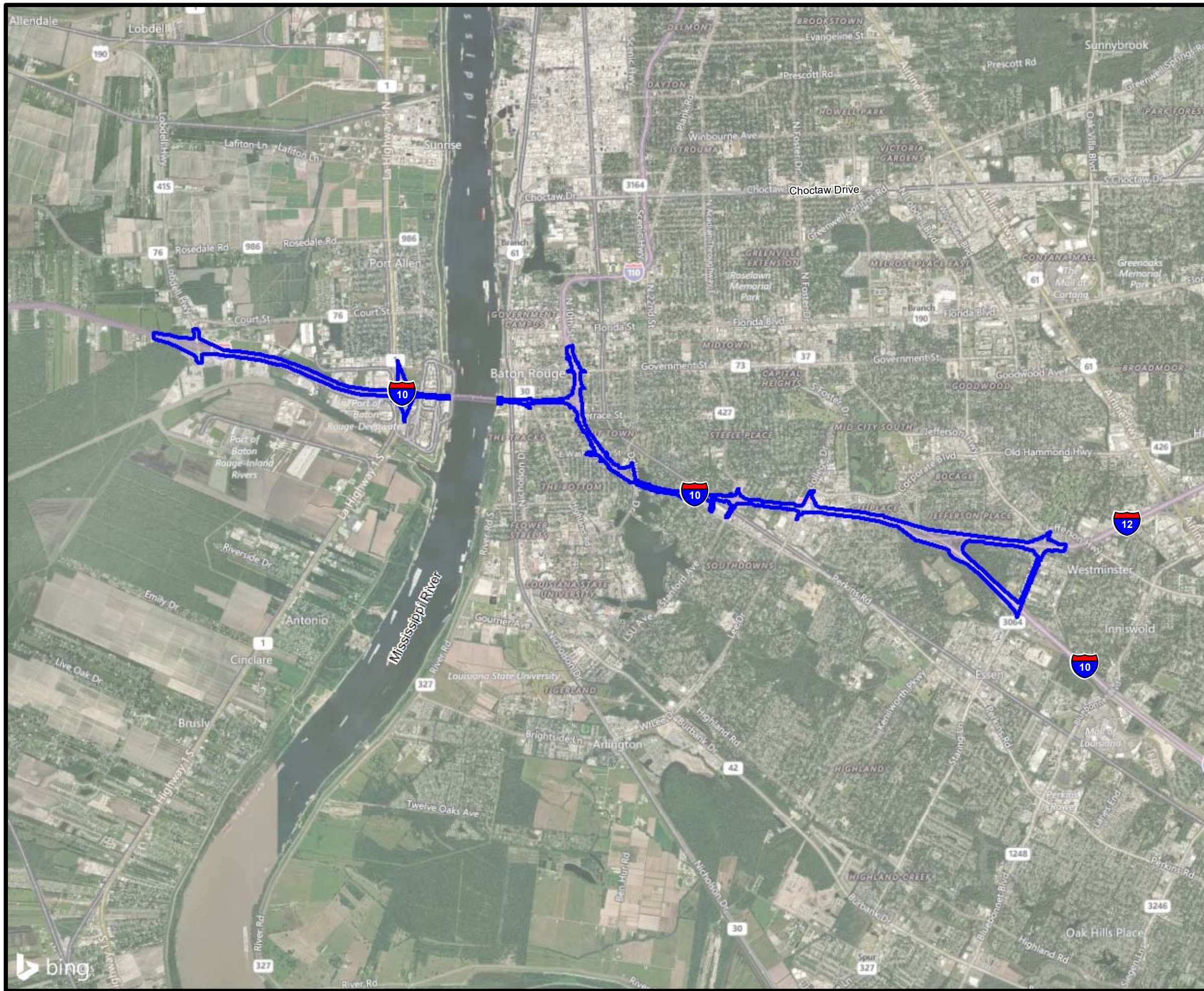
Ashlyn Holmes assisted in the performance of this assessment under the supervision and responsible charge of the Environmental Professional in accordance with ASTM E 1527-13 Standard 7.5.1. She has a Bachelor of Science degree in Renewable Natural Resources. She has had nearly five years of experience conducting Phase I ESAs.

14.0 SIGNATURE OF ENVIRONMENTAL PROFESSIONAL



Jessica R. Keasler, AICP
Site Evaluation and Remediation Services Director

FIGURE 1
SITE LOCATION MAP

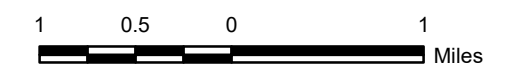


Legend

 Study Area

Reference

Base map comprised of Bing Maps aerial imagery from (c) 2018 Microsoft Corporation and its data suppliers, exported 06/12/17.



Overall Site Plan

Phase I Environmental Site Assessment
Baton Rouge, East Baton Rouge Parish, Louisiana

Louisiana Department of Transportation and Development
I-10: LA 415 to Essen Lane on I-10 and I-12



Drawn By	LMM	09/14/18
Checked By	AMH	09/14/18
Approved By	MMH	09/14/18
Project Number	040-012-001	1 Figure
Drawing Number	040-012-001-B247	

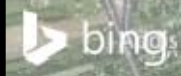
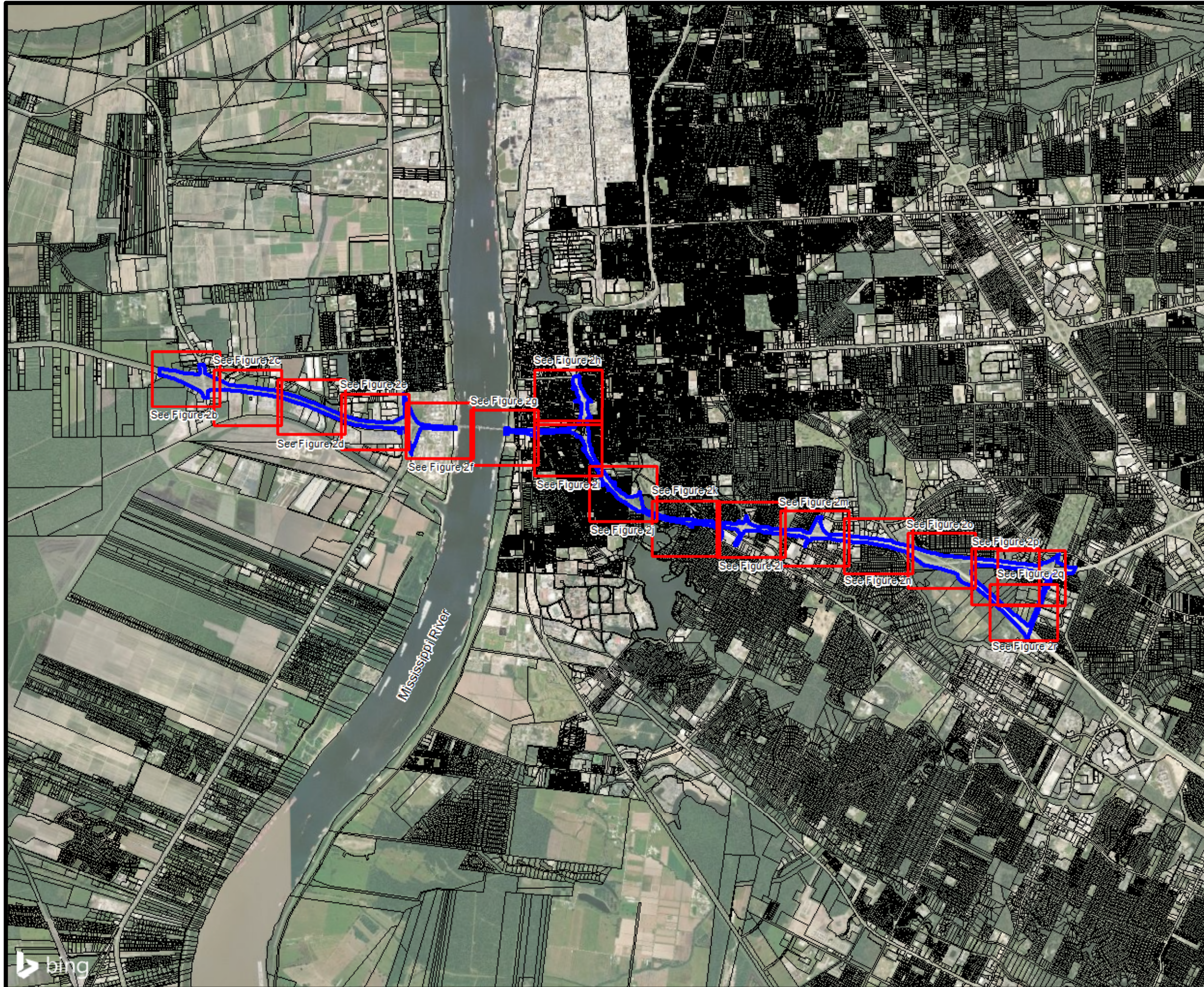


FIGURE 2
SITE PLAN

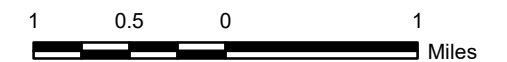


Legend

- Study Area
- Parcel Boundary

Reference

Base map comprised of Bing Maps aerial imagery from (c) 2018 Microsoft Corporation and its data suppliers. East Baton Rouge parcel data obtained from the East Baton Rouge Parish Assessor's Office. West Baton Rouge parcel data obtained from the West Baton Rouge Parish Assessor's Office.



Overall Site Plan

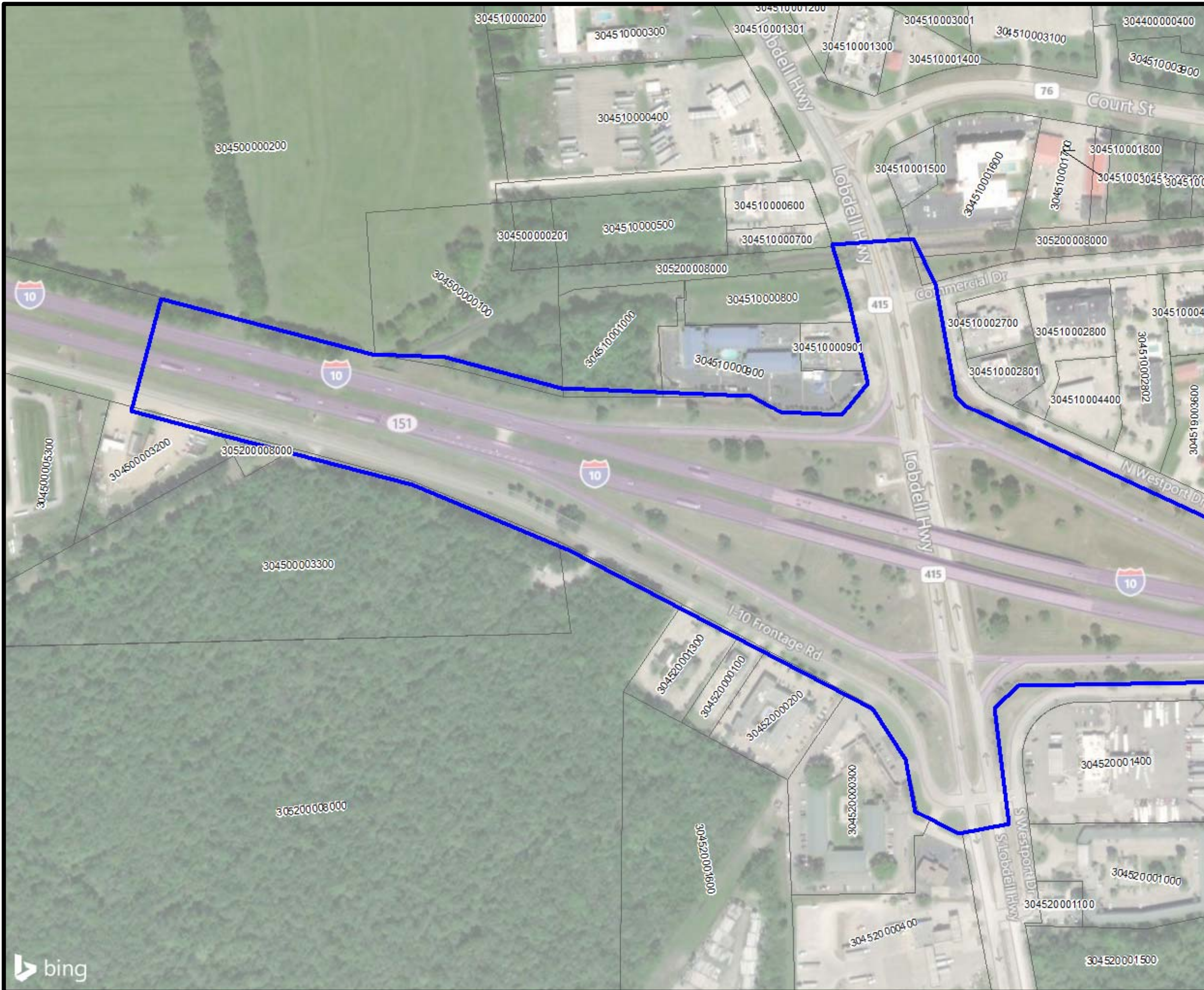
Phase I Environmental Site Assessment
Baton Rouge, East Baton Rouge Parish, Louisiana

Louisiana Department of Transportation and Development
I-10: LA 415 to Essen Lane on I-10 and I-12



Drawn By	LMM	09/14/18
Checked By	AMH	09/14/18
Approved By	MMH	09/14/18
Project Number	040-012-001	2a Figure
Drawing Number	040-012-001-B249	



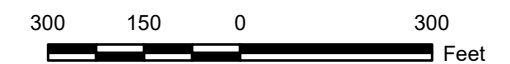


Legend

- Study Area
- Parcel Boundary

Reference

Base map comprised of Bing Maps aerial imagery from (c) 2018 Microsoft Corporation and its data suppliers. East Baton Rouge parcel data obtained from the East Baton Rouge Parish Assessor's Office. West Baton Rouge parcel data obtained from the West Baton Rouge Parish Assessor's Office.



Site Plan

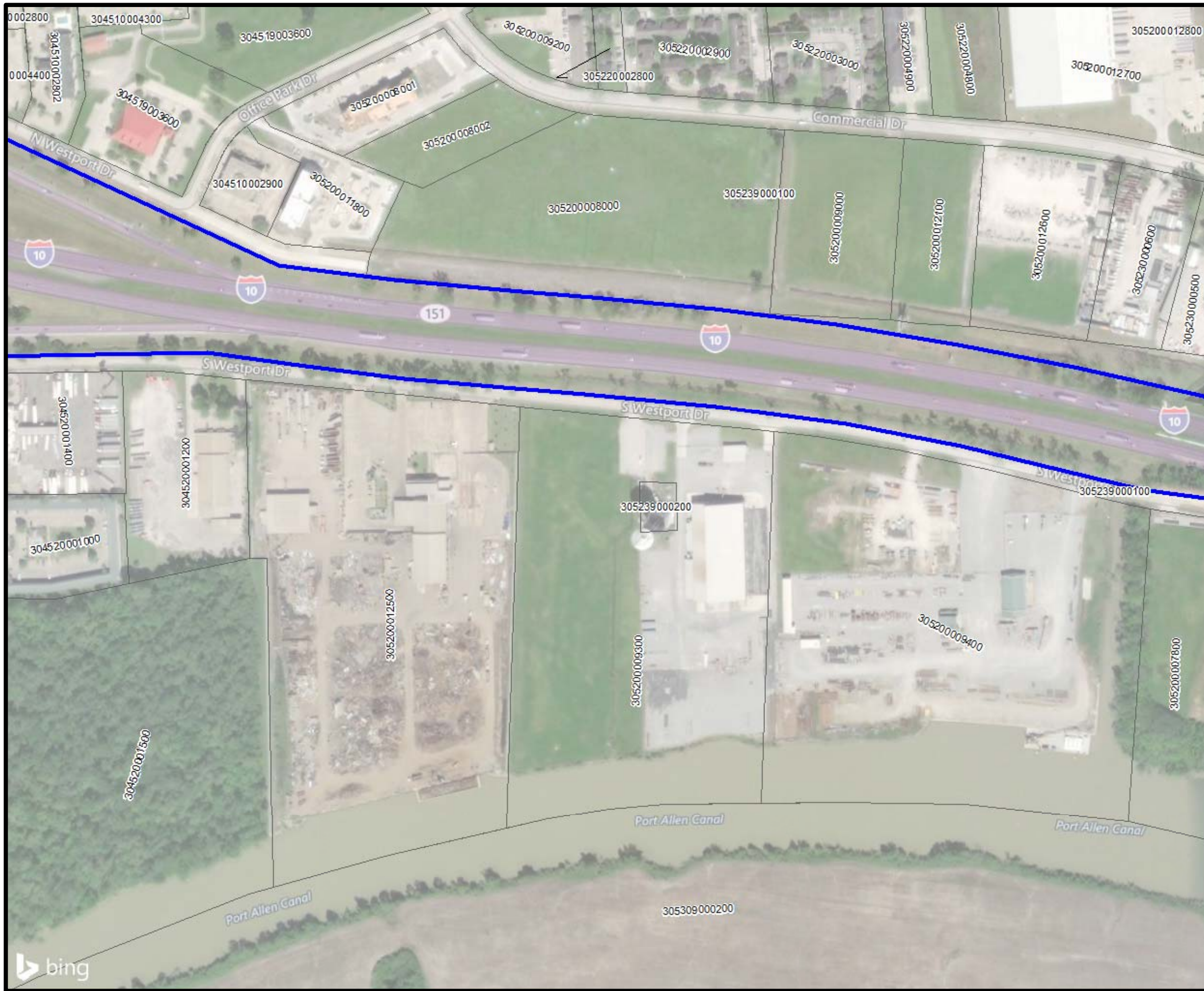
Phase I Environmental Site Assessment
Baton Rouge, East Baton Rouge Parish, Louisiana

Louisiana Department of Transportation and Development
I-10: LA 415 to Essen Lane on I-10 and I-12



Drawn By	LMM	09/14/18
Checked By	AMH	09/14/18
Approved By	MMH	09/14/18
Project Number	040-012-001	
Drawing Number	040-012-001-B250	
	2b	Figure



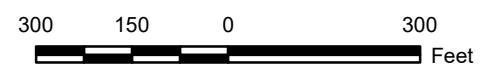


Legend

- Study Area
- Parcel Boundary

Reference

Base map comprised of Bing Maps aerial imagery from (c) 2018 Microsoft Corporation and its data suppliers. East Baton Rouge parcel data obtained from the East Baton Rouge Parish Assessor's Office. West Baton Rouge parcel data obtained from the West Baton Rouge Parish Assessor's Office.



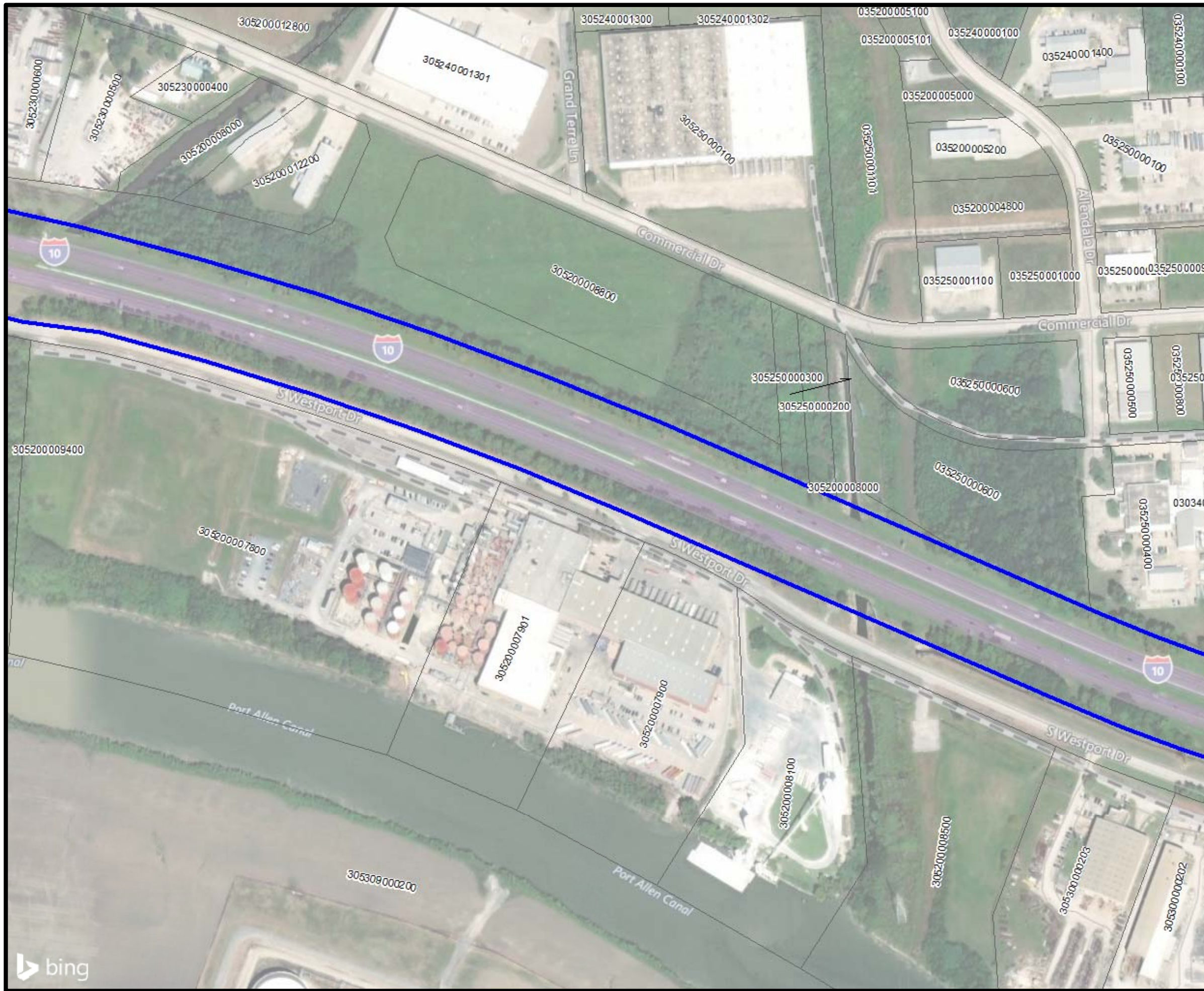
Site Plan

Phase I Environmental Site Assessment
Baton Rouge, East Baton Rouge Parish, Louisiana

Louisiana Department of Transportation and Development
I-10: LA 415 to Essen Lane on I-10 and I-12



Drawn By	LMM	09/14/18
Checked By	AMH	09/14/18
Approved By	MMH	09/14/18
Project Number	040-012-001	
Drawing Number	040-012-001-B251	
	2c	Figure

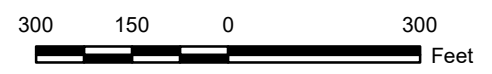


Legend

- Study Area
- Parcel Boundary

Reference

Base map comprised of Bing Maps aerial imagery from (c) 2018 Microsoft Corporation and its data suppliers. East Baton Rouge parcel data obtained from the East Baton Rouge Parish Assessor's Office. West Baton Rouge parcel data obtained from the West Baton Rouge Parish Assessor's Office.



Site Plan

Phase I Environmental Site Assessment
Baton Rouge, East Baton Rouge Parish, Louisiana

Louisiana Department of Transportation and Development
I-10: LA 415 to Essen Lane on I-10 and I-12

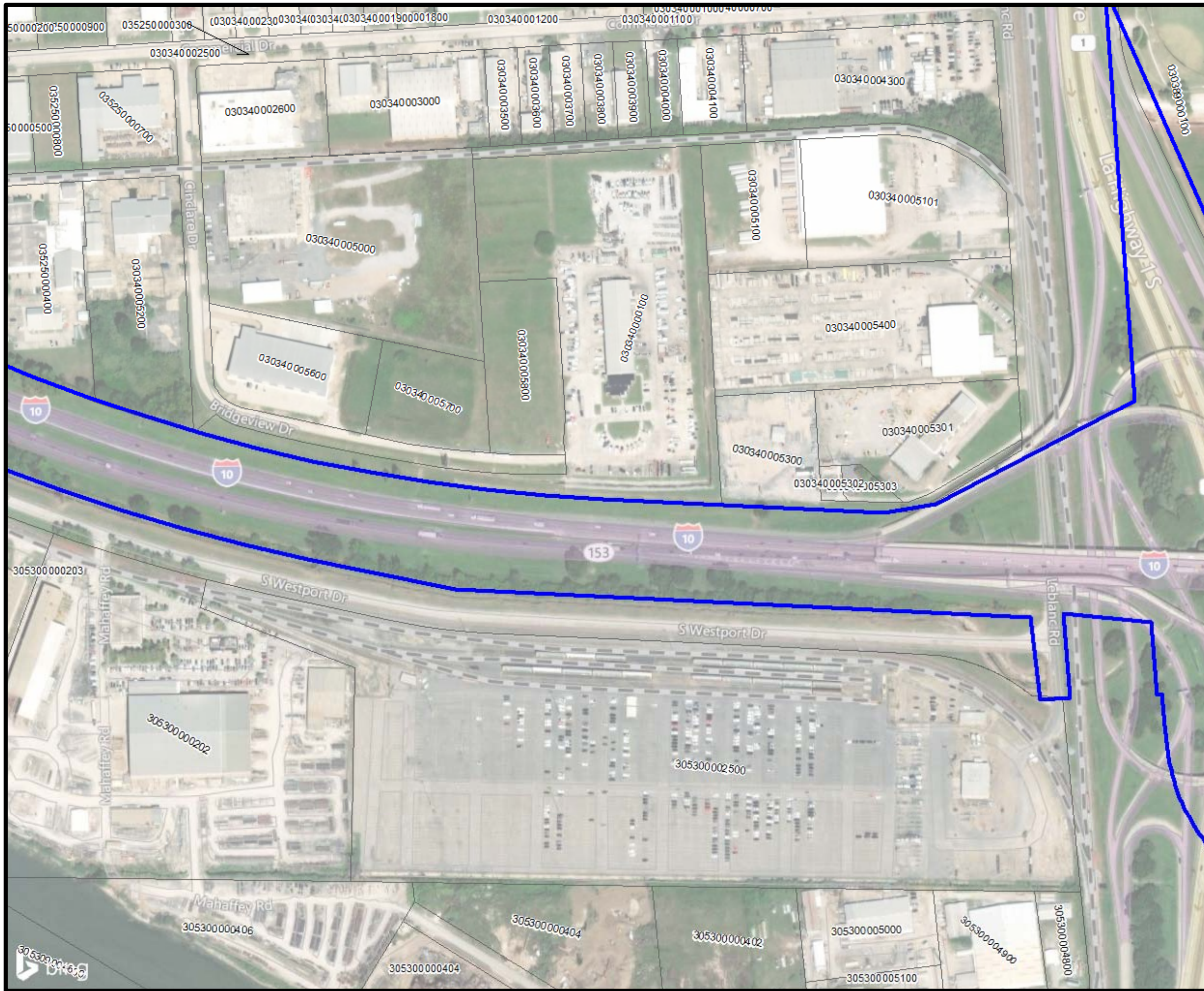


Drawn By	LMM	09/14/18
Checked By	AMH	09/14/18
Approved By	MMH	09/14/18

Project Number	040-012-001
Drawing Number	040-012-001-B252

2d
Figure



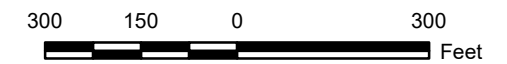


Legend

- Study Area
- Parcel Boundary

Reference

Base map comprised of Bing Maps aerial imagery from (c) 2018 Microsoft Corporation and its data suppliers. East Baton Rouge parcel data obtained from the East Baton Rouge Parish Assessor's Office. West Baton Rouge parcel data obtained from the West Baton Rouge Parish Assessor's Office.



Site Plan

Phase I Environmental Site Assessment
Baton Rouge, East Baton Rouge Parish, Louisiana

Louisiana Department of Transportation and Development
I-10: LA 415 to Essen Lane on I-10 and I-12



Drawn By	LMM	09/14/18
Checked By	AMH	09/14/18
Approved By	MMH	09/14/18
Project Number	040-012-001	2e Figure
Drawing Number	040-012-001-B253	

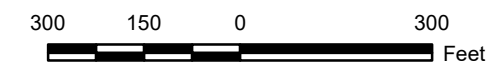


Legend

- Study Area
- Parcel Boundary

Reference

Base map comprised of Bing Maps aerial imagery from (c) 2018 Microsoft Corporation and its data suppliers. East Baton Rouge parcel data obtained from the East Baton Rouge Parish Assessor's Office. West Baton Rouge parcel data obtained from the West Baton Rouge Parish Assessor's Office.



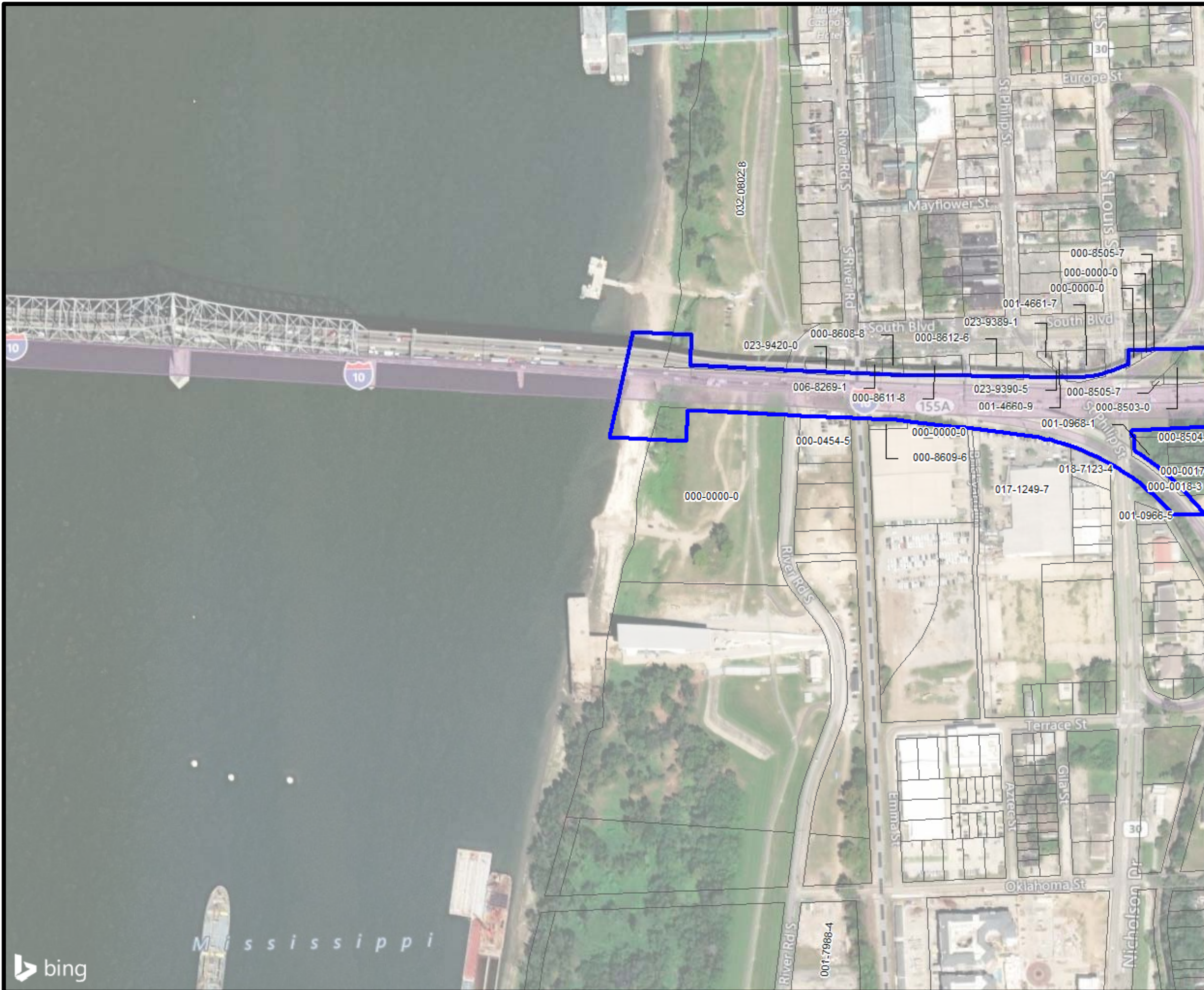
Site Plan

Phase I Environmental Site Assessment
Baton Rouge, East Baton Rouge Parish, Louisiana

Louisiana Department of Transportation and Development
I-10: LA 415 to Essen Lane on I-10 and I-12



Drawn By	LMM	09/14/18
Checked By	AMH	09/14/18
Approved By	MMH	09/14/18
Project Number	040-012-001	
Drawing Number	040-012-001-B254	
	2f	Figure

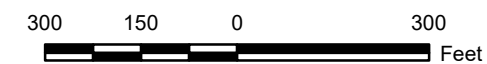


Legend

- Study Area
- Parcel Boundary

Reference

Base map comprised of Bing Maps aerial imagery from (c) 2018 Microsoft Corporation and its data suppliers. East Baton Rouge parcel data obtained from the East Baton Rouge Parish Assessor's Office. West Baton Rouge parcel data obtained from the West Baton Rouge Parish Assessor's Office.



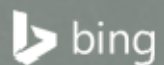
Site Plan

Phase I Environmental Site Assessment
Baton Rouge, East Baton Rouge Parish, Louisiana

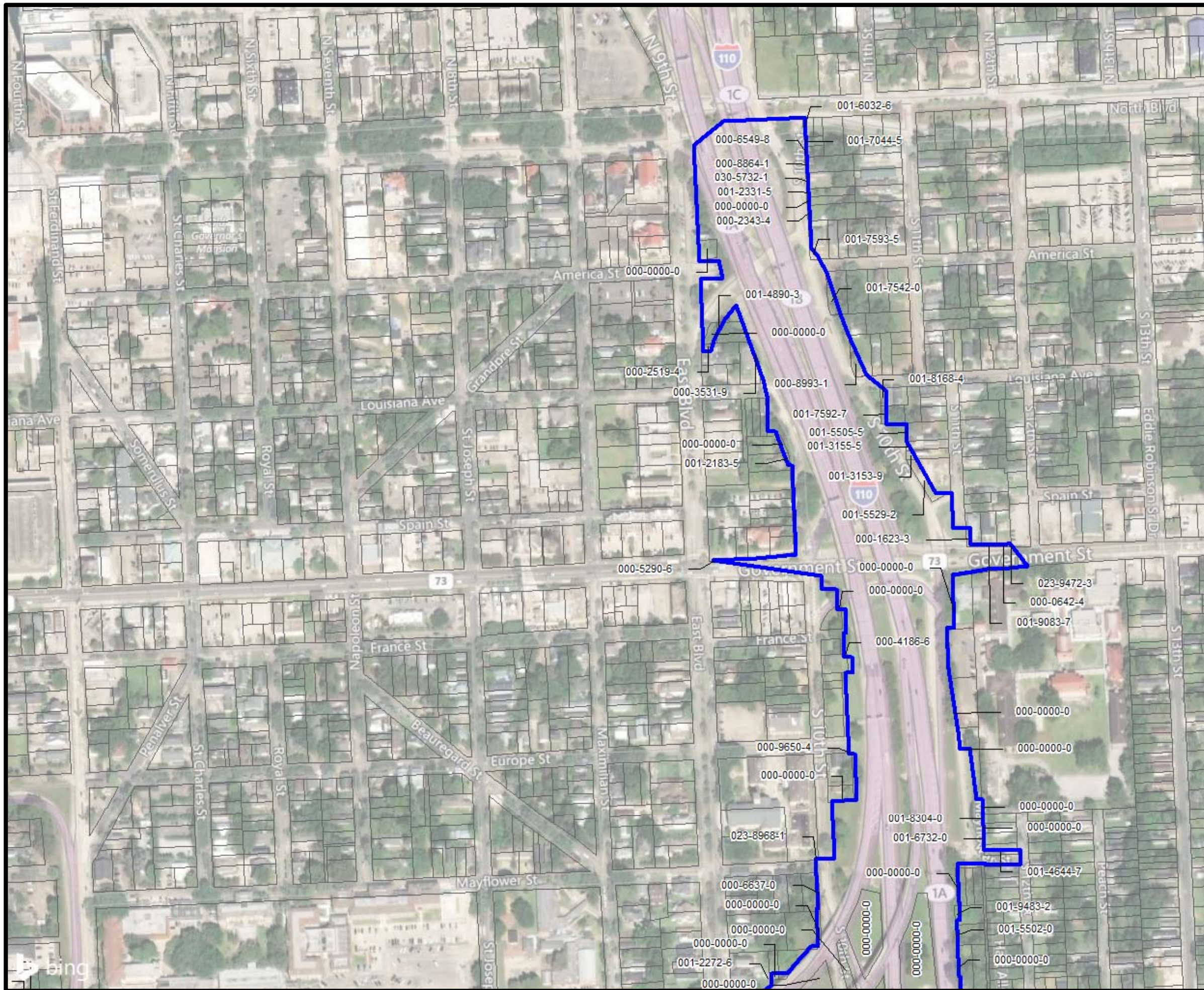
Louisiana Department of Transportation and Development
I-10: LA 415 to Essen Lane on I-10 and I-12



Drawn By	LMM	09/14/18
Checked By	AMH	09/14/18
Approved By	MMH	09/14/18
Project Number	040-012-001	
Drawing Number	040-012-001-B255	
	2g	Figure



Mississippi

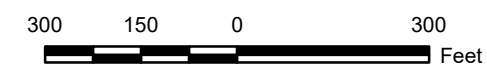


Legend

- Study Area
- Parcel Boundary

Reference

Base map comprised of Bing Maps aerial imagery from (c) 2018 Microsoft Corporation and its data suppliers. East Baton Rouge parcel data obtained from the East Baton Rouge Parish Assessor's Office. West Baton Rouge parcel data obtained from the West Baton Rouge Parish Assessor's Office.



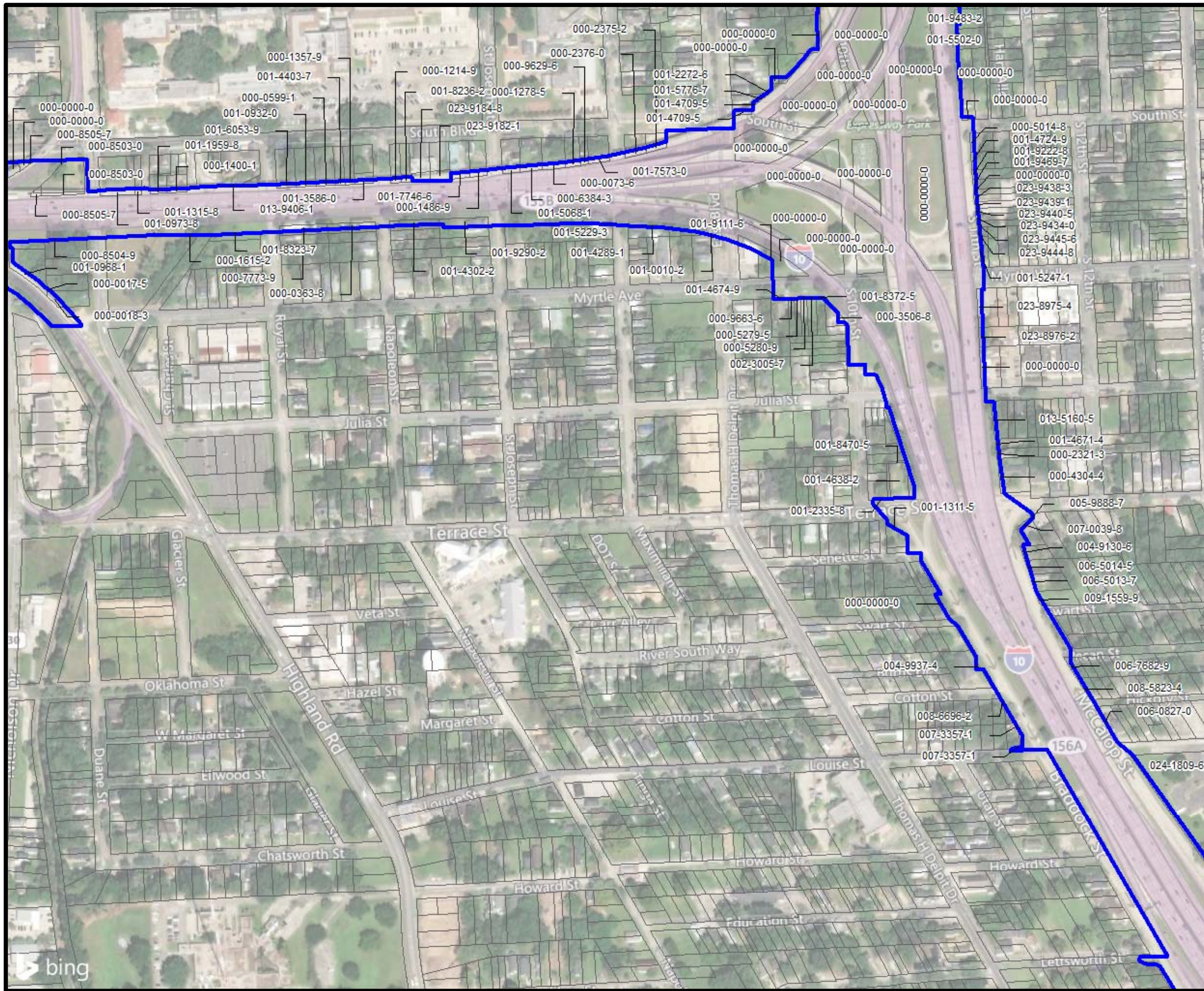
Site Plan

Phase I Environmental Site Assessment
Baton Rouge, East Baton Rouge Parish, Louisiana

Louisiana Department of Transportation and Development
I-10: LA 415 to Essen Lane on I-10 and I-12



Drawn By	LMM	09/14/18
Checked By	AMH	09/14/18
Approved By	MMH	09/14/18
Project Number	040-012-001	2h Figure
Drawing Number	040-012-001-B256	

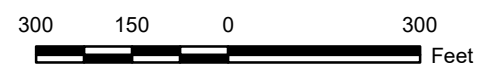


Legend

- Study Area
- Parcel Boundary

Reference

Base map comprised of Bing Maps aerial imagery from (c) 2018 Microsoft Corporation and its data suppliers. East Baton Rouge parcel data obtained from the East Baton Rouge Parish Assessor's Office. West Baton Rouge parcel data obtained from the West Baton Rouge Parish Assessor's Office.



Site Plan

Phase I Environmental Site Assessment
Baton Rouge, East Baton Rouge Parish, Louisiana

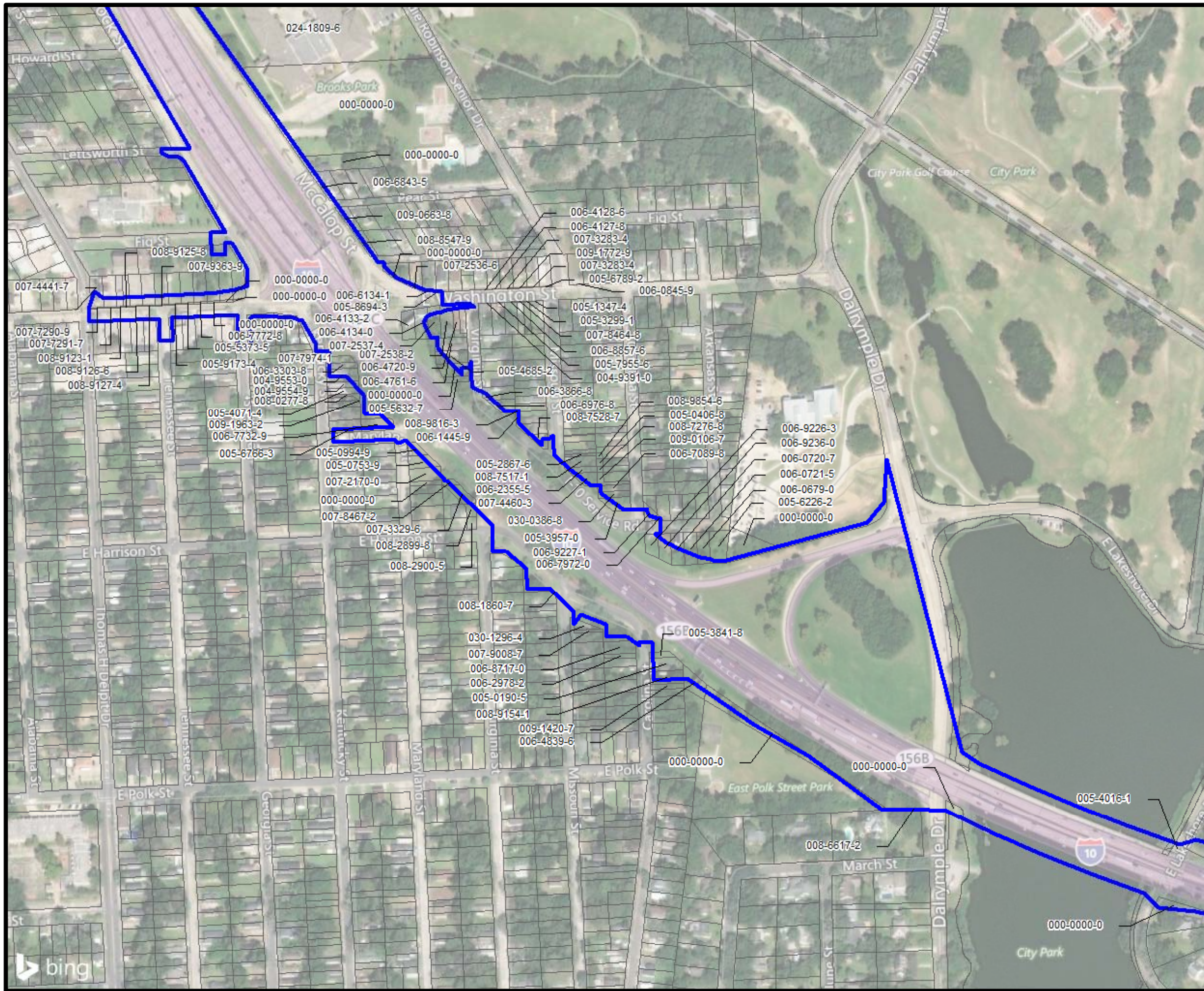
Louisiana Department of Transportation and Development
I-10: LA 415 to Essen Lane on I-10 and I-12



Drawn By	LMM	09/14/18
Checked By	AMH	09/14/18
Approved By	MMH	09/14/18

Project Number	040-012-001
Drawing Number	040-012-001-B257

2i
Figure

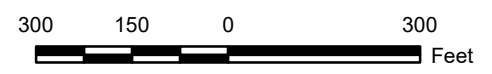


Legend

- Study Area
- Parcel Boundary

Reference

Base map comprised of Bing Maps aerial imagery from (c) 2018 Microsoft Corporation and its data suppliers. East Baton Rouge parcel data obtained from the East Baton Rouge Parish Assessor's Office. West Baton Rouge parcel data obtained from the West Baton Rouge Parish Assessor's Office.



Site Plan

Phase I Environmental Site Assessment
Baton Rouge, East Baton Rouge Parish, Louisiana

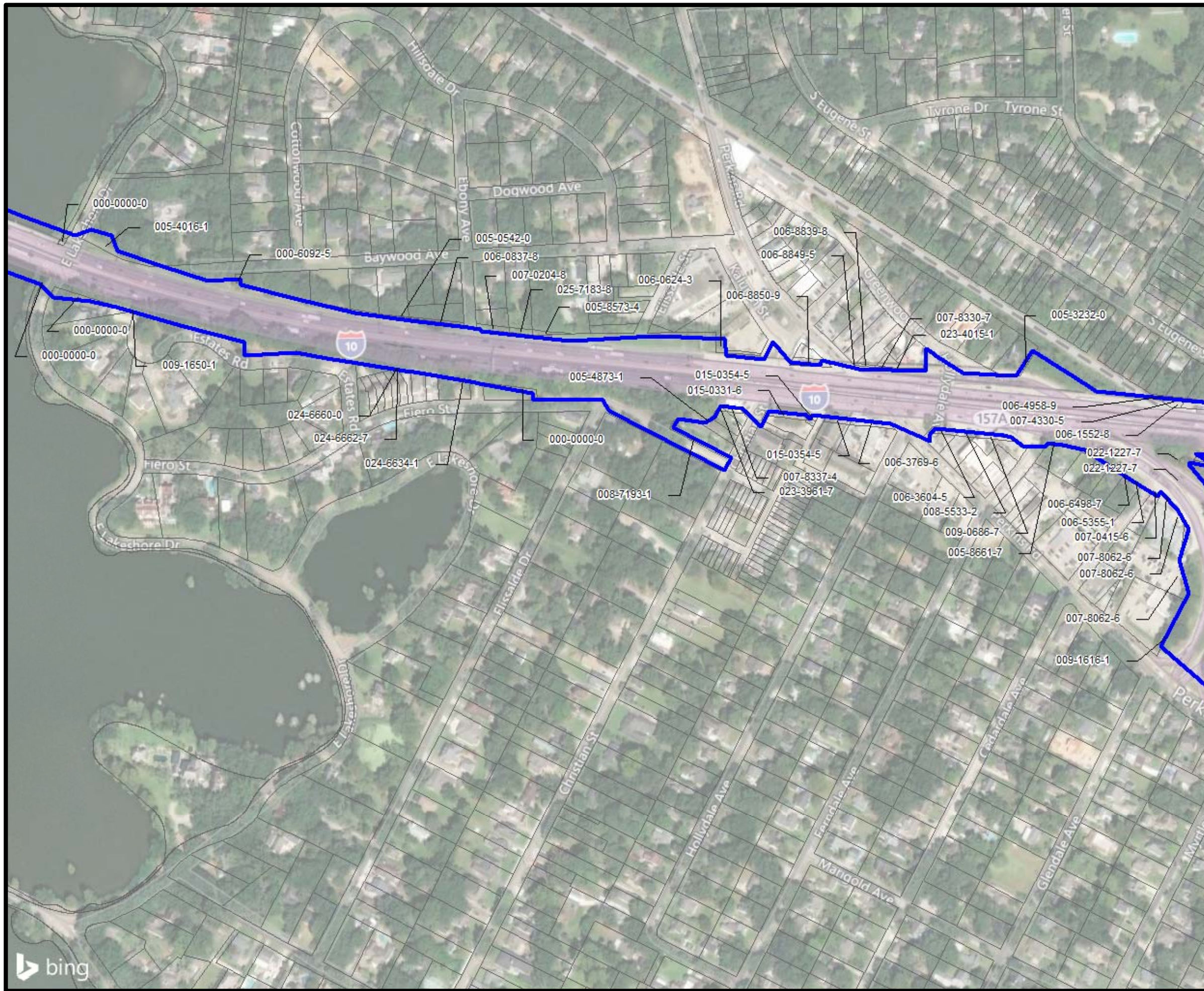
Louisiana Department of Transportation and Development
I-10: LA 415 to Essen Lane on I-10 and I-12



Drawn By	LMM	09/14/18
Checked By	AMH	09/14/18
Approved By	MMH	09/14/18

Project Number	040-012-001
Drawing Number	040-012-001-B258

2j
Figure

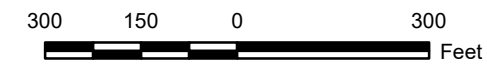


Legend

- Study Area
- Parcel Boundary

Reference

Base map comprised of Bing Maps aerial imagery from (c) 2018 Microsoft Corporation and its data suppliers. East Baton Rouge parcel data obtained from the East Baton Rouge Parish Assessor's Office. West Baton Rouge parcel data obtained from the West Baton Rouge Parish Assessor's Office.



Site Plan

Phase I Environmental Site Assessment
Baton Rouge, East Baton Rouge Parish, Louisiana

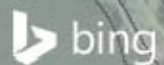
Louisiana Department of Transportation and Development
I-10: LA 415 to Essen Lane on I-10 and I-12

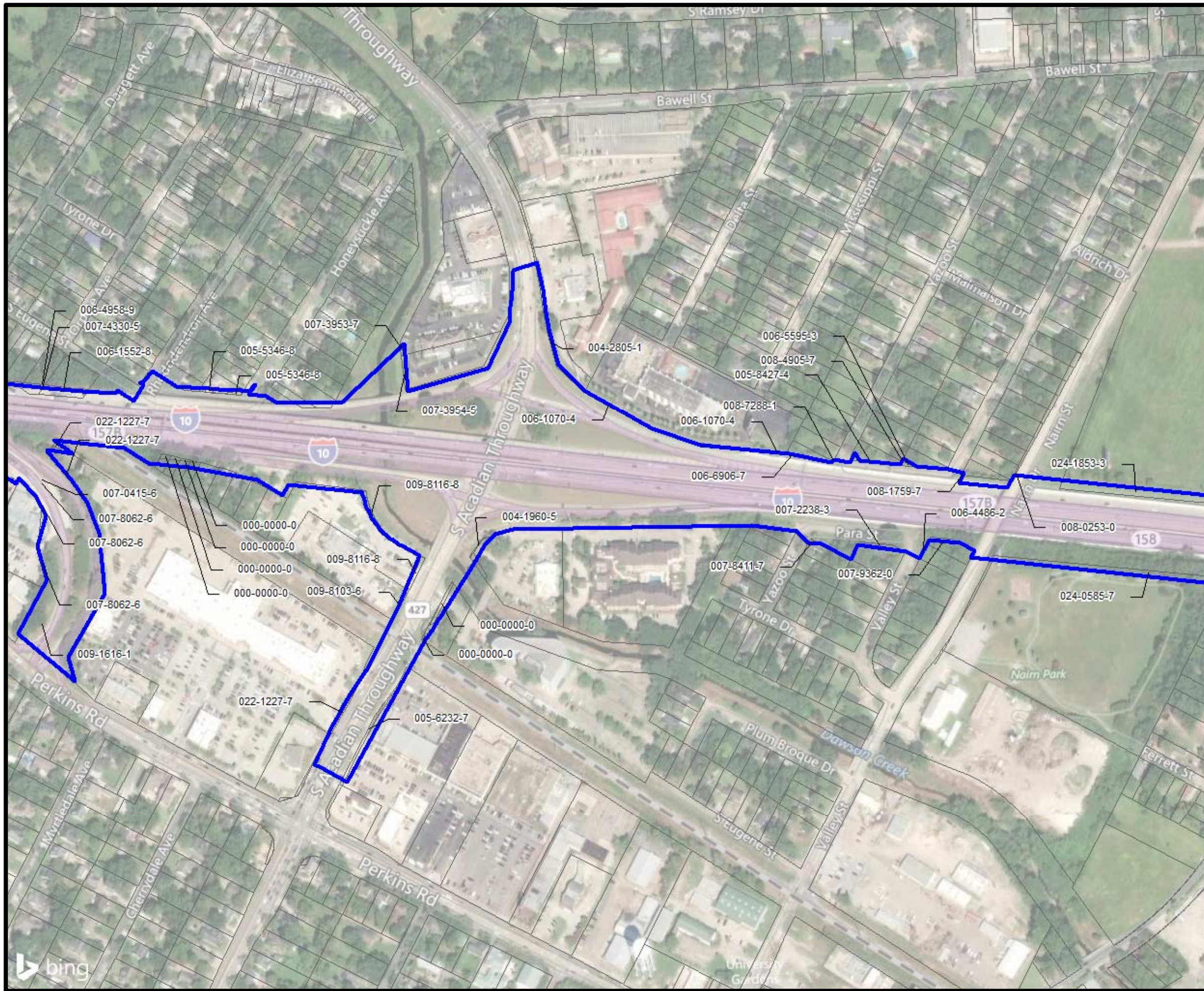


PROVIDENCE

Drawn By	LMM	09/14/18
Checked By	AMH	09/14/18
Approved By	MMH	09/14/18

Project Number	040-012-001
Drawing Number	040-012-001-B259
2k	Figure



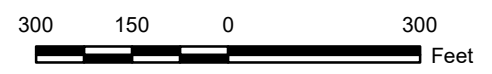


Legend

- Study Area
- Parcel Boundary

Reference

Base map comprised of Bing Maps aerial imagery from (c) 2018 Microsoft Corporation and its data suppliers. East Baton Rouge parcel data obtained from the East Baton Rouge Parish Assessor's Office. West Baton Rouge parcel data obtained from the West Baton Rouge Parish Assessor's Office.



Site Plan

Phase I Environmental Site Assessment
Baton Rouge, East Baton Rouge Parish, Louisiana

Louisiana Department of Transportation and Development
I-10: LA 415 to Essen Lane on I-10 and I-12

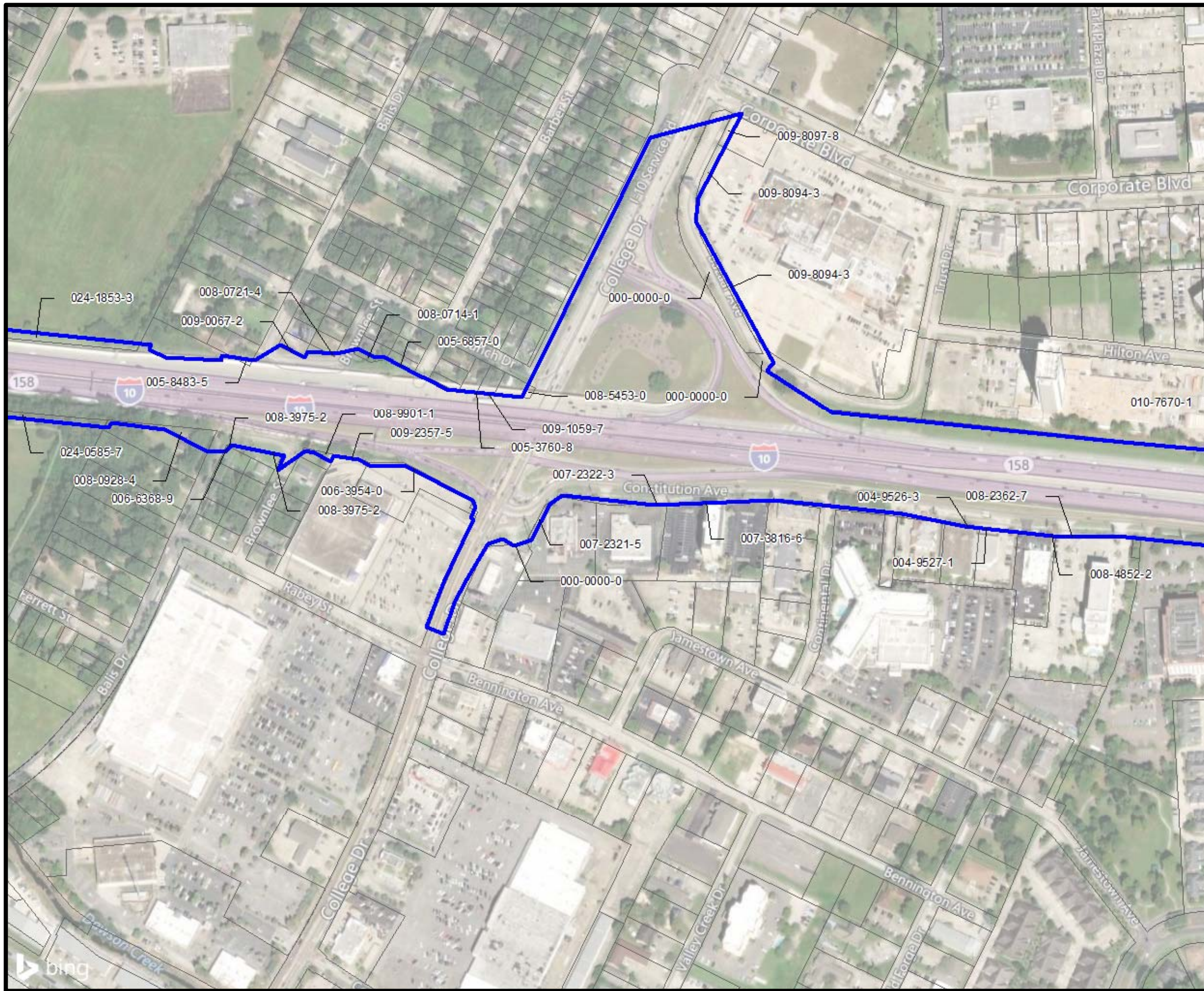


Drawn By	LMM	09/14/18
Checked By	AMH	09/14/18
Approved By	MMH	09/14/18

Project Number	040-012-001
Drawing Number	040-012-001-B260

21
Figure



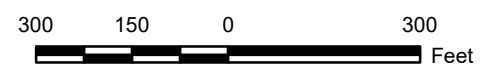


Legend

- Study Area
- Parcel Boundary

Reference

Base map comprised of Bing Maps aerial imagery from (c) 2018 Microsoft Corporation and its data suppliers. East Baton Rouge parcel data obtained from the East Baton Rouge Parish Assessor's Office. West Baton Rouge parcel data obtained from the West Baton Rouge Parish Assessor's Office.



Site Plan

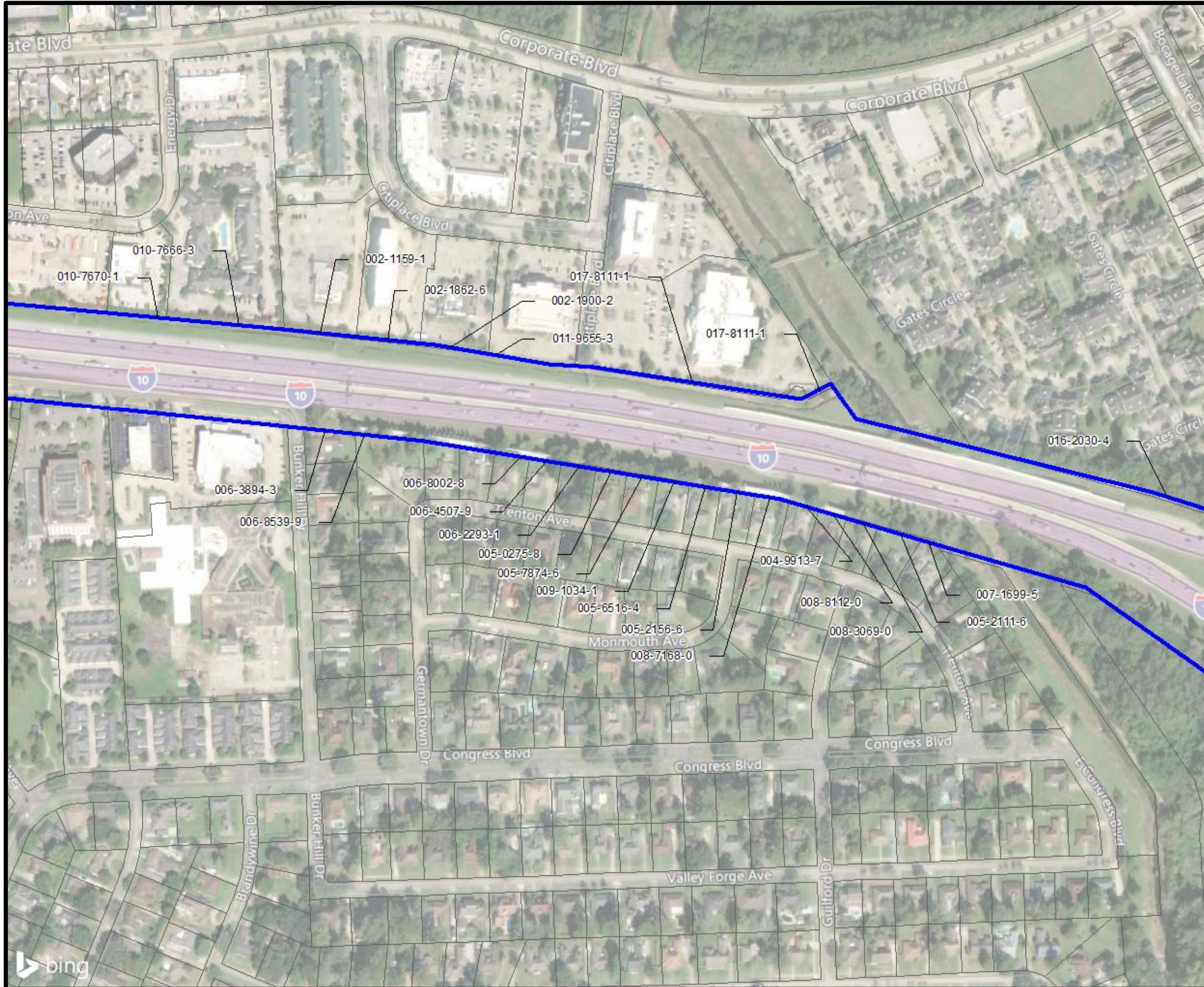
Phase I Environmental Site Assessment
Baton Rouge, East Baton Rouge Parish, Louisiana

Louisiana Department of Transportation and Development
I-10: LA 415 to Essen Lane on I-10 and I-12



Drawn By	LMM	09/14/18
Checked By	AMH	09/14/18
Approved By	MMH	09/14/18
Project Number	040-012-001	
Drawing Number	040-012-001-B261	
	2m	Figure



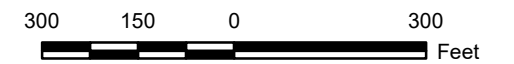


Legend

- Study Area
- Parcel Boundary

Reference

Base map comprised of Bing Maps aerial imagery from (c) 2018 Microsoft Corporation and its data suppliers. East Baton Rouge parcel data obtained from the East Baton Rouge Parish Assessor's Office. West Baton Rouge parcel data obtained from the West Baton Rouge Parish Assessor's Office.



Site Plan

Phase I Environmental Site Assessment
Baton Rouge, East Baton Rouge Parish, Louisiana

Louisiana Department of Transportation and Development
I-10: LA 415 to Essen Lane on I-10 and I-12



PROVIDENCE

Drawn By	LMM	09/14/18
Checked By	AMH	09/14/18
Approved By	MMH	09/14/18

Project Number	040-012-001
Drawing Number	040-012-001-B262

2n
Figure



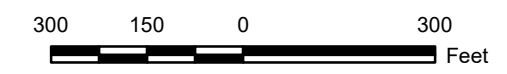


Legend

- Study Area
- Parcel Boundary

Reference

Base map comprised of Bing Maps aerial imagery from (c) 2018 Microsoft Corporation and its data suppliers. East Baton Rouge parcel data obtained from the East Baton Rouge Parish Assessor's Office. West Baton Rouge parcel data obtained from the West Baton Rouge Parish Assessor's Office.



Site Plan

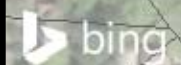
Phase I Environmental Site Assessment
Baton Rouge, East Baton Rouge Parish, Louisiana

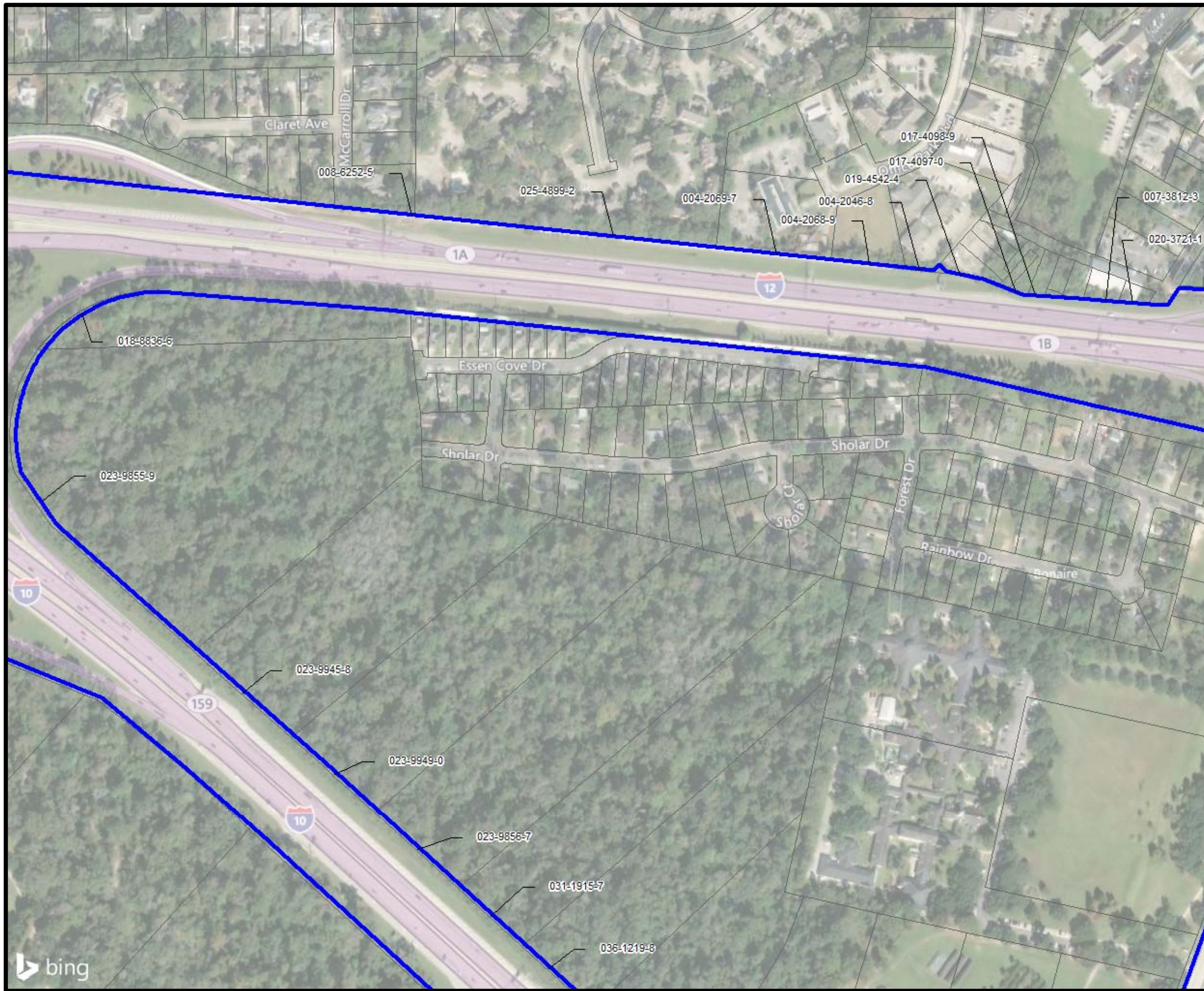
Louisiana Department of Transportation and Development
I-10: LA 415 to Essen Lane on I-10 and I-12



Drawn By	LMM	09/14/18
Checked By	AMH	09/14/18
Approved By	MMH	09/14/18

Project Number	040-012-001
Drawing Number	040-012-001-B263
20	Figure



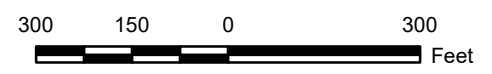


Legend

- Study Area
- Parcel Boundary

Reference

Base map comprised of Bing Maps aerial imagery from (c) 2018 Microsoft Corporation and its data suppliers. East Baton Rouge parcel data obtained from the East Baton Rouge Parish Assessor's Office. West Baton Rouge parcel data obtained from the West Baton Rouge Parish Assessor's Office.



Site Plan

Phase I Environmental Site Assessment
Baton Rouge, East Baton Rouge Parish, Louisiana

Louisiana Department of Transportation and Development
I-10: LA 415 to Essen Lane on I-10 and I-12

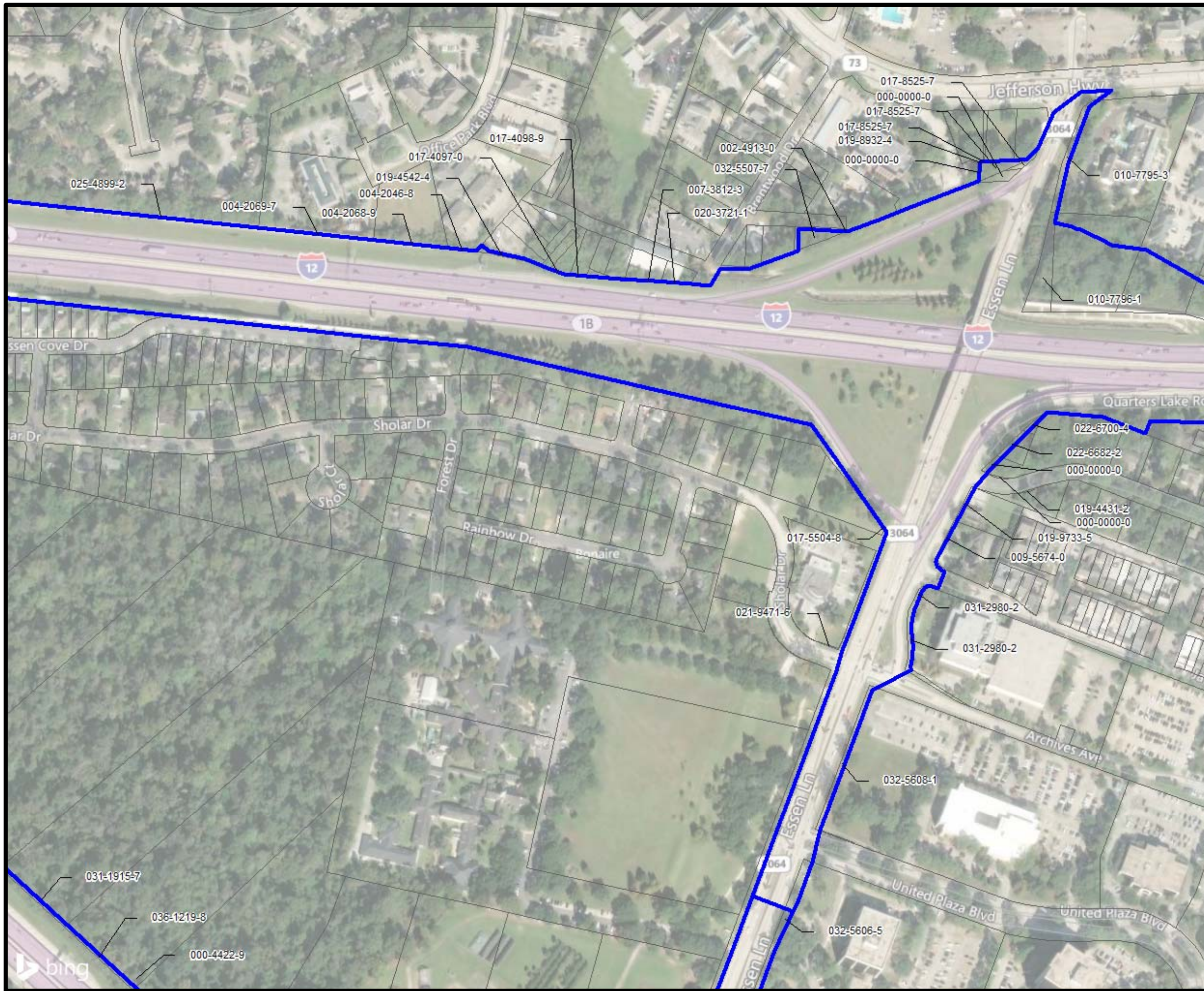


Drawn By	LMM	09/14/18
Checked By	AMH	09/14/18
Approved By	MMH	09/14/18

Project Number	040-012-001
Drawing Number	040-012-001-B264

2p
Figure



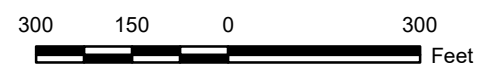


Legend

- Study Area
- Parcel Boundary

Reference

Base map comprised of Bing Maps aerial imagery from (c) 2018 Microsoft Corporation and its data suppliers. East Baton Rouge parcel data obtained from the East Baton Rouge Parish Assessor's Office. West Baton Rouge parcel data obtained from the West Baton Rouge Parish Assessor's Office.



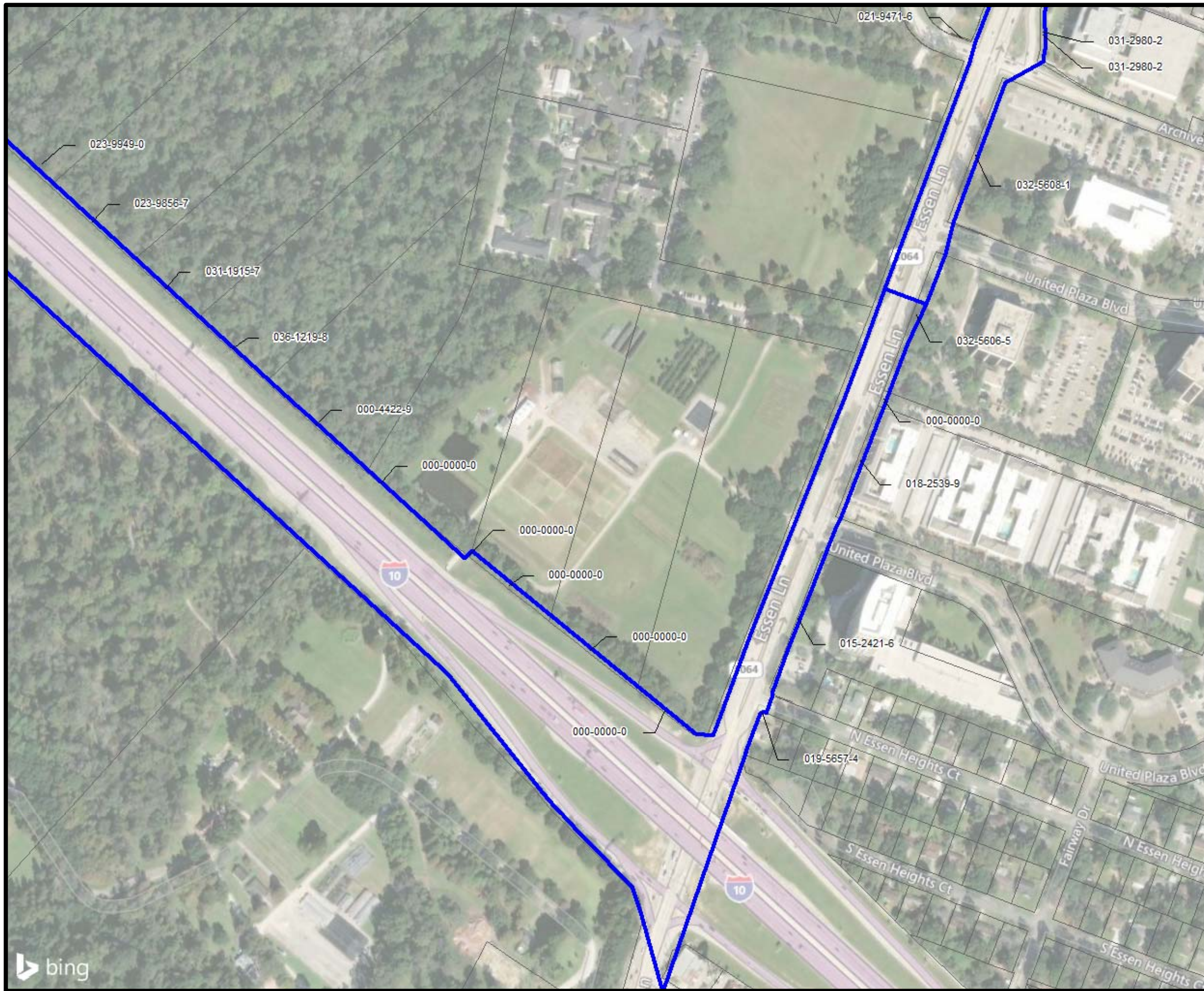
Site Plan

Phase I Environmental Site Assessment
Baton Rouge, East Baton Rouge Parish, Louisiana

Louisiana Department of Transportation and Development
I-10: LA 415 to Essen Lane on I-10 and I-12



Drawn By	LMM	09/14/18
Checked By	AMH	09/14/18
Approved By	MMH	09/14/18
Project Number	040-012-001	
Drawing Number	040-012-001-B265	
	2q	Figure

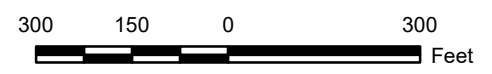


Legend

- Study Area
- Parcel Boundary

Reference

Base map comprised of Bing Maps aerial imagery from (c) 2018 Microsoft Corporation and its data suppliers. East Baton Rouge parcel data obtained from the East Baton Rouge Parish Assessor's Office. West Baton Rouge parcel data obtained from the West Baton Rouge Parish Assessor's Office.



Site Plan

Phase I Environmental Site Assessment
Baton Rouge, East Baton Rouge Parish, Louisiana

Louisiana Department of Transportation and Development
I-10: LA 415 to Essen Lane on I-10 and I-12



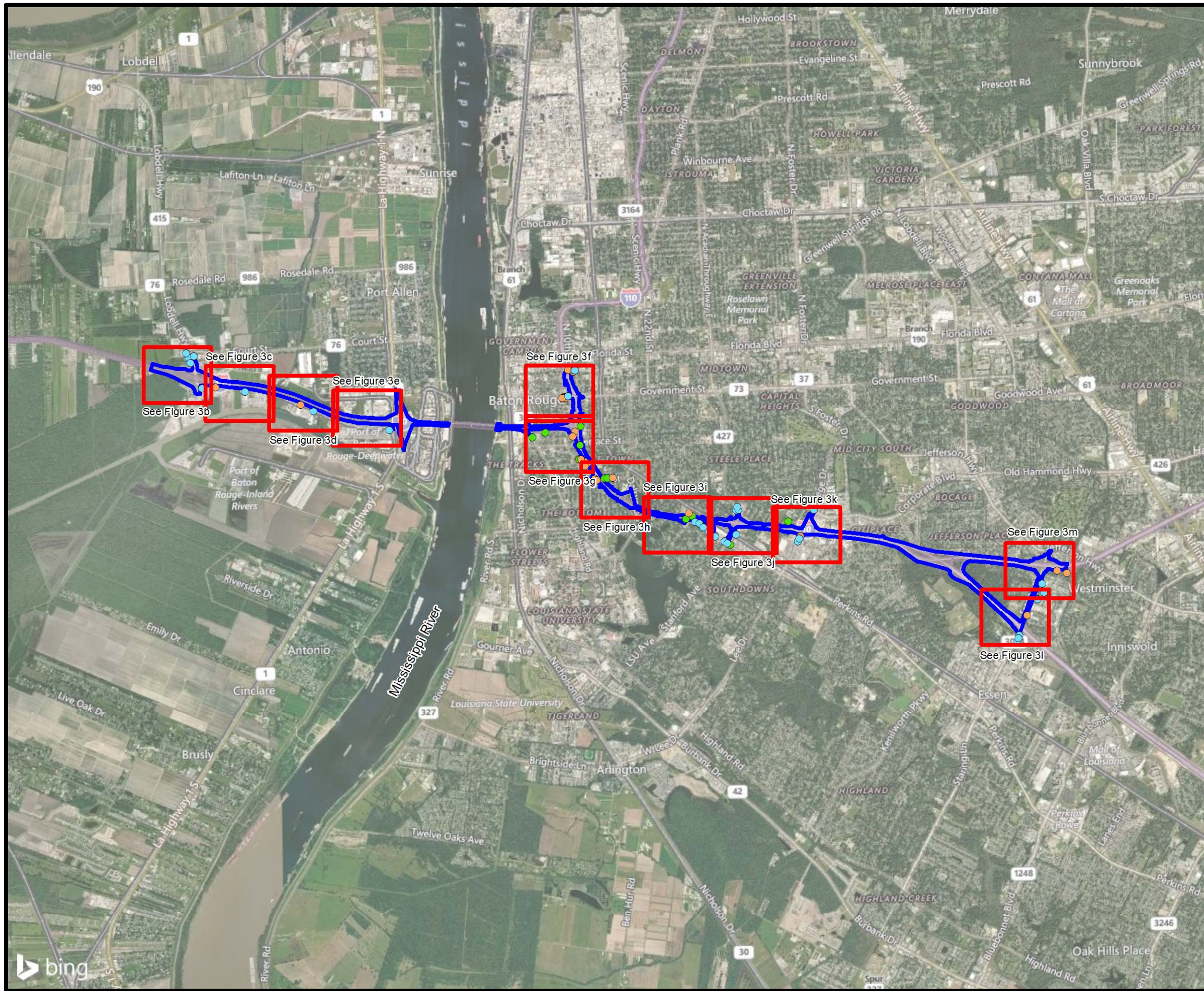
Drawn By	LMM	09/14/18
Checked By	AMH	09/14/18
Approved By	MMH	09/14/18

Project Number	040-012-001
Drawing Number	040-012-001-B266

2r
Figure



FIGURE 3
EDR HIGH RISK SITES LOCATION MAP

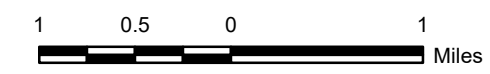


Legend

- Study Area
- Historic Auto Location
- Historic Drycleaner Location
- UST Site

Reference

Base map comprised of Bing Maps aerial imagery from (c) 2018 Microsoft Corporation and its data suppliers. The High Risk Site Locations obtained from Environmental Data Resources Inc. and field verified by Providence.



Overall High Risk Sites Location Map

Phase I Environmental Site Assessment
Baton Rouge, East Baton Rouge Parish, Louisiana

Louisiana Department of Transportation and Development
I-10: LA 415 to Essen Lane on I-10 and I-12



Drawn By	LMM	12/18/18
Checked By	AMH	12/18/18
Approved By	MMH	12/18/18
Project Number	040-012-001	3a Figure
Drawing Number	040-012-001-B196	





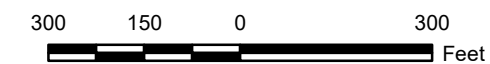
Legend

- Study Area
- UST Site
- Historic Auto Location

MAP ID	NAME
1	NINO'S CASINO LLC
2	NINO'S CASINO
3	MATRIX FOOD STORE
4	CRACKER BARREL STORES INC #28
5	RACETRAC #365
6	LOVES TRAVEL STOPS COUNTRY STORES

Reference

Base map comprised of Bing Maps aerial imagery from (c) 2018 Microsoft Corporation and its data suppliers. The High Risk Site Locations obtained from Environmental Data Resources Inc. and field verified by Providence.



High Risk Sites Location Map

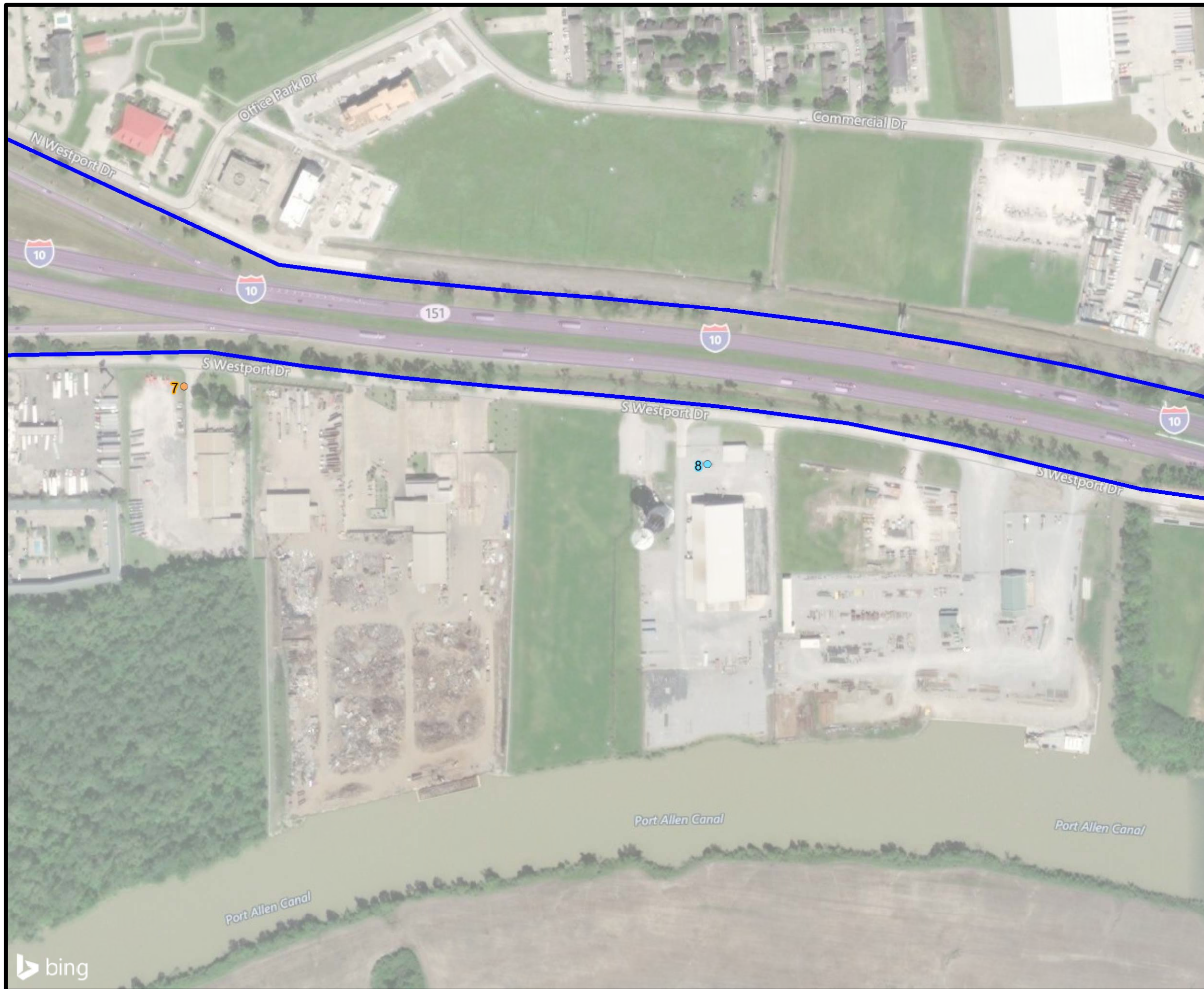
Phase I Environmental Site Assessment
Baton Rouge, East Baton Rouge Parish, Louisiana

Louisiana Department of Transportation and Development
I-10: LA 415 to Essen Lane on I-10 and I-12



Drawn By	LMM	12/18/18
Checked By	AMH	12/18/18
Approved By	MMH	12/18/18

Project Number	040-012-001	3b
Drawing Number	040-012-001-B197	
		Figure



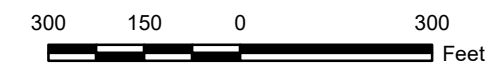
Legend

- Study Area
- UST Site
- Historic Auto Location

MAP ID	NAME
7	CAJUN KENWORTH INC
8	GUARANTY INCOME LIFE

Reference

Base map comprised of Bing Maps aerial imagery from (c) 2018 Microsoft Corporation and its data suppliers. The High Risk Site Locations obtained from Environmental Data Resources Inc. and field verified by Providence.



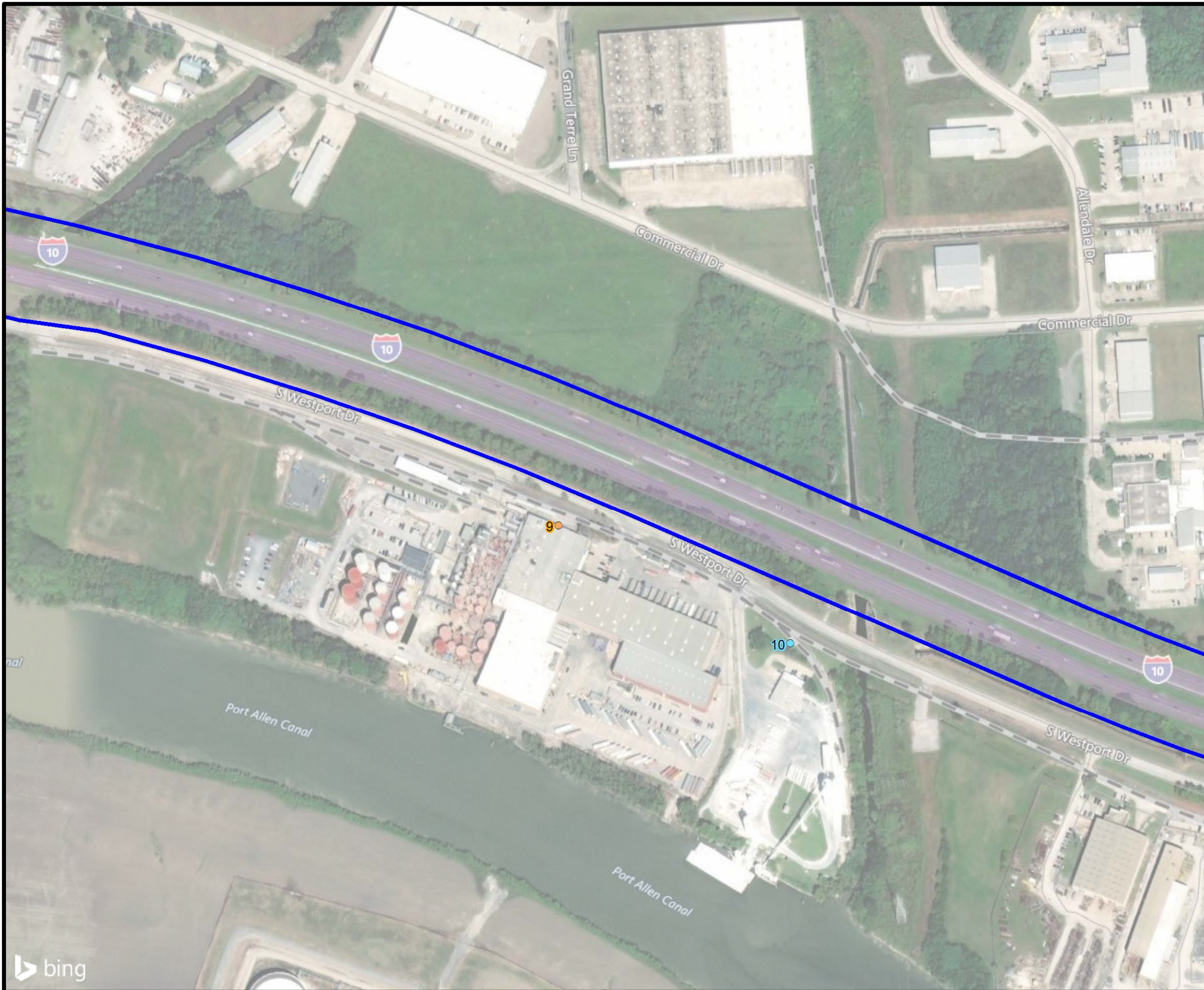
High Risk Sites Location Map

Phase I Environmental Site Assessment
Baton Rouge, East Baton Rouge Parish, Louisiana

Louisiana Department of Transportation and Development
I-10: LA 415 to Essen Lane on I-10 and I-12



Drawn By	LMM	09/14/18
Checked By	AMH	09/14/18
Approved By	MMH	09/14/18
Project Number	040-012-001	
Drawing Number	040-012-001-B198	
	3C	Figure



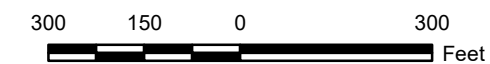
Legend

- Study Area
- UST Site
- Historic Auto Location

MAP ID	NAME
9	BP HOLLY COLEMAN
10	LHOIST NORTH AMERICA OF MISSOURI, INC.

Reference

Base map comprised of Bing Maps aerial imagery from (c) 2018 Microsoft Corporation and its data suppliers. The High Risk Site Locations obtained from Environmental Data Resources Inc. and field verified by Providence.



High Risk Sites Location Map

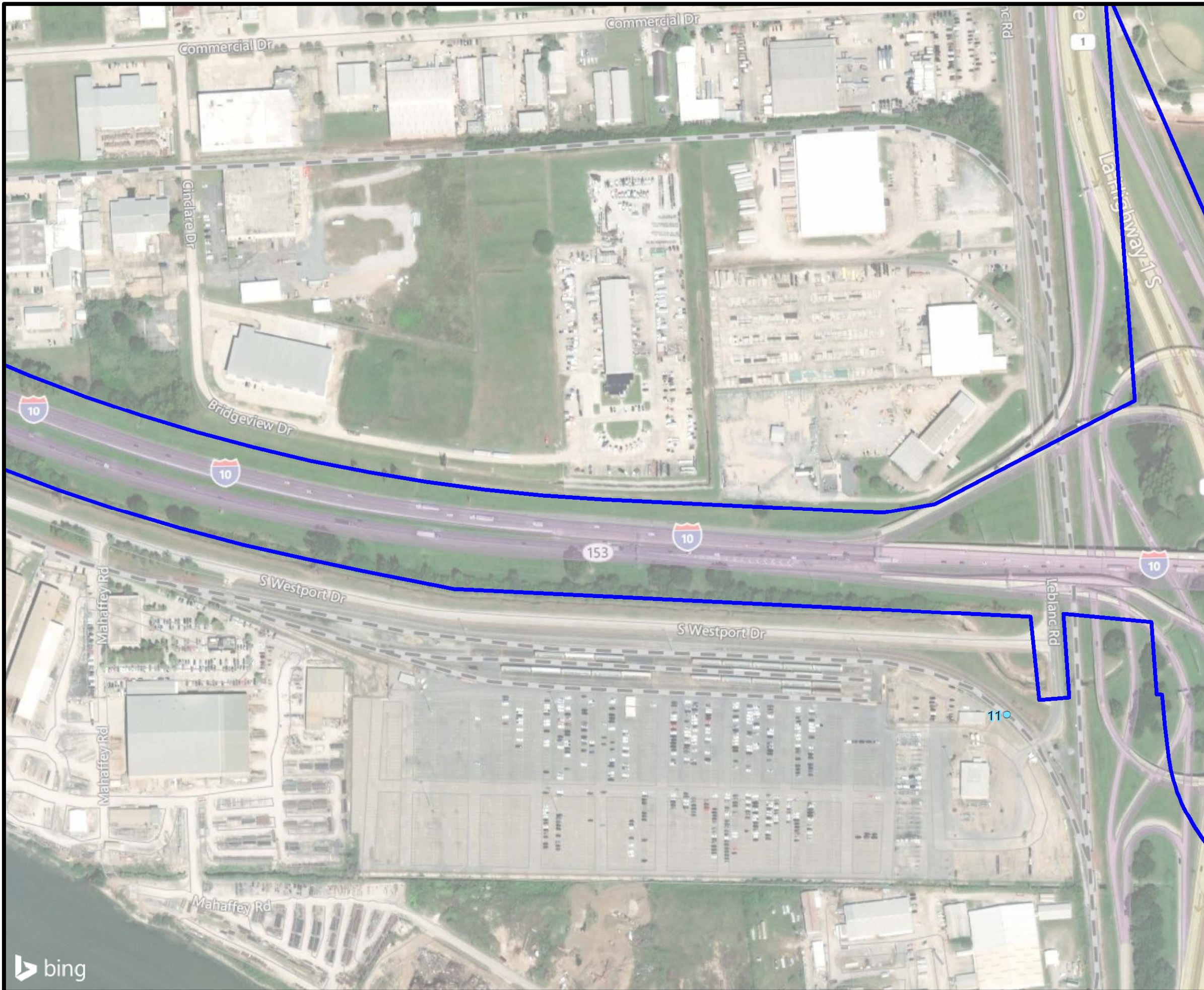
Phase I Environmental Site Assessment
Baton Rouge, East Baton Rouge Parish, Louisiana

Louisiana Department of Transportation and Development
I-10: LA 415 to Essen Lane on I-10 and I-12



Drawn By	LMM	09/14/18
Checked By	AMH	09/14/18
Approved By	MMH	09/14/18

Project Number	3d Figure
040-012-001	
Drawing Number	
040-012-001-B199	



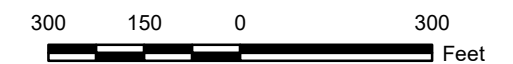
Legend

- Study Area
- UST Site

MAP ID	NAME
11	UNION PACIFIC RAILROAD

Reference

Base map comprised of Bing Maps aerial imagery from (c) 2018 Microsoft Corporation and its data suppliers. The High Risk Site Locations obtained from Environmental Data Resources Inc. and field verified by Providence.



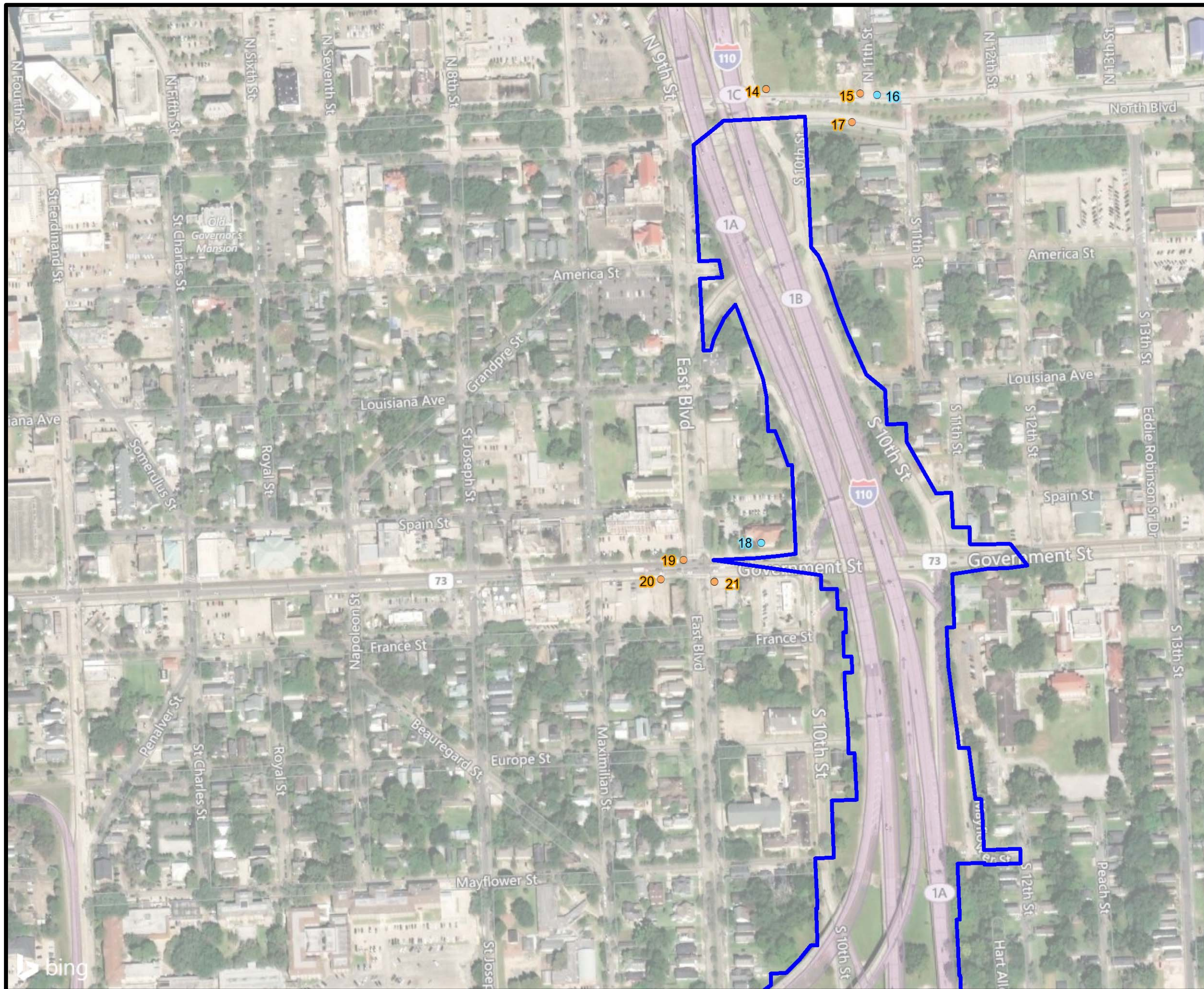
High Risk Sites Location Map

Phase I Environmental Site Assessment
Baton Rouge, East Baton Rouge Parish, Louisiana

Louisiana Department of Transportation and Development
I-10: LA 415 to Essen Lane on I-10 and I-12



Drawn By	LMM	09/14/18
Checked By	AMH	09/14/18
Approved By	MMH	09/14/18
Project Number	040-012-001	3e
Drawing Number	040-012-001-B200	
		Figure



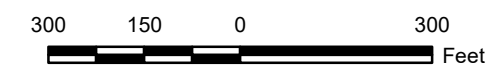
Legend

- Study Area
- UST Site
- Historic Auto Location

MAP ID	NAME
14	EXPRESSWAY ESSO SERVICENTER
	DIXON BROS QUICK STOP
15	HAYS SERVICE
16	CITY OF BATON ROUGE - PARISH OF EAST BATON ROUGE
17	PETIGO COMPETITION CENTER SPEED SHOP
18	1075 GOVERNMENT STREET
19	CENTRAL ESSO SERV
20	HANEY AUTOMOTIVE INCORPORATED
21	PEL-STATE OIL COMPANY INC
	BATTERY CLINIC THE
	STEWARTS SHELL SERV

Reference

Base map comprised of Bing Maps aerial imagery from (c) 2018 Microsoft Corporation and its data suppliers. The High Risk Site Locations obtained from Environmental Data Resources Inc. and field verified by Providence.



High Risk Sites Location Map

Phase I Environmental Site Assessment
Baton Rouge, East Baton Rouge Parish, Louisiana

Louisiana Department of Transportation and Development
I-10: LA 415 to Essen Lane on I-10 and I-12



Drawn By	LMM	12/18/18
Checked By	AMH	12/18/18
Approved By	MMH	12/18/18

Project Number	3f Figure
040-012-001	
Drawing Number	3f Figure
040-012-001-B201	



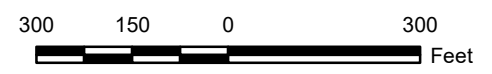
Legend

- Study Area
- Historic Auto Location
- Historic Drycleaner Location

MAP ID	NAME
12	RIDLEY JOE TAILOR & CLEANERS
13	JOHNNYS WASHETTE
22	WILLIAMS HILNER C C DO
23	ROBERSONS ESSO GAS STA
24	TILLMAN SAM AUTO REPR
	RALPHS TEXACO SERVICE
25	AMERICAN GEN INVESTMENTS LLC
	BATON ROUGE HAT CLEANERS
26	BATON ROUGE HATTERS
	X RAY CLEANERS
27	HANKS AUTO REPAIR
	ELMOS GARAGE C AUTO REPRS
28	TRAHANS GARAGE AUTO REPRS
29	TRAHANS AUTO REPAIR
30	KING JAMES W AUTO REPR

Reference

Base map comprised of Bing Maps aerial imagery from (c) 2018 Microsoft Corporation and its data suppliers. The High Risk Site Locations obtained from Environmental Data Resources Inc. and field verified by Providence.



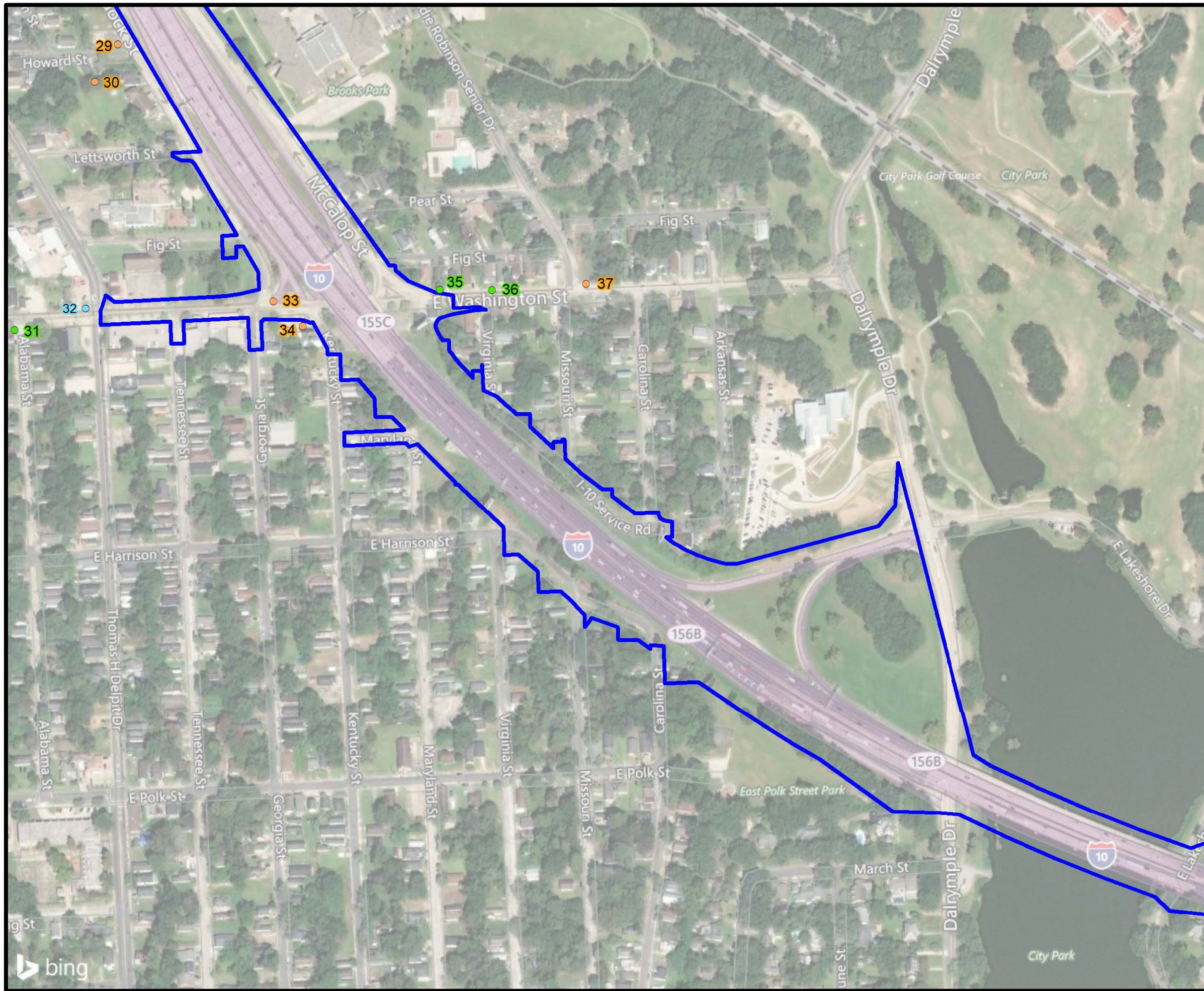
High Risk Sites Location Map

Phase I Environmental Site Assessment
Baton Rouge, East Baton Rouge Parish, Louisiana

Louisiana Department of Transportation and Development
I-10: LA 415 to Essen Lane on I-10 and I-12



Drawn By	LMM	09/14/18
Checked By	AMH	09/14/18
Approved By	MMH	09/14/18
Project Number	040-012-001	
Drawing Number	040-012-001-B202	
	3g	Figure



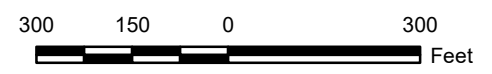
Legend

- Study Area
- Historic Auto Location
- Historic Drycleaner Location
- UST Site

MAP ID	NAME
29	TRAHANS AUTO REPAIR
30	KING JAMES W AUTO REPR
31	BAMA CLN
32	MERCURY GASOLINE CO INC
	BUTLERS GAS
33	MARCELLES ESSO SERVICENTER
34	MARCELLES EXXON SERVICE STA
35	BOONE MILTON CLO CLNR
36	GREEN ANTHONY C DCLO CLNR
37	MID CITY OIL CO

Reference

Base map comprised of Bing Maps aerial imagery from (c) 2018 Microsoft Corporation and its data suppliers. The High Risk Site Locations obtained from Environmental Data Resources Inc. and field verified by Providence.



High Risk Sites Location Map

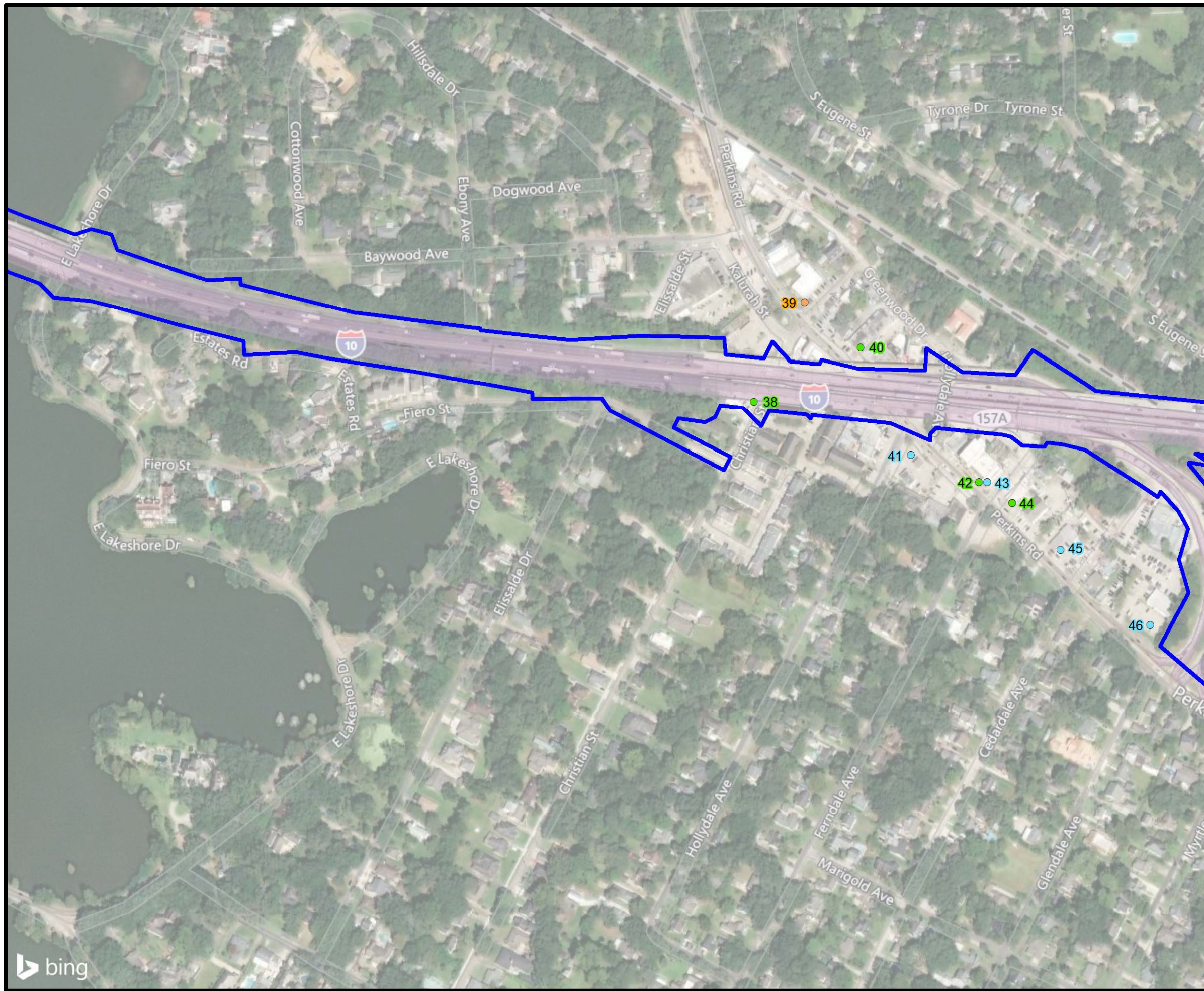
Phase I Environmental Site Assessment
Baton Rouge, East Baton Rouge Parish, Louisiana

Louisiana Department of Transportation and Development
I-10: LA 415 to Essen Lane on I-10 and I-12

Drawn By	LMM	12/18/18
Checked By	AMH	12/18/18
Approved By	MMH	12/18/18

Project Number	3h
040-012-001	
Drawing Number	Figure
040-012-001-B203	





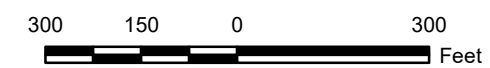
Legend

- Study Area
- UST Site
- Historic Auto Location
- Historic Drycleaner Location

MAP ID	NAME
38	DIXIES MONO WASH LAUNDERETTE
39	EXPERT AUTO SERVICE
40	OVERPASS CLEANERS
41	CRACKER BARREL #48
42	WHITE STAR AUTOMATIC LNDRY
43	PERKINS RD HARDWARE EMERGENCY HW
44	KEAN'S THE CLEANER
	KEANS CLNS & LNDRY BR
	WIFE SAVER LAUND O MAT
45	ZIPPY'S LLC
46	ROGER A BARIELLE

Reference

Base map comprised of Bing Maps aerial imagery from (c) 2018 Microsoft Corporation and its data suppliers. The High Risk Site Locations obtained from Environmental Data Resources Inc. and field verified by Providence.



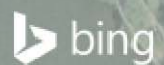
High Risk Sites Location Map

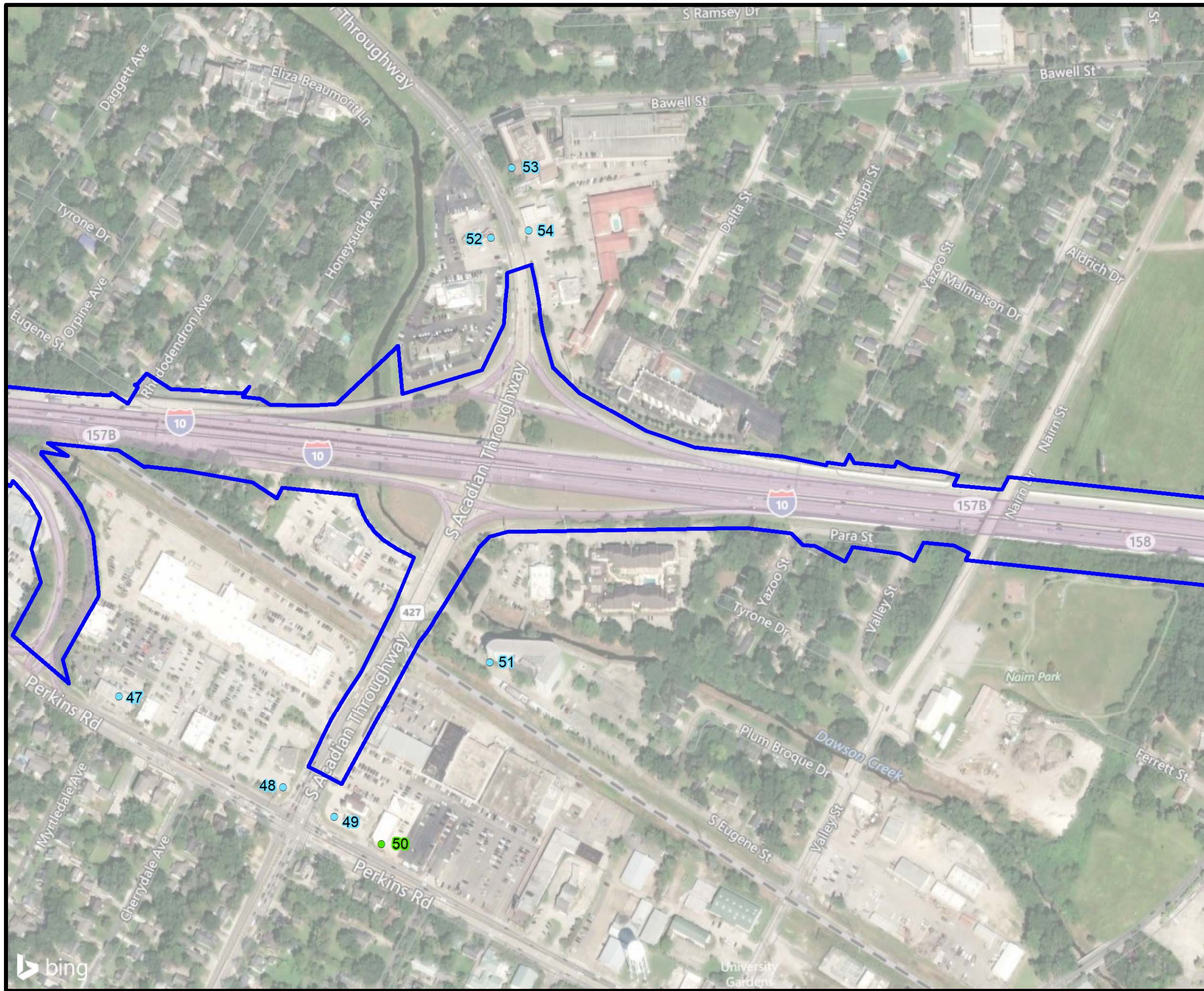
Phase I Environmental Site Assessment
Baton Rouge, East Baton Rouge Parish, Louisiana

Louisiana Department of Transportation and Development
I-10: LA 415 to Essen Lane on I-10 and I-12



Drawn By	LMM	09/14/18
Checked By	AMH	09/14/18
Approved By	MMH	09/14/18
Project Number	040-012-001	
Drawing Number	040-012-001-B204	
3i		Figure





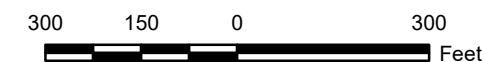
Legend

- Study Area
- UST Site
- Historic Drycleaner Location

MAP ID	NAME
47	CIRCLE K #2709717
48	ACADIAN INTERSTATE MOBIL
49	EXXON CO USA #51052
50	DRY CLEANERS
51	ACADIAN CENTRE
52	CIRCLE K #9730
53	LWCC
54	JET 24 FOOD STORE #42

Reference

Base map comprised of Bing Maps aerial imagery from (c) 2018 Microsoft Corporation and its data suppliers. The High Risk Site Locations obtained from Environmental Data Resources Inc. and field verified by Providence.



**High Risk Sites
Location Map**

Phase I Environmental Site Assessment
Baton Rouge, East Baton Rouge Parish, Louisiana

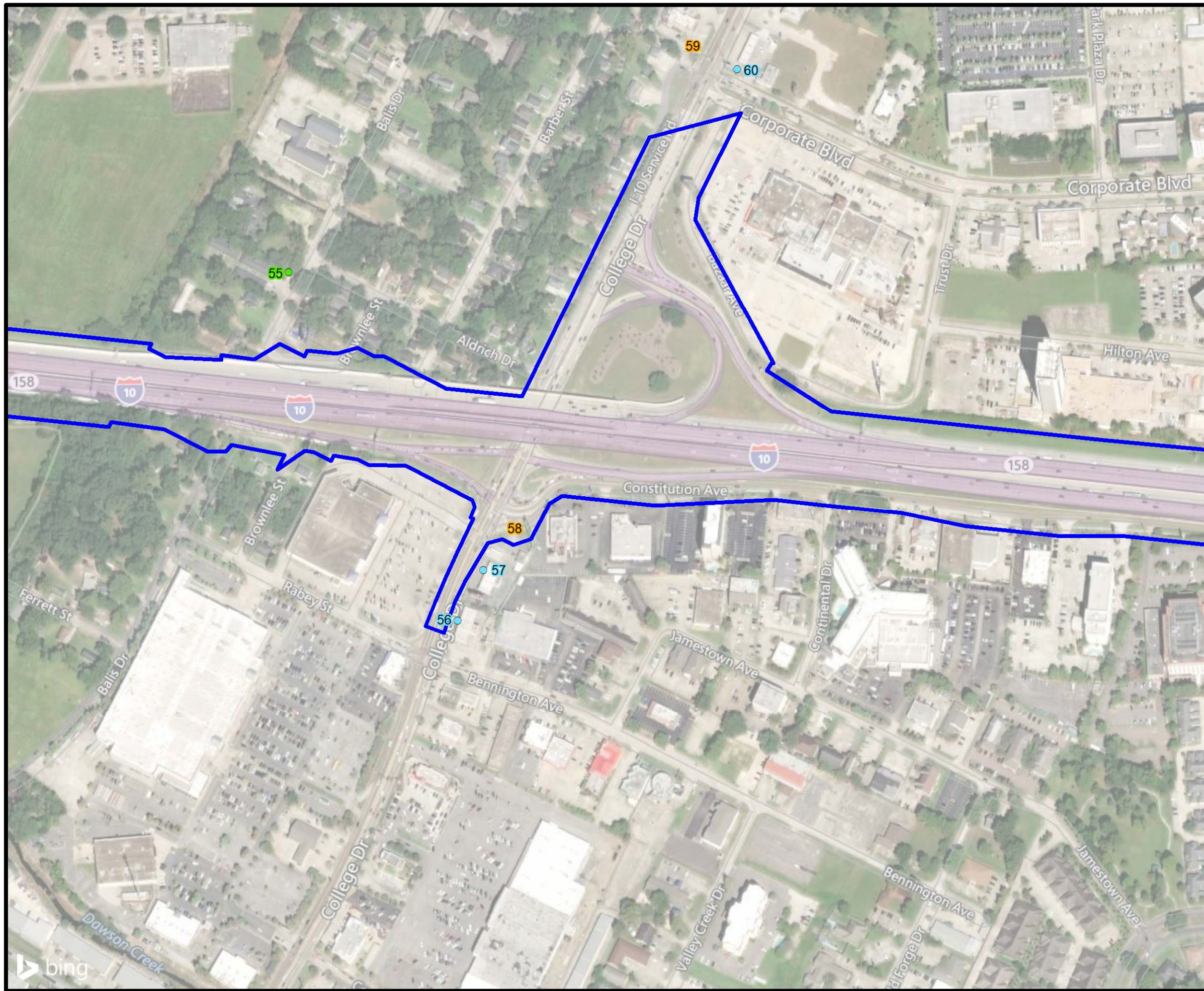
Louisiana Department of Transportation and Development
I-10: LA 415 to Essen Lane on I-10 and I-12



Drawn By	LMM	09/14/18
Checked By	AMH	09/14/18
Approved By	MMH	09/14/18

Project Number	3j Figure
040-012-001	
Drawing Number	3j Figure
040-012-001-B205	





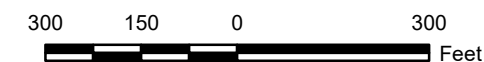
Legend

- Study Area
- UST Site
- Historic Auto Location
- Historic Drycleaner Location

MAP ID	NAME
55	BUTLER GAS
56	CIRCLE K #9725
	TEXACO 44-398-0101/TEXACO SELF SERVICE
57	COLLEGE CHEVRON
58	MAGINNIS IMPORTS INC
59	COLLEGE DRIVE EXXON GAS TA
60	AK & CO INVESTMENTS LLC

Reference

Base map comprised of Bing Maps aerial imagery from (c) 2018 Microsoft Corporation and its data suppliers. The High Risk Site Locations obtained from Environmental Data Resources Inc. and field verified by Providence.



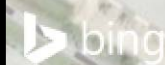
**High Risk Sites
Location Map**

Phase I Environmental Site Assessment
Baton Rouge, East Baton Rouge Parish, Louisiana

Louisiana Department of Transportation and Development
I-10: LA 415 to Essen Lane on I-10 and I-12



Drawn By	LMM	09/14/18
Checked By	AMH	09/14/18
Approved By	MMH	09/14/18
Project Number	040-012-001	3k
Drawing Number	040-012-001-B206	
		Figure





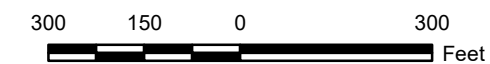
Legend

- Study Area
- UST Site
- Historic Auto Location

MAP ID	NAME
66	RT 3492 ESSEN LANE
67	EXXONMOBIL OIL CORP #350608
68	ESSEN CHEVRON
69	SHAW TRANSM DIST SVCS INTL INC
70	UNITED COS
71	LA STATE RETIREMENT SYSTEMS BUILDING

Reference

Base map comprised of Bing Maps aerial imagery from (c) 2018 Microsoft Corporation and its data suppliers. The High Risk Site Locations obtained from Environmental Data Resources Inc. and field verified by Providence.



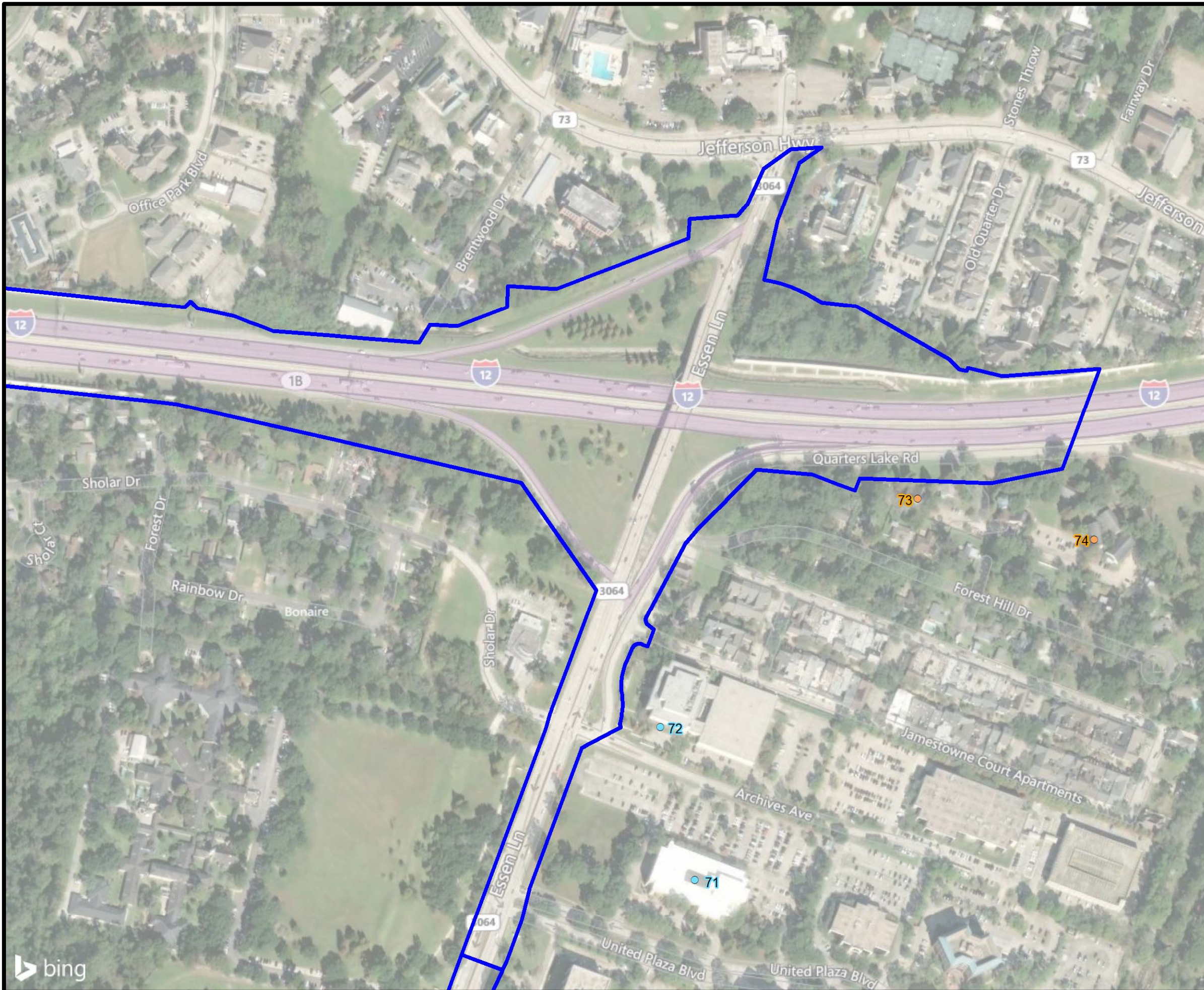
High Risk Sites Location Map

Phase I Environmental Site Assessment
Baton Rouge, East Baton Rouge Parish, Louisiana

Louisiana Department of Transportation and Development
I-10: LA 415 to Essen Lane on I-10 and I-12



Drawn By	LMM	12/18/18
Checked By	AMH	12/18/18
Approved By	MMH	12/18/18
Project Number	040-012-001	
Drawing Number	040-012-001-B208	
	31	Figure



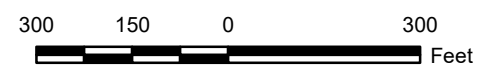
Legend

- Study Area
- UST Site
- Historic Auto Location

MAP ID	NAME
71	LA STATE RETIREMENT SYSTEMS BUILDING
72	LA SECRETARY OF STATE - ARCHIVES
73	AUTOMOTIVE LIQUIDATORS INC
74	LOUISIANA LUBRICANTS LUB SERV

Reference

Base map comprised of Bing Maps aerial imagery from (c) 2018 Microsoft Corporation and its data suppliers. The High Risk Site Locations obtained from Environmental Data Resources Inc. and field verified by Providence.



High Risk Sites Location Map

Phase I Environmental Site Assessment
Baton Rouge, East Baton Rouge Parish, Louisiana

Louisiana Department of Transportation and Development
I-10: LA 415 to Essen Lane on I-10 and I-12

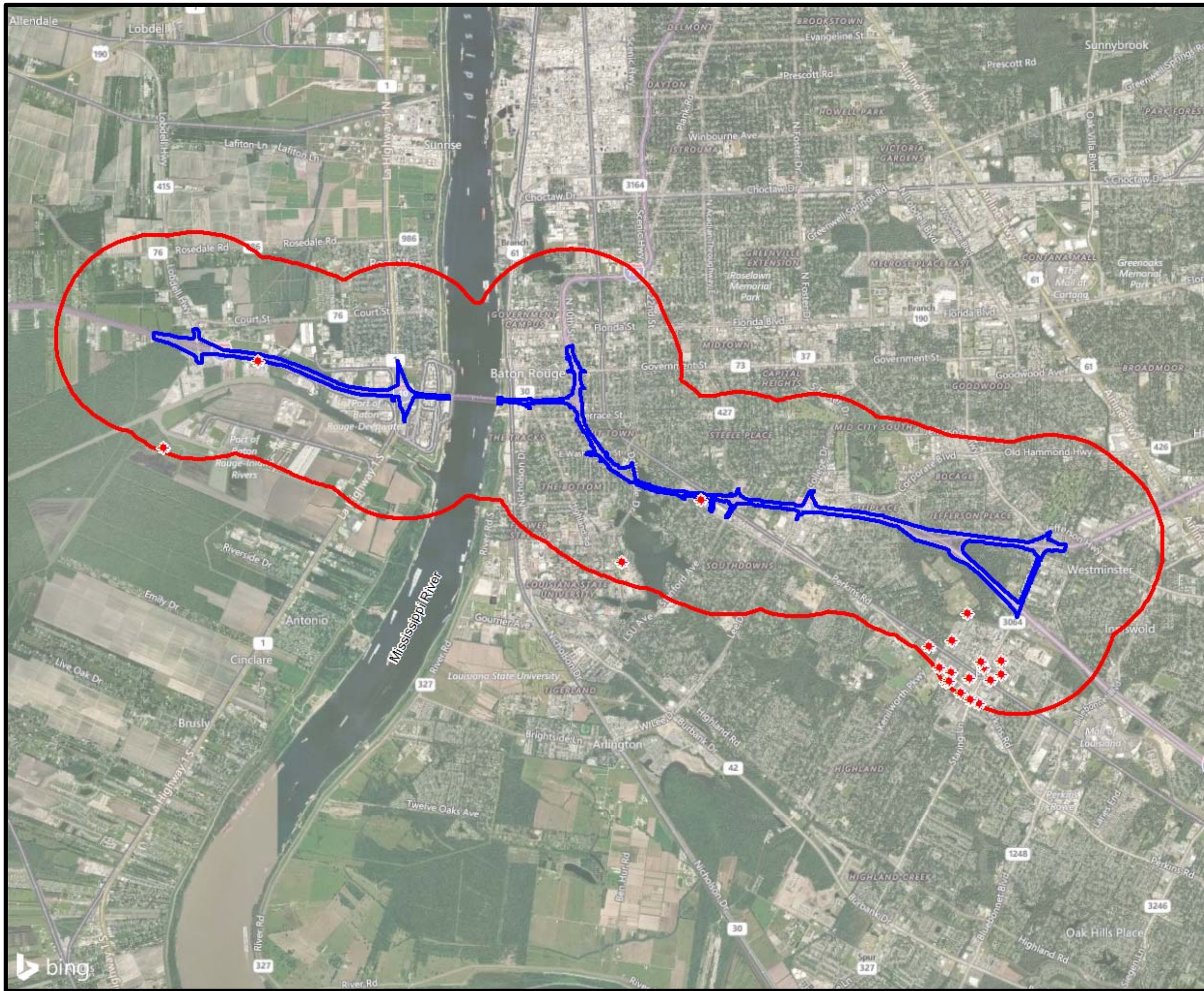


Drawn By	LMM	12/18/18
Checked By	AMH	12/18/18
Approved By	MMH	12/18/18
Project Number	040-012-001	
Drawing Number	040-012-001-B207	
3m		Figure



FIGURE 4

OIL AND/OR GAS PRODUCTION WELL LOCATION MAP

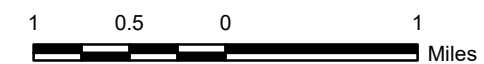


Legend

- Study Area
- One-Mile Buffer
- ★ Oil and/or Gas Well Location

Reference

Base map comprised of Bing Maps aerial imagery from (c) 2018 Microsoft Corporation and its data suppliers, exported 09/17/18. Oil and gas well data obtained from the Louisiana Department of Natural Resources (LDNR) Strategic Online Natural Resources Information System (SONRIS) oil and gas well server as of 08/14/18.



Oil and/or Gas Production Well Location Map

Phase I Environmental Site Assessment
Baton Rouge, East Baton Rouge Parish, Louisiana

Louisiana Department of Transportation and Development
I-10: LA 415 to Essen Lane on I-10 and I-12



Drawn By	LMM	09/14/18
Checked By	AMH	09/14/18
Approved By	MMH	09/14/18
Project Number	040-012-001	4 Figure
Drawing Number	040-012-001-B248	

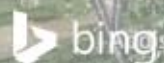
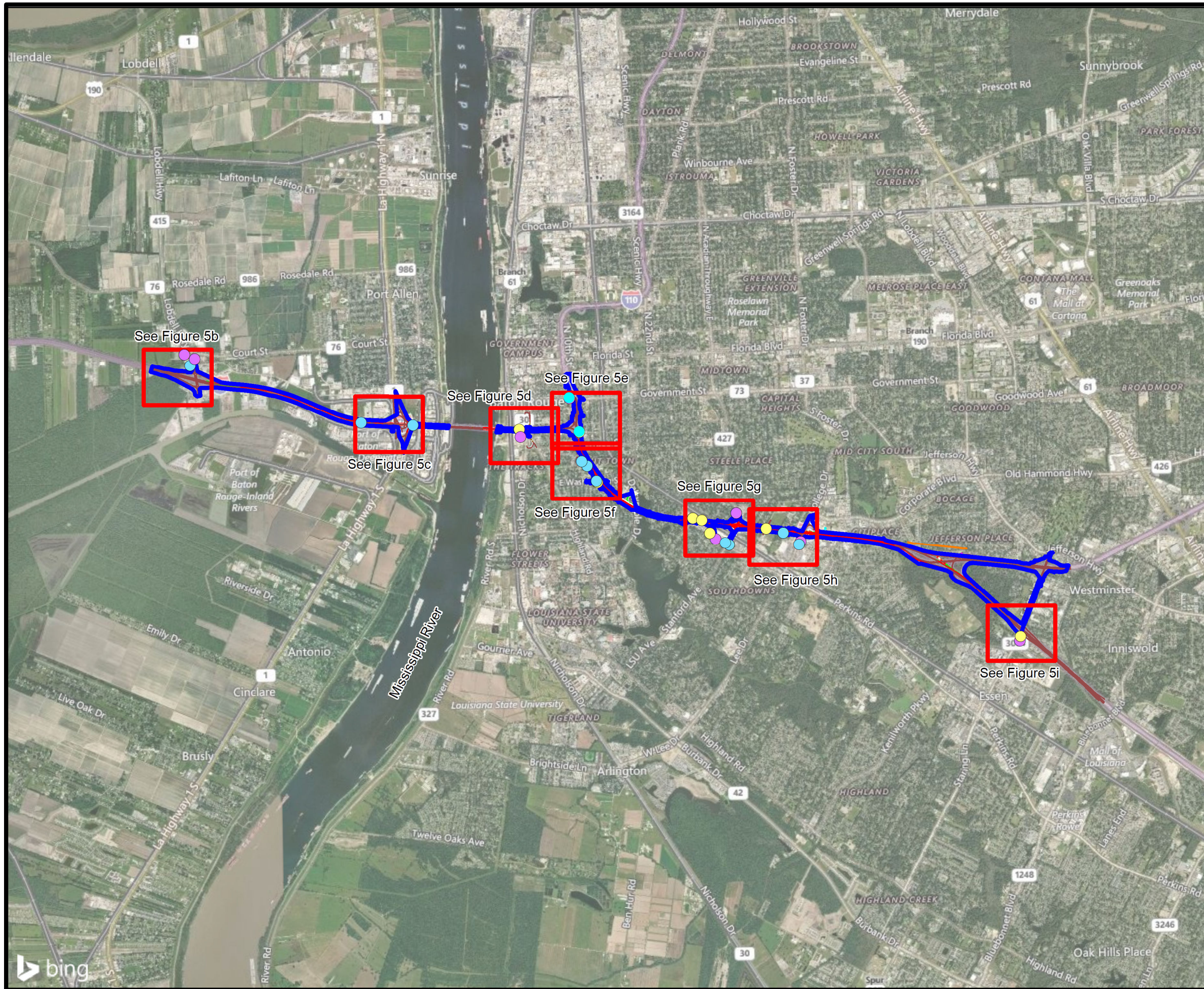


FIGURE 5
REC SITES LOCATION MAP



Legend

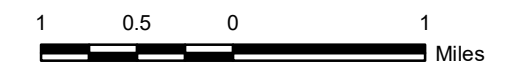
- Study Area
- Controlled Recognized Environmental Condition (CREC)
- Historical Recognized Environmental Condition (HREC)
- Recognized Environmental Condition (REC)

Note

For more information on the identified CRECs, HRECs, and RECs, please see Sections 9.2 - 9.4.

Reference

Base map comprised of Bing Maps aerial imagery from (c) 2018 Microsoft Corporation and its data suppliers.



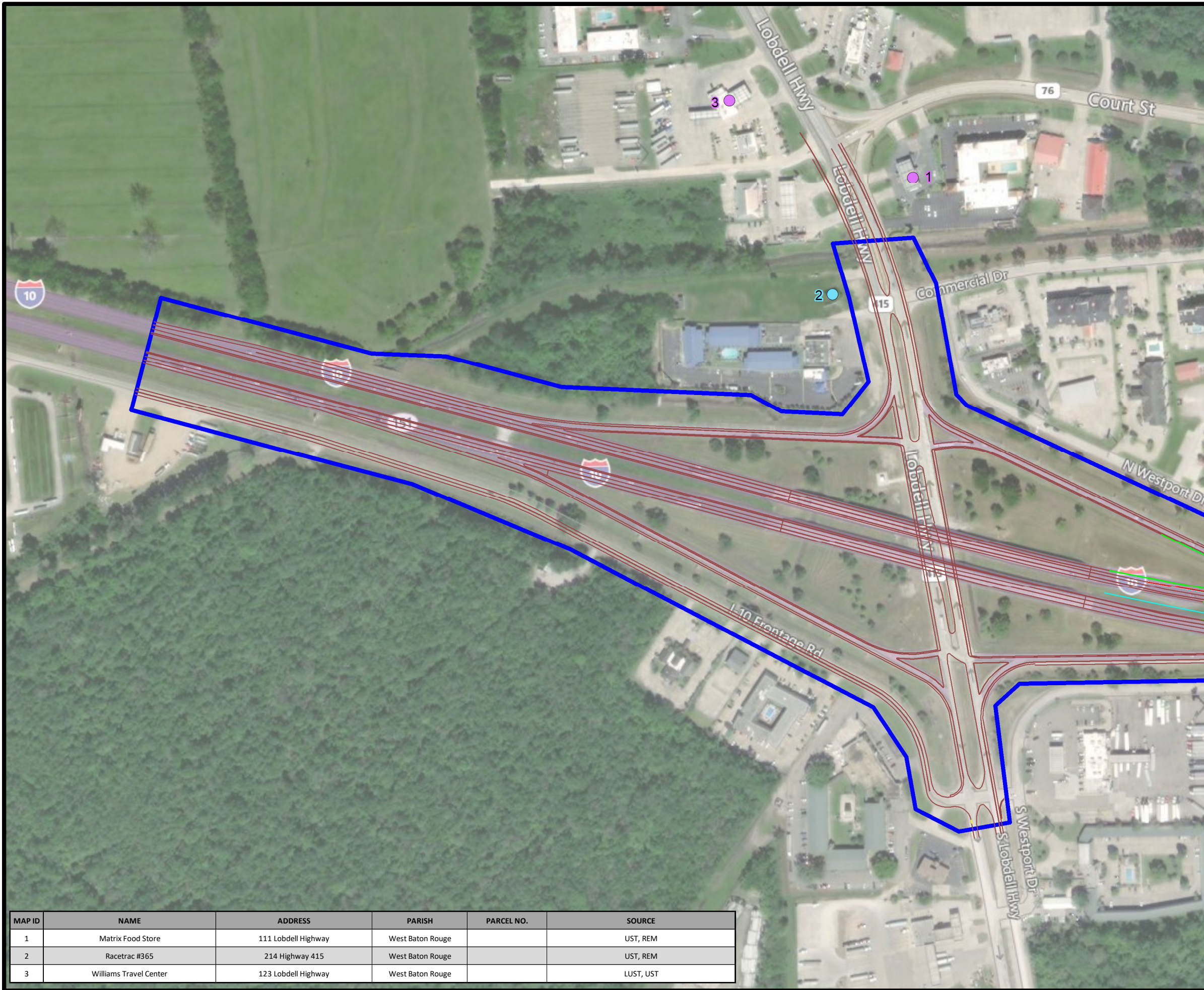
Overall REC Sites Location Map

Phase I Environmental Site Assessment
Baton Rouge, East Baton Rouge Parish, Louisiana

Louisiana Department of Transportation and Development
I-10: LA 415 to Essen Lane on I-10 and I-12

Drawn By	LMM	12/12/18
Checked By	AMH	12/12/18
Approved By	MMH	12/12/18
Project Number	040-012-001	5a Figure
Drawing Number	040-012-001-B188	





Legend

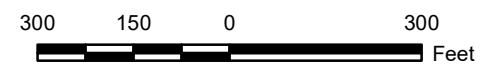
- Study Area
- REC Sites**
- Controlled Recognized Environmental Condition (CREC)
- Historical Recognized Environmental Condition (HREC)
- Recognized Environmental Condition (REC)

Note

For more information on the identified CRECs, HRECs, and RECs, please see Sections 9.2 - 9.4.

Reference

Base map comprised of Bing Maps aerial imagery from (c) 2018 Microsoft Corporation and its data suppliers.



**REC Sites
Location Map**

Phase I Environmental Site Assessment
Baton Rouge, East Baton Rouge Parish, Louisiana

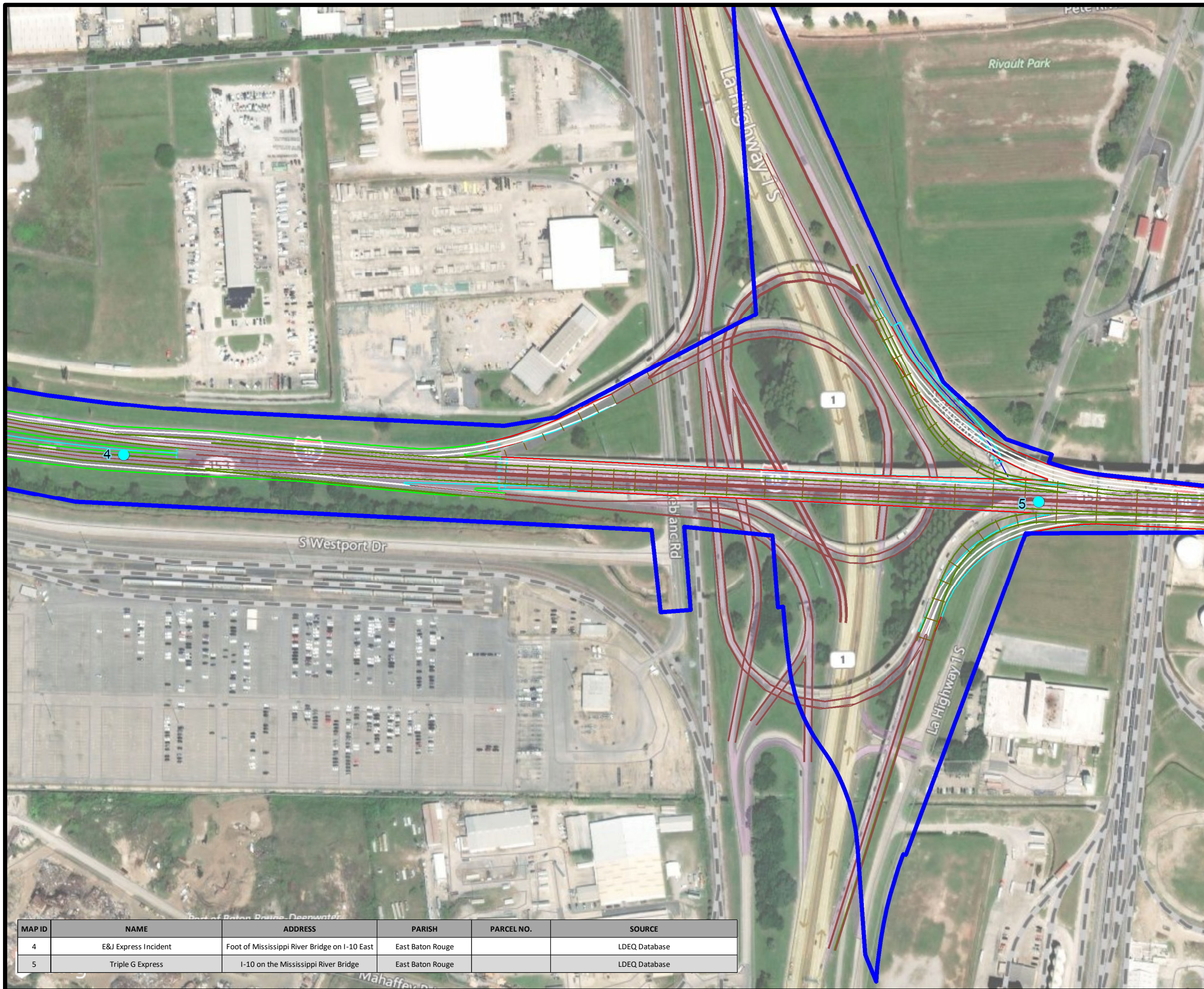
Louisiana Department of Transportation and Development
I-10: LA 415 to Essen Lane on I-10 and I-12

MAP ID	NAME	ADDRESS	PARISH	PARCEL NO.	SOURCE
1	Matrix Food Store	111 Lobdell Highway	West Baton Rouge		UST, REM
2	Racetrac #365	214 Highway 415	West Baton Rouge		UST, REM
3	Williams Travel Center	123 Lobdell Highway	West Baton Rouge		LUST, UST

Drawn By	LMM	12/12/18
Checked By	AMH	12/12/18
Approved By	MMH	12/12/18

Project Number	040-012-001
Drawing Number	040-012-001-B189

5b
Figure



Legend

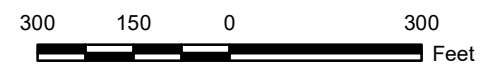
- Study Area
- REC Sites**
- Controlled Recognized Environmental Condition (CREC)
- Historical Recognized Environmental Condition (HREC)
- Recognized Environmental Condition (REC)

Note

For more information on the identified CRECs, HRECs, and RECs, please see Sections 9.2 - 9.4.

Reference

Base map comprised of Bing Maps aerial imagery from (c) 2018 Microsoft Corporation and its data suppliers.



REC Sites Location Map

Phase I Environmental Site Assessment
Baton Rouge, East Baton Rouge Parish, Louisiana

Louisiana Department of Transportation and Development
I-10: LA 415 to Essen Lane on I-10 and I-12

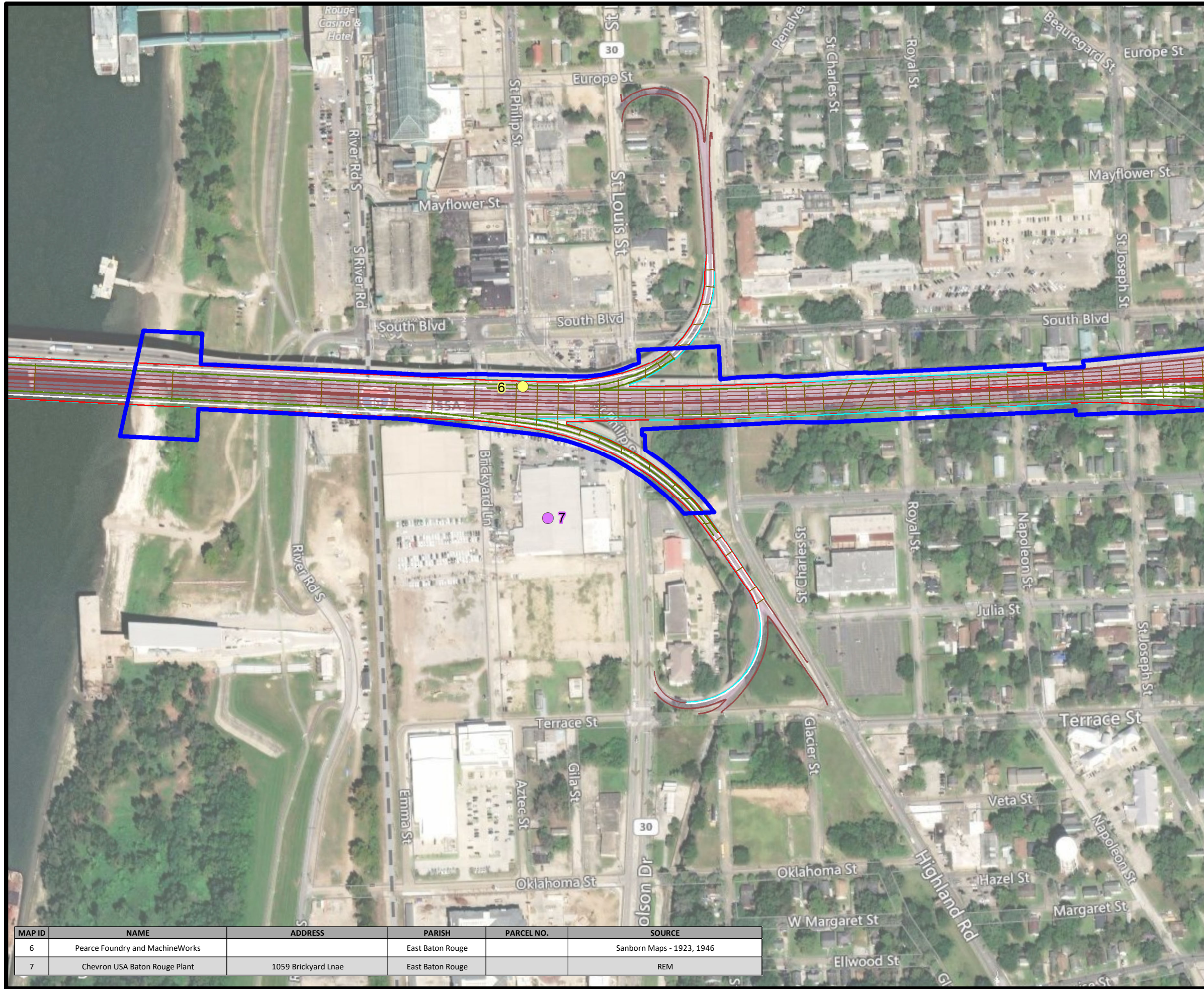


Drawn By	LMM	12/12/18
Checked By	AMH	12/12/18
Approved By	MMH	12/12/18

Project Number
040-012-001
Drawing Number
040-012-001-B190c

5c
Figure

MAP ID	NAME	ADDRESS	PARISH	PARCEL NO.	SOURCE
4	E&J Express Incident	Foot of Mississippi River Bridge on I-10 East	East Baton Rouge		LDEQ Database
5	Triple G Express	I-10 on the Mississippi River Bridge	East Baton Rouge		LDEQ Database



Legend

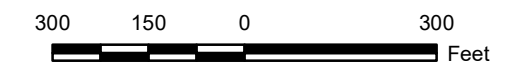
- Study Area
- REC Sites**
- Controlled Recognized Environmental Condition (CREC)
- Historical Recognized Environmental Condition (HREC)
- Recognized Environmental Condition (REC)

Note

For more information on the identified CRECs, HRECs, and RECs, please see Sections 9.2 - 9.4.

Reference

Base map comprised of Bing Maps aerial imagery from (c) 2018 Microsoft Corporation and its data suppliers.



REC Sites Location Map

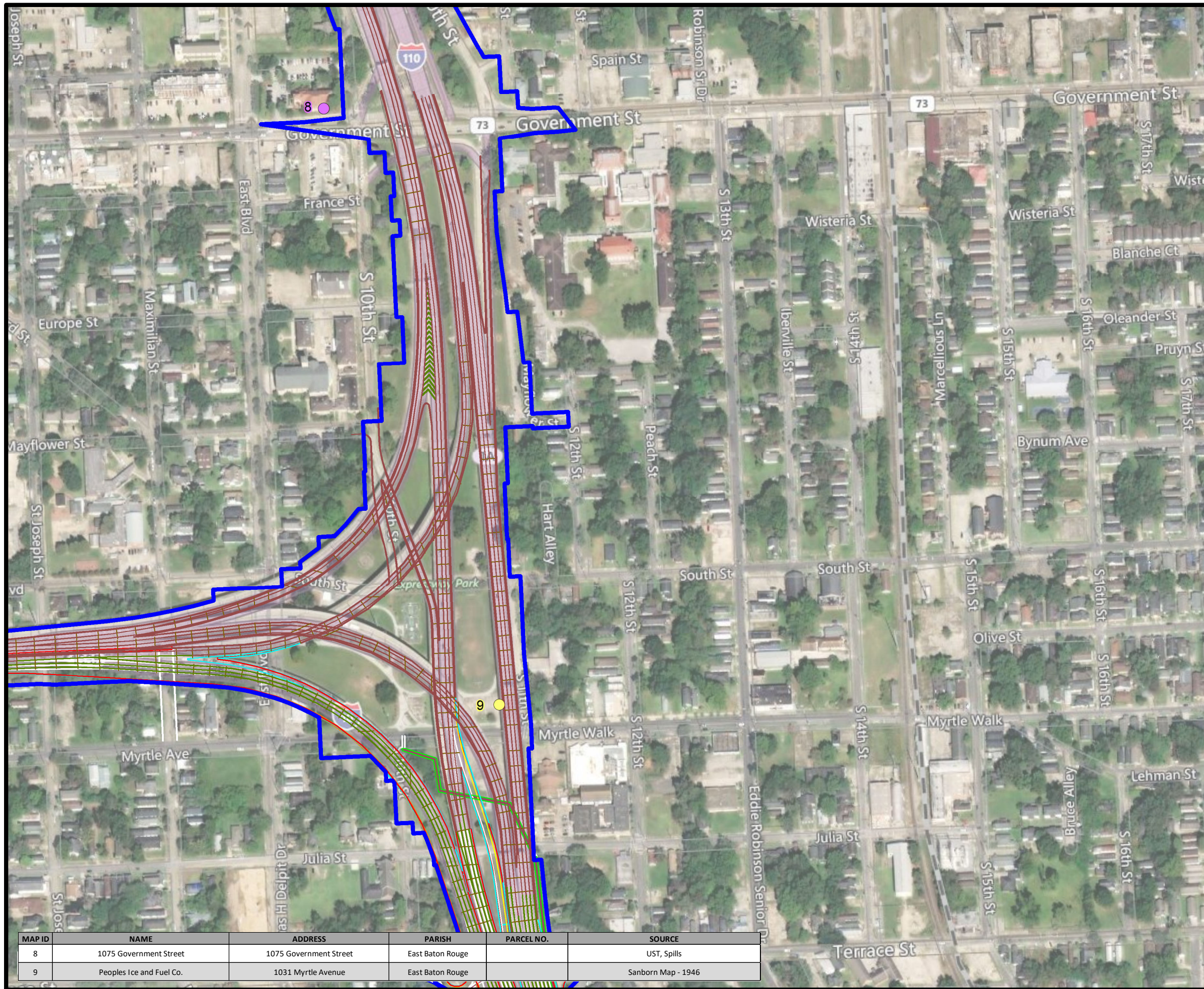
Phase I Environmental Site Assessment
Baton Rouge, East Baton Rouge Parish, Louisiana

Louisiana Department of Transportation and Development
I-10: LA 415 to Essen Lane on I-10 and I-12



Drawn By	LMM	12/12/18
Checked By	AMH	12/12/18
Approved By	MMH	12/12/18
Project Number	040-012-001	5d Figure
Drawing Number	040-012-001-B190	

MAP ID	NAME	ADDRESS	PARISH	PARCEL NO.	SOURCE
6	Pearce Foundry and MachineWorks		East Baton Rouge		Sanborn Maps - 1923, 1946
7	Chevron USA Baton Rouge Plant	1059 Brickyard Ln	East Baton Rouge		REM



Legend

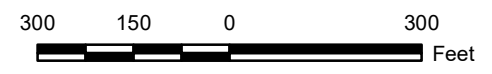
- Study Area
- REC Sites**
- Controlled Recognized Environmental Condition (CREC)
- Historical Recognized Environmental Condition (HREC)
- Recognized Environmental Condition (REC)

Note

For more information on the identified CRECs, HRECs, and RECs, please see Sections 9.2 - 9.4.

Reference

Base map comprised of Bing Maps aerial imagery from (c) 2018 Microsoft Corporation and its data suppliers.



REC Sites Location Map

Phase I Environmental Site Assessment
Baton Rouge, East Baton Rouge Parish, Louisiana

Louisiana Department of Transportation and Development
I-10: LA 415 to Essen Lane on I-10 and I-12

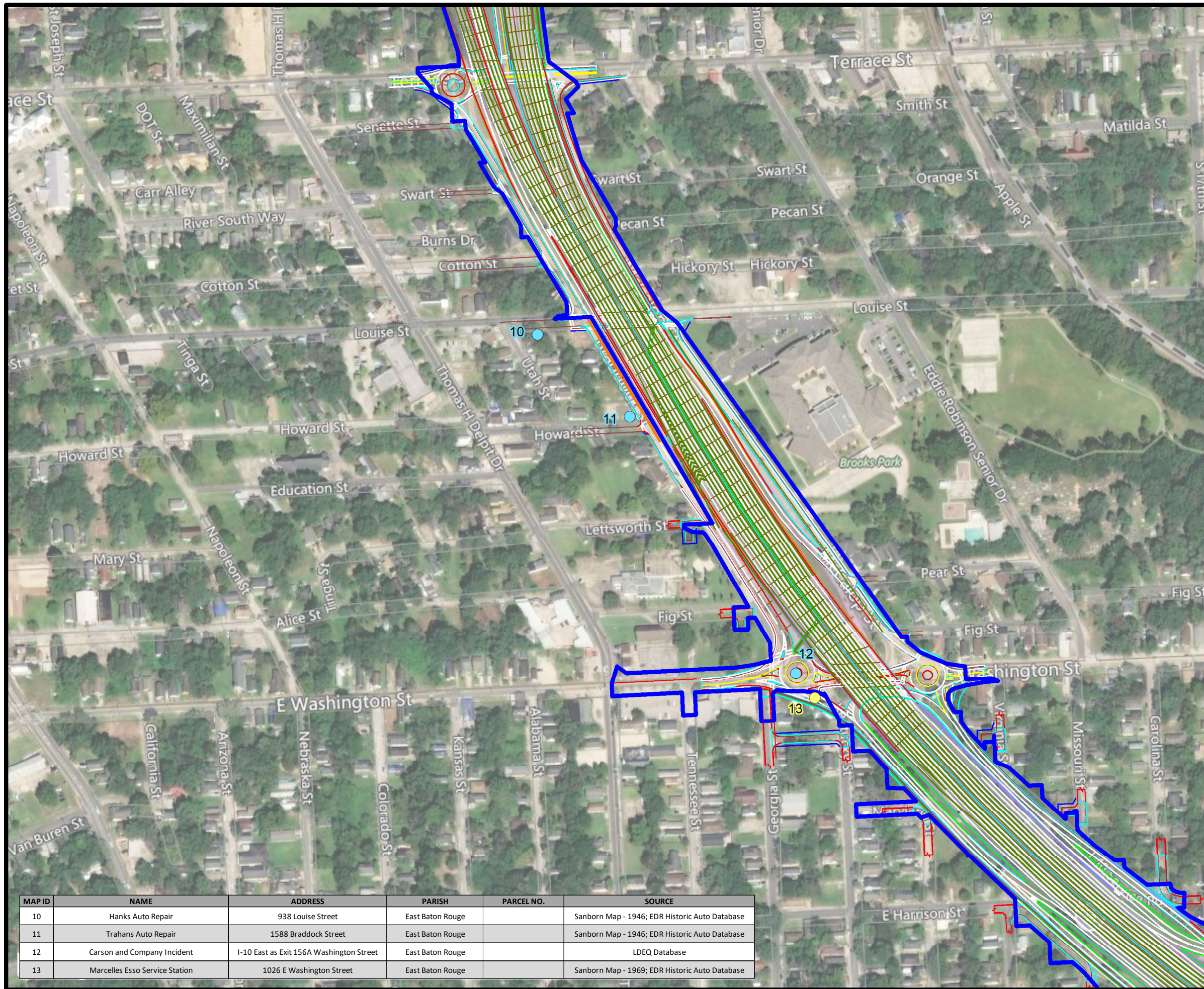


Drawn By	LMM	12/12/18
Checked By	AMH	12/12/18
Approved By	MMH	12/12/18

Project Number	040-012-001
Drawing Number	040-012-001-B191

5e
Figure

MAP ID	NAME	ADDRESS	PARISH	PARCEL NO.	SOURCE
8	1075 Government Street	1075 Government Street	East Baton Rouge		UST, Spills
9	Peoples Ice and Fuel Co.	1031 Myrtle Avenue	East Baton Rouge		Sanborn Map - 1946



Legend

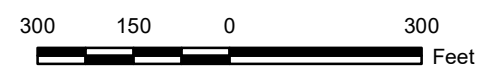
- Study Area
- REC Sites**
- Controlled Recognized Environmental Condition (CREC)
- Historical Recognized Environmental Condition (HREC)
- Recognized Environmental Condition (REC)

Note

For more information on the identified CRECs, HRECs, and RECs, please see Sections 9.2 - 9.4.

Reference

Base map comprised of Bing Maps aerial imagery from (c) 2018 Microsoft Corporation and its data suppliers.




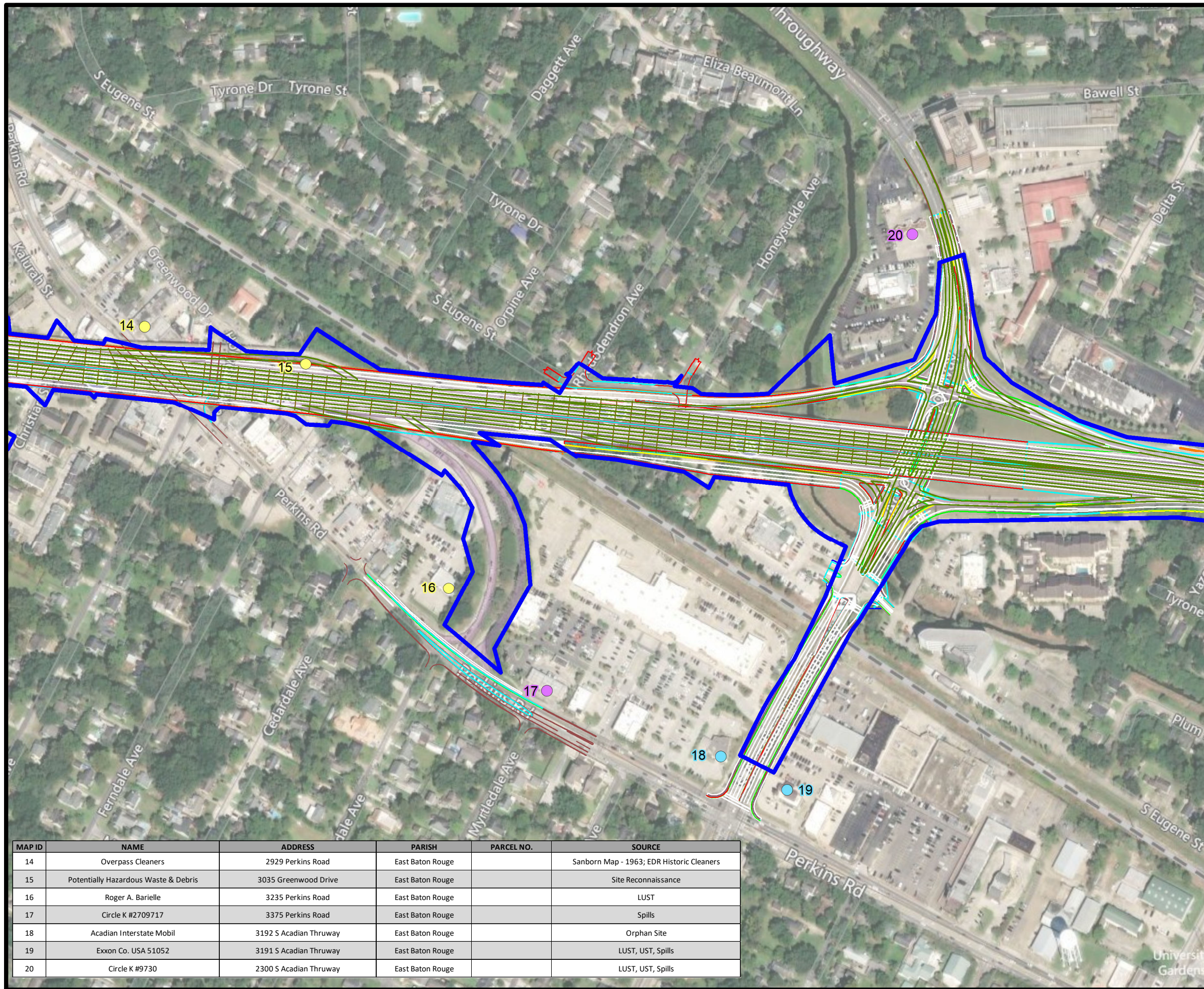
REC Sites Location Map

Phase I Environmental Site Assessment
Baton Rouge, East Baton Rouge Parish, Louisiana

Louisiana Department of Transportation and Development
I-10: LA 415 to Essen Lane on I-10 and I-12

MAP ID	NAME	ADDRESS	PARISH	PARCEL NO.	SOURCE
10	Hanks Auto Repair	938 Louise Street	East Baton Rouge		Sanborn Map - 1946; EDR Historic Auto Database
11	Trahans Auto Repair	1588 Braddock Street	East Baton Rouge		Sanborn Map - 1946; EDR Historic Auto Database
12	Carson and Company Incident	I-10 East as Exit 156A Washington Street	East Baton Rouge		LDEQ Database
13	Marcelles Esso Service Station	1026 E Washington Street	East Baton Rouge		Sanborn Map - 1969; EDR Historic Auto Database

	Drawn By	LMM	12/12/18
	Checked By	AMH	12/12/18
Approved By		MMH	12/12/18
Project Number		040-012-001	5f Figure
Drawing Number		040-012-001-B192	



Legend

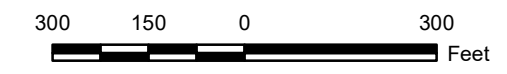
- Study Area
- REC Sites**
- Controlled Recognized Environmental Condition (CREC)
- Historical Recognized Environmental Condition (HREC)
- Recognized Environmental Condition (REC)

Note

For more information on the identified CRECs, HRECs, and RECs, please see Sections 9.2 - 9.4.

Reference

Base map comprised of Bing Maps aerial imagery from (c) 2018 Microsoft Corporation and its data suppliers.



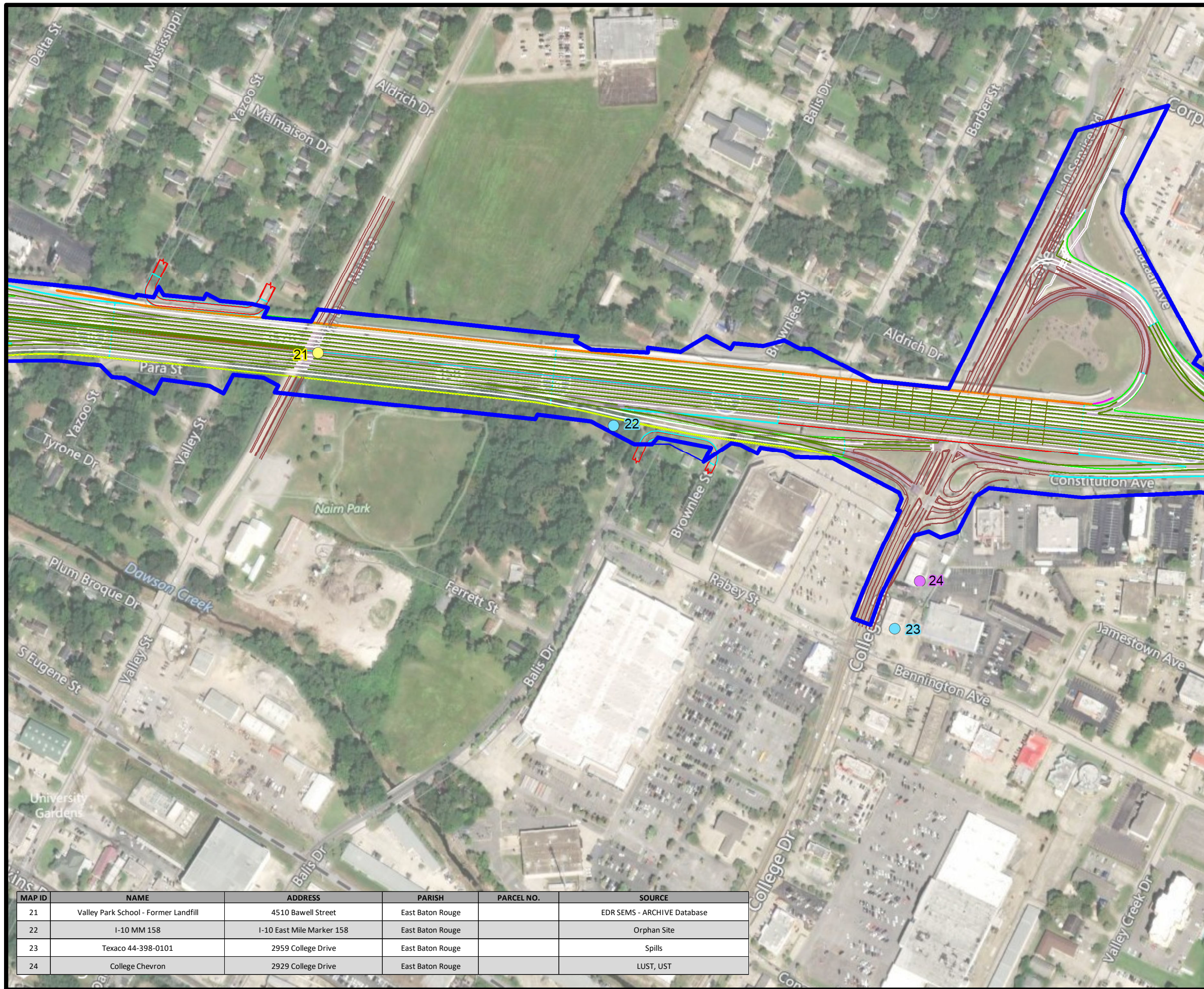
REC Sites Location Map

Phase I Environmental Site Assessment
Baton Rouge, East Baton Rouge Parish, Louisiana

Louisiana Department of Transportation and Development
I-10: LA 415 to Essen Lane on I-10 and I-12

MAP ID	NAME	ADDRESS	PARISH	PARCEL NO.	SOURCE
14	Overpass Cleaners	2929 Perkins Road	East Baton Rouge		Sanborn Map - 1963; EDR Historic Cleaners
15	Potentially Hazardous Waste & Debris	3035 Greenwood Drive	East Baton Rouge		Site Reconnaissance
16	Roger A. Barielle	3235 Perkins Road	East Baton Rouge		LUST
17	Circle K #2709717	3375 Perkins Road	East Baton Rouge		Spills
18	Acadian Interstate Mobil	3192 S Acadian Thruway	East Baton Rouge		Orphan Site
19	Exxon Co. USA 51052	3191 S Acadian Thruway	East Baton Rouge		LUST, UST, Spills
20	Circle K #9730	2300 S Acadian Thruway	East Baton Rouge		LUST, UST, Spills

Drawn By	LMM	12/18/18
Checked By	AMH	12/18/18
Approved By	MMH	12/18/18
Project Number 040-012-001		
Drawing Number 040-012-001-B193		5g Figure



Legend

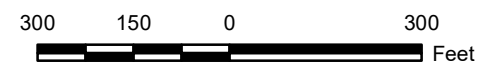
- Study Area
- REC Sites**
- Controlled Recognized Environmental Condition (CREC)
- Historical Recognized Environmental Condition (HREC)
- Recognized Environmental Condition (REC)

Note

For more information on the identified CRECs, HRECs, and RECs, please see Sections 9.2 - 9.4.

Reference

Base map comprised of Bing Maps aerial imagery from (c) 2018 Microsoft Corporation and its data suppliers.



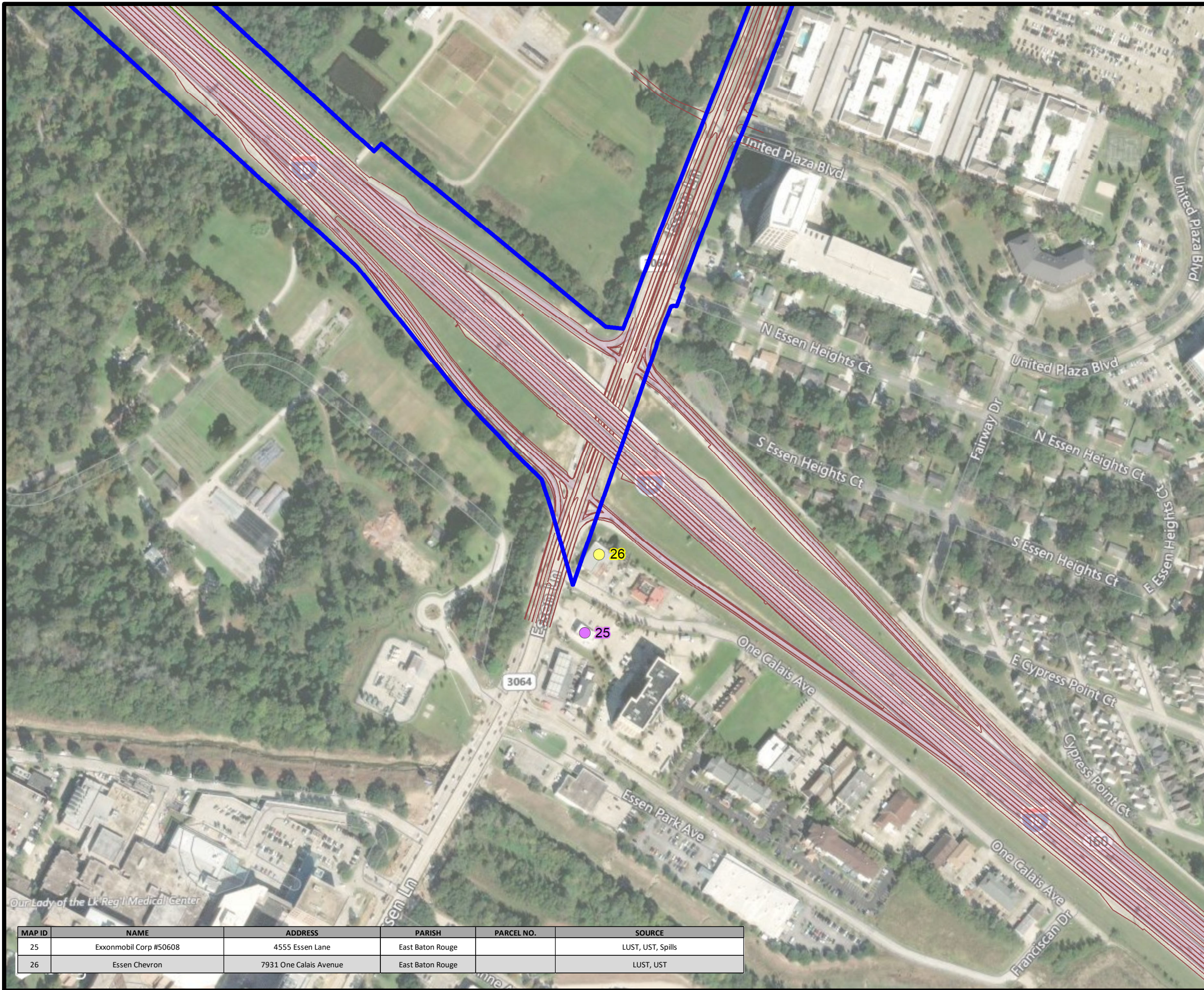
REC Sites Location Map

Phase I Environmental Site Assessment
Baton Rouge, East Baton Rouge Parish, Louisiana

Louisiana Department of Transportation and Development
I-10: LA 415 to Essen Lane on I-10 and I-12

MAP ID	NAME	ADDRESS	PARISH	PARCEL NO.	SOURCE
21	Valley Park School - Former Landfill	4510 Bawell Street	East Baton Rouge		EDR SEMS - ARCHIVE Database
22	I-10 MM 158	I-10 East Mile Marker 158	East Baton Rouge		Orphan Site
23	Texaco 44-398-0101	2959 College Drive	East Baton Rouge		Spills
24	College Chevron	2929 College Drive	East Baton Rouge		LUST, UST

Drawn By	LMM	12/12/18
Checked By	AMH	12/12/18
Approved By	MMH	12/12/18
Project Number		5h
040-012-001		
Drawing Number		Figure
040-012-001-B194		



Legend

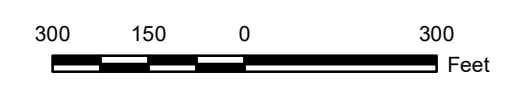
- Study Area
- REC Sites**
- Controlled Recognized Environmental Condition (CREC)
- Historical Recognized Environmental Condition (HREC)
- Recognized Environmental Condition (REC)

Note

For more information on the identified CRECs, HRECs, and RECs, please see Sections 9.2 - 9.4.

Reference

Base map comprised of Bing Maps aerial imagery from (c) 2018 Microsoft Corporation and its data suppliers.



REC Sites Location Map

Phase I Environmental Site Assessment
Baton Rouge, East Baton Rouge Parish, Louisiana

Louisiana Department of Transportation and Development
I-10: LA 415 to Essen Lane on I-10 and I-12



Drawn By	LMM	12/18/18
Checked By	AMH	12/18/18
Approved By	MMH	12/18/18
Project Number		5i Figure
040-012-001		
Drawing Number		5i Figure
040-012-001-B195		

Our Lady of the Lake Regional Medical Center

MAP ID	NAME	ADDRESS	PARISH	PARCEL NO.	SOURCE
25	Exxonmobil Corp #50608	4555 Essen Lane	East Baton Rouge		LUST, UST, Spills
26	Essen Chevron	7931 One Calais Avenue	East Baton Rouge		LUST, UST