PHASE I
ENVIRONMENTAL SITE ASSESSMENT

Alameda Islander Motel
Alameda, California

Prepared for:

Resources for Community Development
Berkeley, California

Prepared by:

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EXECUTIVE SUMMARY

Resources for Community Development retained Belinda P. Blackie, P.E., R.E.A. to perform a Phase I environmental site assessment (ESA) of the Alameda Islander Motel located at 2428 Central Avenue in Alameda, California (site). The approximately 1/2-acre site is located along the eastern margin of the San Francisco Bay in Alameda County.

The purpose of this assessment was to identify recognized environmental conditions (RECs) associated with the site, as defined by ASTM E 1527-05, Standard Practice for Environmental Site Assessments. The following executive summary is an overview of the findings of the ESA only, and does not include all pertinent details of the assessment.

The site was developed with a dwelling as early as 1897. A Standard Oil service station subsequently operated at the site beginning in 1922. A commercial/automotive repair building appeared to have been constructed on the southeastern corner of the site at a similar time to the service station. The service station reportedly was demolished and the four fuel underground storage tanks (USTs) removed in 1970. The commercial building appeared to remain present to the current day or to have been replaced with a similar building, occupied as an auxiliary building of the on-site motel. The current main motel building reportedly was constructed in late 1970.

Evidence of current significant hazardous materials storage and use at the site was not found. Large quantities of gasoline historically were stored in four USTs when the site was developed with the Standard Oil service station. Smaller quantities of automotive repair-related chemicals also historically were utilized at the site during that time.

Impacted ground water and vadose-zone soil are present on-site, in the vicinity of the historic service station. The gasoline, benzene, and other hydrocarbon-related compounds present have been attributed to the previous USTs removed from the site in 1970. Soil quality investigation and ground water monitoring were performed at the site between 1993 and 1998, under Alameda County Environmental Health Department (ACEHD) oversight. The most recent ground water data (May 1998) indicated that up to 1,400 parts per billion (ppb) total petroleum hydrocarbons as gasoline (TPHg) and 94 ppb benzene may remain present beneath the site. In addition, vadose-zone soil at a depth of approximately 10 feet beneath the site has been documented to contain up to 3,000 parts per million (ppm) TPHg and 8 ppm benzene. The site was granted case closure by the ACEHD in December 2001.

This ESA has revealed evidence of the following potential RECs in connection with this site: the presence of significant concentrations of petroleum hydrocarbon-related materials, most significantly benzene, in shallow ground water and vadose-zone soil beneath the northwestern portion of the site, the potential presence of residual metals and/or pesticides present in soil around the locations of historic structures, and the potential presence of polychlorinated biphenyls (PCBs) in hydraulic fluid contained within the elevator equipment, and the potential presence of small releases from the elevator equipment to underlying soil. In addition, although not considered RECs, other sub-grade structures may be present from previous site development, asbestos-containing building materials and lead-based paint may be present, minor releases of automotive repair-related materials may have occurred, and information on the potential presence of PCBs within the on-site transformer was unavailable.

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1.0 INTRODUCTION

Belinda P. Blackie, P.E., R.E.A. was retained by Resources for Community Development (RCD) to perform a Phase I environmental site assessment of the Alameda Islander Motel (site), located at 2428 Central Avenue in Alameda, California (Figures 1 and 2). Stahl-Wooldridge Construction Company is the current owner of the site and intends to sell the property to RCD for renovation and redevelopment with low-income housing.

1.1 PURPOSE

The purpose of this environmental site assessment was to identify recognized environmental conditions (RECs) associated with the site, in accordance with the scope and limitations of the American Society of Testing and Materials (ASTM) Standard E 1527-05, "Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process".

1.2 SCOPE OF SERVICES

The environmental site assessment consisted of the following tasks.

- Description of historical site uses and conditions
- Reconnaissance of site
- Review of environmental databases and other publicly-available information
- Interviews with current and historic site owners/operators (when available)
- Preparation of a report summarizing the findings, conclusions, recommendations, and opinions

1.3 LIMITATIONS AND EXCEPTIONS

The conclusions and recommendations presented in this report were based on readily observable site conditions and publicly available information, including information documented and provided by others. The accuracy and completeness of the data provided by others is unknown; the Environmental Professional who prepared this report is not responsible for the data provided by others. Publicly available information cannot be relied upon to definitively confirm or deny the existence of RECs at the site.

No warranty, expressed or implied, has been made, except that the services have been performed in accordance with ASTM E 1527-05, Standard Practice for Environmental Site Assessment. This

assessment is intended to reduce the uncertainty of the presence of RECs on the subject property, but cannot entirely eliminate uncertainty with regards to the presence of adverse environmental conditions.

Exceptions to the ASTM E 1527-05 scope were limited to those deviations outlined in Section 10.0 below.

1.4 USER RELIANCE

This ESA has been prepared by Belinda P. Blackie, P.E., R.E.A. for the sole use of RCD and is valid for six months.

2.0 SITE DESCRIPTION

2.1 SITE LOCATION AND GENERAL CHARACTERISTICS

The site consists of one parcel of land, comprising approximately 1/2 acre, located in Alameda, Alameda County, California. The site address is 2428 Central Avenue and the Assessor's Parcel Number (APN) for the site is 070-0186-001.

2.2 GEOLOGIC SETTING AND HYDROGEOLOGY

The site is located along the eastern margin of the San Francisco Bay, at an elevation of approximately 33 feet above mean sea level (Google Earth 2009). Based on general geologic information for Alameda, Bay Mud deposits likely are present beneath the site, with the Bay Mud likely underlain by sedimentary sand deposits. The U.S. Department of Agriculture Soil Conservation Service soil classification for the site is Urban Land (EDR 2011).

Based on hydrogeological information gathered during previous soil and ground water quality investigations conducted at the site, ground water occurs at a depth of approximately 4 to 9 feet. Ground water flow beneath the site was documented as varying between the north and west in the various reports prepared for the previous studies.

2.3 CURRENT USES OF THE SITE

On February 1, 2011, a reconnaissance of the site was conducted by environmental engineer Belinda P. Blackie, P.E., R.E.A.; Ms. Blackie was accompanied by Mr. Brian Saliman of RCD and Mr. Don Bracken,

property manager for the Alameda Islander Motel. The reconnaissance of the interior and periphery of the site was conducted on foot. Significant limitations to the site reconnaissance were not encountered. A summary of the current site development is presented below; the site is shown on Figure 2. Photographs taken during the reconnaissance are presented in Figure 3.

At the time of the reconnaissance, the site was developed with two structures, both utilized as part of the Alameda Islander Motel. The main motel structure consisted of a three-story hotel constructed above an at-grade parking garage. The rear auxiliary motel building was a single-story structure constructed at-grade. A concrete-paved parking lot was present between the two structures.

2.3.1 Main Motel Building

The motel office was located on the first floor of the main motel building. The remainder of the motel consisted of individual rooms. Three representative rooms within the main motel building were observed; each consisted of a bathroom, small kitchenette and sleeping area with bed. Motel rooms were present along interior corridors, accessed by exterior stairways and landings on both the western and eastern sides of the building. Hand rail repair was in progress on the eastern stairway at the time of the reconnaissance. An aged hydroelectric elevator also was present at the southwestern corner of the building.

A tenant laundry room, motel laundry room, and housekeeping closet were located on the first floor. Two gas water heaters which reportedly supplied the entire motel building were observed within a closet in the tenant laundry room. A system of housekeeping and laundry chemical dispensers was observed within the motel laundry room. According to Mr. Bracken, the chemicals were all "green", and included oxygen brightener, mineral purifier, herbal detergent, and sea salt solution used in the laundry machines and glass cleaner and rosemary cleanser for other housekeeping purposes. The housekeeping and laundry chemicals were observed in a variety of labeled plastic dispensing containers, with supply lines from the containers to the washing machines. Glass cleaner and rosemary cleanser were observed in pump dispenser units on the wall. The housekeeping closet was observed to have shelves of assorted housekeeping supplies, including those observed in the motel laundry room (15-gallon container oxygen brightener, 5-gallon container mineral purifier, 5-gallon container herbal detergent, and 5-gallon container sea salt solution) in addition to small containers of oven cleaner, WD-40, bleach, and assorted other cleaners. Indications of significant spills or releases were not observed.

The motel management storage room was observed on the second floor of the building. The room contained a variety of equipment and maintenance materials, including 10 to 15 1-gallon cans of paint,

WD-40, small paint cans and spray paint cans, numerous tubes of caulk, roach bait, an automotive battery, 5 gallons floor stripper, and assorted small containers of additional maintenance chemicals, caulk, bug spray, and paint. Maintenance materials were stored on the concrete floor as well as shelving units. Indications of significant spills or releases were not observed. A second-floor housekeeping closet was unable to be accessed, but reportedly contained materials similar to those observed in the first floor closet, with the exception of the laundry supplies.

An additional storeroom was observed on the third floor of the building. Primarily furniture and tenant items were present within the room, with 1 gallon household cleaner and 1 gallon antifreeze also observed on the concrete floor. A first-floor housekeeping closet was unable to be accessed, but reportedly contained similar materials to those observed in the first floor closet, with the exception of the laundry supplies.

The parking garage was located on the ground floor of the main motel building. The garage had a concrete slab floor. Floor drains and typical oil staining were observed.

2.3.2 Auxiliary Motel Building

An auxiliary, single-story motel building with six additional motel rooms was located on the southeastern portion of the site. The room layouts were similar to those in the main motel building, with the exception of one unit which had a bathroom in the hallway rather than in the room. The floors in the auxiliary building were sloping and generally unlevel, as was the concrete in front of the building. A small concrete courtyard was observed at the far southeastern corner of the site, behind the rear corner of the auxiliary motel building.

2.3.3 Exterior Areas

The concrete parking lot between the two motel buildings was observed to have many cracks, some of which appeared to have been sealed. Typical oil staining was observed in many of the parking spaces. A municipal trash dumpster was present in the parking lot, adjacent to the southern wall of the main motel building. A pad-mounted electrical transformer was located near Park Avenue and an electrical vault was present beneath the sidewalk adjacent to the Park Avenue frontage of the site.

Electrical breaker panels for the main motel building were observed along the exterior southern wall, adjacent to the parking lot. The elevator room, a wooden structure on a concrete slab, was located adjacent to the panels. The Metropolitan Elevator label stated that the elevator motor had been tested in

December 2010. A thick black residue was observed in the metal pan beneath the elevator motor, as well as on areas of the concrete around the pan. A steel pipe appearing to be connected to the elevator motor entered the ground just inside the elevator room wall, within a cut through the asphalt. A thick black residue also was observed in the area where the pipe entered the ground. An area of dark staining of the concrete parking lot immediately adjacent to this location outside of the elevator room also was observed, although it was not clearly evident whether the stains were related to the black residue inside the elevator room.

At the far northeastern corner of the site, behind the main motel building, was a metal storage shed. The locked shed was observed to be used for storage of assorted maintenance materials including vinyl wall covering, sheetrock, and wood, assorted brooms and ladders, a 1-gallon can of roofing tar, and several cans of paint.

A summary of additional site features is presented in the following table.

Summary of Site Features

Feature	Observed	Not Observed	Comments
Aboveground storage tanks		✓	
Agricultural wells		✓	
Domestic wells		✓	
Drains or sumps	✓		Storm drains present in parking garage
Drums		✓	
Hazardous substances and/or petroleum products		✓	
Odors		✓	
Pits, ponds or lagoons		✓	
Pools of liquid		✓	
Septic system		✓	
Solid waste		✓	
Stained or corroded soil and/or pavement	✓		Thick black residue present surrounding elevator pipe in elevator room; stained concrete present immediately outside elevator room in parking lot.

(continued)

Summary of Site Features (continued)

Feature	Observed	Not Observed	Comments
Stressed vegetation		✓	
Transformers	✓		Pad-mounted transformer L-208 on site and "B of E" electrical vaults in sidewalk along Park Avenue.
Underground storage tanks		✓	
Wastewater		✓	

2.4 CURRENT USES OF THE ADJOINING PROPERTIES

The site is located in a residential and commercial area of Alameda. Primarily commercial businesses were observed in the immediate vicinity of Central Avenue and Park Avenue, with residential structures located further from the intersection. Scobies Grill and Bar (2431 Central Avenue), Alameda Family Physicians/Gorin Eye Center (2433 Central Avenue), and associated surface parking lots were present north of Central Avenue from the site. Single-family residences (or historic single-family residences divided into rental units) were present adjacent south of the site (1350 Park Avenue) and east of the site (2444 Central Avenue). Bayside Medical Group (1359 Park Avenue), Gallagher and Lindsey Real Estate/Janine's Bridal Boutique/Comerica Bank (2420 Central Avenue), and a residence (1361 Park Avenue) were located adjacent west of Park Avenue from the site.

3.0 USER-PROVIDED INFORMATION

To obtain current and historic information relating to the site, Mr. Brian Saliman of RCD (User) was contacted by environmental engineer Belinda P. Blackie, P.E., R.E.A. A questionnaire was provided to Mr. Saliman, which was completed and returned on February 11, 2011. A copy of the completed questionnaire is included in Appendix A. Mr. Saliman was also interviewed at the time of the site reconnaissance and through email. Information obtained from the questionnaire and other interviews is summarized in the following sections as well as elsewhere in the report, as appropriate.

3.1 SPECIFIC KNOWLEDGE REGARDING SITE

Mr. Saliman reported that future development of the site will include renovation of the existing motel building for use as low-cost housing. In addition, the auxiliary motel building will be demolished and office and community buildings will be constructed adjoining the main building. Mr. Saliman further stated that the property had operated as a hotel since the 1970s and had been a gas station at some point prior.

3.2 ENVIRONMENTAL LIENS OR ACTIVITY AND USE LIMITATIONS

Mr. Saliman referred to the available property owner- and ACEHD-provided documentation of the soil and ground water quality investigations conducted at the site as his knowledge of the potential for environmental liens or activity and use limitations to have been placed on the site.

3.3 VALUATION REDUCTION FOR ENVIRONMENTAL ISSUES

According to Mr. Saliman, a valuation reduction of the site due to possible environmental issues has not occurred. The purchase price for the site reportedly reflects a reasonable fair market value for the property.

3.4 LAND TITLE AND RELATED RECORDS

Environmental Data Resources, Inc. (EDR) was contracted to provide a search of the site APN for associated environmental liens. A copy of the lien search document is included in Appendix B. Based on the deed included in the lien search report, property title is vested in Stahl-Wooldridge Construction Company, received from Standard Oil Company in March 1971.

4.0 CURRENT OWNER-PROVIDED INFORMATION

To obtain current and historic information relating to the site, Mr. Robert Stahl, one of the current property owners, was asked to complete a questionnaire for the site. The completed questionnaire was returned on February 7, 2011, and a copy is included in Appendix A. In addition, Mr. Don Bracken on-site property manager for the Alameda Islander Motel, was interviewed at the time of the reconnaissance. Information obtained from the questionnaire and interview of Mr. Bracken is summarized in the following sections as well as elsewhere in the report, as appropriate.

4.1 SPECIFIC KNOWLEDGE REGARDING SITE

Mr. Stahl reported that Stahl-Wooldridge has owned the site since 1970, using the property as an apartment/motel and office. The site reportedly previously was a parking lot for the U.S. Post Office and a gas station owned by Standard Oil Company of California. Mr. Stahl stated that the main motel building was 10,000 square feet over four floors and was constructed in 1970. The 1,800-square-foot auxiliary motel building reportedly was constructed in 1981. Fuel underground storage tanks (USTs) reportedly were historically present at the site. A discussion of these former USTs is included in following Section 6.2.1. Mr. Stahl indicated that hazardous materials at the site are stored on shelves in original containers, and floors in storage areas were most recently inspected in January 2011. With the exception of residual contamination resulting from the historic USTs, Mr. Stahl reportedly was unaware of any indications that contamination of the property exists.

Mr. Bracken has been the on-site motel manager for approximately five years. He stated that units at the Alameda Islander Motel typically are two-thirds rented, and the average tenant stays four years or more. Units may be rented weekly or monthly. The main motel building reportedly is entirely electric, with the exception of the gas water heaters. The auxiliary building is entirely electric. Mr. Bracken believed the auxiliary structure initially had been a carport, which was converted into an enclosed garage and finally into the current motel building.

4.2 ENVIRONMENTAL LIENS OR ACTIVITY AND USE LIMITATIONS

Mr. Stahl, as a representative of the current owner, reportedly was not aware of any environmental cleanup liens filed or recorded for the site, or of any engineering or institutional controls or land use restrictions in place at the site under Federal, Tribal, State, or local law.

5.0 PAST SITE OWNER/OCCUPANT-PROVIDED INFORMATION

Names of past site owners and/or occupants were obtained from the current site owner, as well as through review of the city directories report (summarized in following Section 7.2) and from Alameda Building Department (ABD) records (summarized in following Section 7.3). Documented past site owners/occupants included the U.S. Postal Service (parking lot) and Standard Oil Company (gas station). Both the U.S. Postal Service and Chevron (current owner of Standard Oil Company) were contacted by email on February 7, 2011, in an attempt to obtain information on historic use of the site by their

respective companies. The U.S. Postal Service responded on February 8, 2011, stating they had no information available. At the time this report was issued, no response from Chevron had been received.

6.0 RECORDS REVIEW

6.1 REGULATORY DATABASE REPORT REVIEW

As part of the assessment, EDR was contracted to provide an electronic search of databases maintained by various Federal and State regulatory agencies, containing records of environmental permits, records of properties generating, handling or storing hazardous materials, records of properties impacted by regulated compounds, and records of properties under investigation by the government for alleged violations of hazardous material regulations. The report, prepared by EDR on January 26, 2011, satisfies the minimum search radii as outlined in ASTM E1527-05. A record of the databases searched and dates the database information was updated is provided in the EDR Radius Map report included in Appendix C.

6.1.1 Site Facility Records

The site was listed in the database report as Chevron #20-6516/Stahl Woodridge Construction at 2428 Central Avenue on the Leaking UST (LUST), Cortese, and Alameda County Contaminated Sites (CS) databases. According to information included in the database listings, the facility had a release of diesel to ground water discovered during tank closure activities in 1993. The facility reportedly has received case closure. Based on information obtained from the Alameda County Environmental Health Department (ACEHD) on-line database, the release initially was reported as diesel but subsequently revised to be gasoline (Section 6.2.1).

The site also was listed at a historic address in 1933, 2440 Central Avenue, as CV Davier, an automobile repairing facility. No further information on the CV Davier facility was available, but due to soil and ground water quality characterization conducted at the site to evaluate impact from the historic Standard Oil Company service station, significant impact to the site from the previous CV Davier facility likely would have been identified.

6.1.2 Vicinity Facility Records

Database references to off-site facilities in the EDR report were evaluated for their potential to impact the site. No other vicinity facilities, including those identified as "orphan" facilities, appearing likely to have a significant impact on the site were identified within the search radii of each database. Multiple addresses

in the immediate site vicinity, however, were listed as historic automobile service or repair facilities. Due to the status of these facilities and their location with respect to the site, they did not appear likely to have a significant impact.

6.2 LOCAL PUBLICALLY-AVAILABLE RECORD REVIEW

Hazardous materials files and documents archived for the site (current address and available historic addresses) were requested from local regulatory agencies and researched on-line.

The ACEHD was contacted on January 26, 2011. According to their representative, all available documents for the site are archived on their website. These documents are summarized in following Section 6.2.1 and copies of pertinent documents are included in Appendix D. An attempt to interview an ACEHD representative knowledgeable about the site was made on February 9, 2011, in order to ascertain whether any further actions would be required due to the proposed change in land use at the site. At the time this report was issued, a response had not been received from the ACEHD.

The Alameda Fire Department (AFD) reportedly maintains hazardous materials permit files from 2008 to the present, only for facilities with hazardous materials permits. Since the site does not have a current hazardous materials permit, no files were available at the AFD.

The State Water Resources Control Board (SWRCB) Geotracker website and the Department of Toxic Substances Control (DTSC) Envirostor website also were reviewed. No documents relating to the site were available on the Envirostor website. A summary of the information included on the Geotracker website is summarized in following Section 6.2.2.

In addition to attempted review of site-specific files and documents, the Marsh Crust Ordinance from the City of Alameda (Ordinance 2824) was reviewed to evaluate whether the site parcels were located within the mapped Marsh Crust zone. Based on review of the Marsh Crust/Subtidal Area map included in the City of Alameda Marsh Crust Ordinance, the site parcels are not located within the Marsh Crust Ordinance zone.

6.2.1 ACEHD Documents

An October 1936 site plan for the Standard Oil Company service station historically located on the site depicted one 7,500 gallon and three 3,000-gallon USTs located adjacent to Park Avenue and a fuel island located along Central Avenue. An automotive repair facility appeared to be present at the station as well, with a lift, oil tanks, tool room, and tire rack indicated (Standard Oil 1936). A June 1998 letter from Chevron to the ACEHD stated that all four USTs contained gasoline products (Chevron 1998). Additional background information provided on the historic service station indicated that the facility operated at the site from 1922 until 1970 (ACEHD 2001). The service station reportedly was abandoned and demolished in January 1970 and the USTs and associated piping were removed at that time. Soil sampling was not conducted during UST removals, as it was not required at the time (Gettler-Ryan 1997).

A soil and ground water quality investigation conducted at the site in 1993 reportedly demonstrated 211 parts per million (ppm) total petroleum hydrocarbons as gasoline (TPHg) and 7.9 ppm benzene, along with other petroleum hydrocarbon-related compounds, in vadose-zone soil (beneath the ground water table) at a depth of 10 feet in the vicinity of the historic fuel island. Ground water from the same location was reported to contain 27,870 parts per billion (ppb) TPHg and 1,790 ppb benzene, along with other petroleum hydrocarbon-related compounds. Petroleum hydrocarbons, benzene, and related compounds reportedly were not detected in shallower soil from the former fuel island location or in any soil from the boring near the former USTs. Since contaminants were detected only in vadose-zone soil and groundwater, both soil and ground water contamination were attributed to impacted ground water. Laboratory reports from the 1993 study initially indicated the petroleum hydrocarbon detected to be diesel, but the report was corrected and stated the petroleum hydrocarbon detected was gasoline (Gen-Tech 1993).

Additional soil and ground water quality characterization was conducted at the site in 1994. TPHg at 7,400 ppb and benzene at 120 ppb were reported in ground water from a well (MW-1) installed generally cross-gradient from the historic pump island and TPHg at 6,400 ppb (non-detectable benzene) was reported in ground water from a well (MW-2) located down-gradient from the former USTs. Petroleum hydrocarbons also were detected in vadose-zone soil samples from the locations of MW-1 (1,300 ppm TPHg; no detectable benzene) and MW-2 (3,000 ppm TPHg, 8 ppm benzene). Petroleum hydrocarbons reportedly were not detected in soil or ground water samples from the monitoring well (MW-3) installed up-gradient of the former service station facilities (Weiss 1994). Monitoring of the three wells continued between 1994 and 1996, and TPHg and benzene concentrations reportedly showed no significant change (Gettler-Ryan 1996).

Three additional off-site ground water monitoring wells were installed in 1996, in locations selected to be down-gradient from the site. Petroleum hydrocarbons, benzene, and related compounds were not detected in soil or ground water samples from the three newly-installed wells at the time of installation, reportedly indicating no significant migration of the plume from the site (Gettler-Ryan 1996). It should be noted however, that site plans prepared for reports subsequent to the 1993 investigation depicted the north arrow in the wrong direction, pointing actually west-northwest. When correcting the direction of north, calculated ground water flow appeared to range from the north to west, rather than from north to northeast. This places one of the wells, monitoring well MW-6, in a cross-gradient rather than down-gradient direction from the site.

Ground water monitoring events between 1997 and 1998 did appear to demonstrate a decreasing trend in TPHg concentrations in monitoring wells MW-1 and MW-2. Initial TPHg concentrations of up to 9,500 ppb in MW-1 and 8,400 ppb in MW-2 had decreased to between 1,000 and 2,000 ppb in MW-1 and 400 to 800 ppm in MW-2. Benzene concentrations remained variable and generally similar however (Gettler-Ryan 1998).

In 1997/1998, a Tier 2 Risk-Based Corrective Action (RBCA) was prepared for the site, to evaluate potential exposure pathways from impacted ground water to site occupants. RBCA evaluation of vapor migration from ground water to indoor air reportedly indicated that the contaminant concentrations present in site ground water would not adversely impact the health of future site occupants. A risk management plan (RMP) outlining safety measures to be followed for future site development was prepared as well (ACEHD 2001). The RMP stated that the ACEHD should be notified before "any general construction takes place at the site where soil and/or ground water might be handled", including disposal of site-generated soil, construction dewatering, or use of ground water for any purpose. In addition, the RMP noted that ACEHD should be notified if any environmental concern arose during future development of the site (Gettler-Ryan 1999).

A remedial action completion certification was issued for the site by the ACEHD in December 2001, stating that no further action related to the petroleum hydrocarbon release was required. The case closure summary further stated that corrective action should be reviewed if land use changed (ACEHD 2001). Following case closure, the six ground water monitoring wells were abandoned by slurry filling with concrete grout under Alameda County oversight (Delta 2001).

No documentation of California Regional Water Quality Control Board (RWQCB) concurrence with the closure was available in ACEHD files. RWQCB caseworker Ms. Cherie McCaulou was contacted on February 10, 2011 and stated that only one closure letter would have been issued for the site. For this

site, the letter was issued by the ACEHD since they were the lead agency.

6.2.2 Geotracker Documents

Documents regarding the site were not available on the Geotracker website. A site summary on the website stated that a diesel release was reported for the Chevron station in June 1993 and that the case was closed in December 2001. As noted in Section 6.2.1, the release was of gasoline not diesel.

6.3 TRANSFORMER RECORDS

Alameda Municipal Power (AMP) was contacted by email on February 7, 2011 in an attempt to ascertain whether the transformer located on the site (L-208) may contain polychlorinated biphenyls (PCBs). A response from AMP had not been received at the time this report was issued.

6.4 POTABLE WATER SOURCE AND METHOD OF SEWAGE DISPOSAL

Potable water for the site is provided by the East Bay Municipal Utility District. Sanitary sewer service is provided by the City of Alameda.

6.5 STATE AND FEDERAL RADON TESTING DATA

Federal and State radon screening test data for the site, reported by zip code (94501), were included in the EDR radius map report previously referenced in Section 6.1 and included in Appendix C. Based on the provided radon data, three Federal and 35 State radon screening tests have been performed in the site zip code. Two of the State results indicated radon concentrations exceeding the EPA action level of 4 pCi/L. Radon concentrations reported in the Federal tests averaged 0.267 pCi/L in the first floor living area and 0.200 pCi/L in the basement, with 100 percent of results less than 4pCi/L; radon testing of the second floor living areas was not reported. Alameda County has been designated within Federal EPA Radon Zone 2, indicating indoor average radon levels between 2 pCi/L and 4pCi/L.

6.6 ENVIRONMENTAL LIEN SEARCH

An environmental lien search for the site was conducted by EDR and reported on January 27, 2011; the report is included in Appendix B. The search revealed no environmental liens or other activity and use limitations on the parcel.

6.7 FEDERAL, STATE, AND PUBLIC WELL DATA

Federal, State, and public well location data was obtained from EDR in the report previously referenced in Section 6.1 and included in Appendix C. Review of the Federal, State, and public well database information indicated that no Federal, State, or public wells are located on site.

7.0 HISTORICAL REVIEW

7.1 MAPS AND AERIAL PHOTOGRAPHS

Historical maps and photographs were reviewed during this study, in an attempt to identify past site and vicinity property uses that may indicate a possible REC. The following historical sources were reviewed.

- Aerial photographs from the years 1939, 1946, 1958, 1965, 1975, 1982, 1993, 1998, and 2005 obtained from EDR, Inc. on January 21, 2011.
- USGS 7.5-minute topographic maps from the years 1915, 1948, 1949, 1959, 1968, 1973, and 1980 obtained from EDR, Inc. on January 26, 2011.
- Certified Sanborn fire insurance maps from the years 1897, 1948, 1950, and 1987 obtained from EDR, Inc. on January 26, 2011.

Copies of the photographs and maps are included in Appendix E. The observations for the site and vicinity properties in the tables on the following pages were made from the available photos and maps.

Historical Site Observations

Date	Source	Observations
1897	Sanborn Map	A two-story dwelling was depicted on the site, with a reported address of 2434 Central Avenue.
1915	Topographic Map	The site was depicted in a developed area of Alameda.
1939	Aerial Photograph	What appeared to be the service station building was visible along the Central Avenue frontage of the site. An L-shaped building also was visible along the southern and eastern site boundaries.
1946	Aerial Photograph	What appeared to be the same structures visible on the 1939 aerial photograph were shown on the 1946 photograph. Multiple vehicles or other small structures/items appeared present in an area adjacent to Park Avenue along the western side of the service station building.

(continued)

Historical Site Observations (continued)

Date	Source	Observations
1948	Sanborn Map	A service station ("gas & oil") was depicted on the northern portion of the site, generally along Central Avenue. "Greasing" was indicated as performed in the service station building An L-shaped building was present at the southeastern corner of the site, similar in size and location to the current auxiliary motel building. The building was indicated as housing an "auto laundry", tire & battery service facility, auto repairing facility, and "greasing" facility. A black circle with an illegible label (possibly LLP BLP) was depicted in the auto laundry facility. Reported addresses for the facility included 2436 and 2440 Central Avenue and 1352 Park Avenue.
1948	Topographic Map	The site was shown in a developed area of Alameda; no specific structure was depicted.
1949	Topographic Map	The site appeared generally similar to that depicted on the 1948 topographic map.
1950	Sanborn Map	The site appeared generally similar to that depicted on the 1948 Sanborn map.
1958	Aerial Photograph	The poor resolution of the photograph made site details difficult to discern, but the service station building remained present. Numerous vehicles or other items appeared parked/placed immediately surrounding the building. The L-shaped building remained present at the southeastern corner of the site.
1959	Topographic Map	The site appeared generally similar to that depicted on the 1949 topographic map.
1965	Aerial Photograph	The service station building remained present, with numerous vehicles parked along the south side of the building and in a row extending from the building to Park Avenue. The L-shaped building remained on the southeastern corner of the site, but the "leg" of the building extending along the southern property line appeared shorter. Small structures or items were visible adjacent to the building along the southern property line. Multiple vehicles appeared parked in front of the L-shaped building, as well as along the eastern property line.
1968 & 1973	Topographic Map	The site appeared generally similar to that depicted on the 1959 topographic map.
1975	Aerial Photograph	Details of site development were unable to be discerned due to the poor resolution of the aerial photograph, but the current motel structure appeared present.
1980	Topographic Map	The site appeared generally similar to that depicted on the 1973 topographic map.
1982	Aerial Photograph	The motel main building and auxiliary motel building were visible on the site, with multiple vehicles parked in the parking lot as well.
1987	Sanborn Map	The current main motel building is depicted on the site, indicated as having parking on the first floor with 62 residential/transient units above. An L-shaped building similar to that depicted on previous Sanborn maps, although appearing shorter along the southern property line, is indicated as a commercial building with an address appearing to be 2424 R Central Avenue.
1993 - 2005	Aerial Photograph	The site appeared generally similar to that observed on the 1982 aerial photograph, with the current storage shed visible on the northeast corner of the site on the 1993 photograph.

Historical Vicinity Observations

Date	Source	Observations
1897	Sanborn Map	The site vicinity appeared largely residential to the north, east, and south. Commercial buildings, including an opera house and newspaper printing facility, were present in the block to the west of the site.
1915	Topographic Map	The vicinity was depicted as a developed area of Alameda, with local streets present and small structures shown throughout the vicinity.
1939	Aerial Photograph	Residential development appeared present south and east of the site, with what appeared to be commercial buildings present to the north and west.
1946	Aerial Photograph	Development in the site vicinity appeared generally similar to that depicted on the 1939 aerial photograph, with what appeared to be service stations to the northwest and northeast.
1948	Sanborn Map	The block containing the site remained residential, as did the area to the southwest. Service stations were depicted northwest and northeast of the site, with assorted commercial businesses depicted to the north and east. A post office was depicted northwest of the site as well.
1948	Topographic Map	The vicinity was depicted as a developed area of Alameda with no specific structures shown in the immediate vicinity.
1949	Topographic Map	The site vicinity appeared generally similar to that depicted on the 1948 topographic map, with what appeared to be the post office structure depicted northwest of the site.
1950	Sanborn Map	The site vicinity appeared generally similar to that depicted on the 1948 Sanborn map.
1958	Aerial Photograph	The site vicinity appeared generally similar to that observed on the 1946 aerial photograph.
1959	Topographic Map	The site vicinity appeared generally similar to that depicted on the 1949 topographic map.
1965	Aerial Photograph	The site vicinity appeared generally similar to that observed on the 1958 aerial photograph.
1968 & 1973	Topographic Map	The site vicinity appeared generally similar to that depicted on the 1959 topographic map.
1975	Aerial Photograph	The poor resolution of the aerial photograph made details of the vicinity development difficult to discern. Development appeared generally similar to that observed on the 1965 aerial photograph.
1980	Topographic Map	The site vicinity appeared generally similar to that depicted on the 1973 topographic map.
1982	Aerial Photograph	Vicinity development appeared to remain primarily residential to the south and east and commercial to the north and west.
1987	Sanborn Map	The block containing the site remained residentially developed. Residences and commercial businesses, including an auto service facility, were depicted west of the site. Additional commercial businesses, including a service station, were depicted north, northwest, and northeast of the site.
1993 - 2005	Aerial Photograph	The site vicinity appeared generally similar to that observed on the 1982 aerial photograph.

7.2 CITY DIRECTORIES

As part of this study, EDR performed a review of historic city directories for the site; the summary report was received on January 26, 2011 and is included in Appendix . In city directories dated 1975 through 2006, Alameda Islander Motel (and variations of that name) and Stahl Woolridge Investment Properties were listed as site occupants. Individuals also were reported as occupants in 1975 and 1986. The historic site address of 2440 Central Avenue was listed as Standard Stations, Inc. and Cuno V. Davier Brake Service Alameda in 1933 and Walt S Auto Repair Alameda in 1945 through 1962. Other historic site addresses were not included in the city directories.

7.3 BUILDING DEPARTMENT RECORDS

The ABD was contacted on January 27, 2011, to ascertain whether building permit files were available for the current and historic site addresses. Documents available from the ABD and on the ABD website are included in Appendix G and summarized below.

The earliest available ABD record indicates that Standard Oil Company had a service station at the site in 1938. A June 1971 permit appeared to be for assorted electrical services to the current motel building. An October 1981 building permit indicated the construction of a single-story, wood-frame structure at the site. An undated permit document regarding code enforcement indicated conversion of an existing office area and garage to seven motel units; a 2009 complaint stated that a parking lot structure had been remodeled and was being used as rental units. Numerous additional permits, dated between 1981 and 2010, were noted to be for assorted Chevron subsurface investigation-related activities, building modifications, and code enforcement violations (substandard housing conditions and health code violations).

8.0 SUMMARY OF SIGNIFICANT FINDINGS

8.1 SITE USE

8.1.1 Current

The site currently is developed with a four story motel building (single-story, ground-level parking garage with three levels of motel units above) and a single-story auxiliary motel building. The property is owned by Stahl-Wooldridge Construction Company, who reportedly has owned the property since 1970.

8.1.2 Historic

The site appeared to have been developed with a dwelling as early as 1897. Based on the unavailability of historical documents dating prior to 1897, the date of first site development was unable to be documented. Previous reports prepared for the site indicate a Standard Oil service station operated at the site as early as 1922. The service station reportedly was demolished and the four fuel USTs removed from the site in 1970. The current main motel building reportedly was constructed in late 1970.

Aerial photographs also document a building appearing similar to the current auxiliary motel building on-site as early as 1939. Other references to the auxiliary building indicate it was constructed in 1981, reportedly having been a "carport" type structure initially and subsequently converted to an enclosed building sometime between the late 1980s/early 2000s. The early structure was reported as housing automotive washing and assorted automotive repair services in 1948. The auxiliary building was indicated as commercial in 1987.

8.2 HAZARDOUS MATERIALS STORAGE AND USE

Evidence of current significant hazardous materials storage and use at the site was not found. Small quantities of housekeeping, laundry, and general maintenance materials were observed stored in rooms and closets within the main motel building as well as in a storage shed.

Large quantities of gasoline historically were stored in USTs at the site, during its use as a service station. Other automotive repair-related materials also likely were used at the site during that time period. A discussion of the historic USTs is presented in following Section 8.3.

8.3 FORMER USTs/SOIL AND GROUND WATER IMPACT

Impacted ground water and vadose-zone soil are present in the vicinity of the historic service station, on the northwestern portion of the site. Discovered in 1993, the TPHg, benzene, and related compounds present have been attributed to the USTs removed from the site in 1970. Soil quality investigation and ground water monitoring were performed at the site between 1993 and 1998. Monitoring wells located generally down-gradient of the historic USTs and fuel dispenser island consistently demonstrated significant concentrations of TPHg, benzene, and related compounds; one monitoring well up-gradient from the former service station facility, two monitoring wells further down-gradient from the facility and a third generally cross-gradient monitoring well reportedly never demonstrated impact by TPHg, benzene, or related compounds. Contaminant concentrations demonstrated a moderate decreasing trend in monitoring events

in 1997 and 1998. However, the most recent ground water data (May 1998) indicated up to 1,400 ppb TPHg and 94 ppb benzene may remain present beneath the site. In addition, vadose-zone soils at a depth of approximately 10 feet beneath the site were documented to contain up to 3,000 ppm TPHg and 8 ppm benzene.

A Tier 2 RBCA was conducted for the site in 1998. In evaluating vapor migration from impacted ground water into the site buildings, the RBCA indicated that impacted ground water beneath the site did not pose a significant risk to human health. A RMP was developed to address worker health and safety concerns should earthwork at the site commence at a future time. In addition, the RMP stated that the ACEHD should be notified before any construction, disposal of site-generated soil, dewatering, or use of ground water for any purpose was conducted, or if any environmental concern arose during future development of the site.

The site was granted case closure by the ACEHD in December 2001. A note in the closure documents stated that corrective action should be reviewed if land use changed in the future.

8.4 ELEVATOR UNIT

An accumulation of thick, black residue was observed beneath the elevator motor and a pipe in the elevator room. A stained area of concrete adjacent to the exterior of the elevator room, which may correspond to the pipe location, also was observed. Based on the age of the elevator equipment, hydraulic fluid within the machinery may contain PCBs.

8.5 ASBESTOS-CONTAINING BUILDING MATERIALS

Since the on-site buildings were constructed prior to 1980, asbestos-containing materials may be present in building materials.

8.6 LEAD-BASED PAINT

Due to the age of the on-site buildings, lead-based paint may be present both on painted surfaces and on exposed soil surrounding painted structures, due to flaking and peeling of aged paint.

8.7 TRANSFORMER

A pad-mounted transformer was observed on the site. At the time this report was issued, AMP had not responded to a request for information regarding the potential presence of PCBs within the transformer. Due to the age of the site development, PCBs may be present within the transformer. No visual indications of leaks or releases were observed.

8.8 RADON

Based on the published radon test data reviewed for this study, two of 35 State radon tests exceeded the established EPA action level of 4 pCi/l. Alameda County is reported in Federal EPA Radon Zone 2, with average indoor radon levels between 2 and 4 pCi/l.

8.9 CONCERNS WITH VICINITY PROPERTIES

Information in the database search report did not reveal the presence of vicinity properties appearing likely to have significantly impacted the site.

9.0 CONCLUSIONS, RECOMMENDATIONS, AND OPINIONS

This ESA has revealed the following evidence of RECs and other concerns in connection with the site.

9.1 IMPACTED SOIL AND GROUND WATER

The presence of TPHg, benzene, and other BTEX compounds in ground water and vadose zone soil beneath the northwestern portion of the property is considered a REC to the subject site. Although the RBCA conducted for the site in 1997/1998 demonstrated no significant impact to human health from existing site conditions and the site was granted case closure by the ACEHD in 2001, methodologies for evaluating human health risks have changed in the past 10 years. Based on the proposed location of the new office and community room in close proximity to the historic service station facilities, the concentration of benzene remaining in ground water could create a vapor intrusion issue in the new buildings. The presence of the ground floor garage beneath the existing motel building, planned for renovation into housing units, would act as an air break for that structure and therefore vapor intrusion in that building would not be a significant concern.

Prior to development of the site, consideration should be given to collecting soil vapor samples from the proposed new building locations, to evaluate the potential health risk to future building occupants from soil vapor intrusion. If a significant risk is determined, a vapor barrier or membrane could be designed into the building foundations to prevent vapor intrusion. In addition, as the ACEHD did not respond to the request for information at the time this report was issued, consideration should be given to contacting the ACEHD prior to site development to confirm that agency will require no further action given a proposed change in site use from transient residential/commercial to residential. Finally, if trenching, excavating, or other earthmoving activities are planned during site development, or if any dewatering is required, the ACEHD must be contacted and appropriate health and safety measures must be taken by site personnel. Any impacted soil or ground water requiring off-site disposal will require characterization and appropriate handling and disposal.

As noted previously, with the exception of the initial 1993 site plan, site plans prepared during characterization studies depicted north in an incorrect direction. For this reason, documented ground water flow appears to vary from north to west rather than north to northeast as reported. Additionally, based on the revised direction of north, monitoring well MW-6 appears to have been cross- rather than down-gradient from the site. Due to the apparent misinterpretation of the northerly direction on the site plans, ground water quality down-gradient of the southern portion of the former service station appears not to have been evaluated. Based on the limited extent of plume migration as documented in the other down-gradient wells however, it appears unlikely that this oversight would be significant.

9.2 HISTORIC SITE DEVELOPMENT

Historic development of the site with a dwelling and service station facilities was documented. Many areas with historic structures are found to have residual metals and/or pesticides present in soil around the location of the perimeter of the historic structures, attributable to the application of pesticides and the flaking of lead-based paint. The potential presence of such compounds is considered a REC to the subject site. Since residual contaminants, if present, are capped by the concrete parking lot and main motel building, the current risk for exposure is low. However, during future development of the site with the new office and community room structures, these contaminants could be encountered and appropriate handling and possibly removal could be required. For a higher degree of comfort, consideration should be given to evaluating soil quality in the location of the historic dwelling, previously present in the general location of the proposed new buildings.

In addition to the possible presence of residual metals and/or pesticides present in soil, other sub-grade structures including USTs, pipelines, septic tanks, fill materials, buried debris, building materials, and

impacted soil also may be present from previous site development in areas of historic development. If objects such as these are encountered during future development of the site, special measures for their removal may be required, possibly including soil characterization and/or remediation.

9.3 ELEVATOR EQUIPMENT

A localized release of hydraulic fluid or other material from the elevator unit located along the southern wall of the main motel building may have impacted soil beneath the concrete parking lot and elevator room. In addition, hydraulic fluid also may have leaked from the elevator unit itself. Due to the age of the elevator, the hydraulic fluid may contain PCBs. The potential presence of hydraulic fluid in soil beneath the elevator room and elevator unit is considered a REC to the subject site. Hydraulic fluid generally has a low mobility in soil however and therefore, if present, released material likely is limited in extent.

Consideration should be given to sampling the hydraulic fluid within the elevator for PCBs. If PCBs are determined to be present within the hydraulic fluid, soil samples from beneath the elevator unit and elevator room should be evaluated for the presence of PCBs. If PCB-impacted soil is present, it must be remediated in accordance with applicable regulatory agency requirements.

When elevator equipment is upgraded during building renovation, soil should be observed for indications of impact by hydraulic fluid. If encountered, impacted soil must be segregated and characterized for appropriate disposal under appropriate regulatory agency oversight. Confirmation samples may be required following removal to confirm all significantly impacted soil has been removed.

9.4 HISTORIC USE OF HAZARDOUS MATERIALS

The historic use of automotive repair-related hazardous materials in the previous service station and auxiliary building locations may have resulted in small, localized releases of these materials. Although not considered a REC for the site, if during future construction activities at the site evidence of impacted soil is encountered, the material must be segregated and characterized for appropriate disposal under appropriate regulatory agency oversight.

9.5 ASBESTOS-CONTAINING BUILDING MATERIALS

Since renovation of the existing main motel building and demolition of the auxiliary building is planned, a National Emissions Standards for Hazardous Air Pollutants (NESHAP) asbestos survey must be performed to identify the materials in the buildings which contain asbestos. All identified potentially friable asbestos-containing materials must be removed from the buildings under applicable regulatory guidelines prior to demolition and prior to or during renovation. The potential presence of asbestos in the on-site buildings is not a REC for the subject site.

9.6 LEAD-BASED PAINT

If lead-based paint remains adhered to the building materials, removal is not required prior to demolition or renovation. However, Cal/OSHA Lead in Construction Standard, Title 8, California Code of Regulations (CCR) 1532.1 must be followed during construction/demolition activities. If lead-based paint is blistered, peeling, or flaking, it should be removed prior to demolition and appropriately disposed. The potential presence of lead-based paint in the on-site buildings is not considered a REC for the subject site.

9.7 TRANSFORMER

Since AMP had not responded to a request for information regarding the potential presence of PCBs within the transformer at the time this report was issued, follow up with AMP should be conducted. The presence of the transformer on the property is not considered a REC for the subject site.

9.8 RADON

The majority of the radon tests conducted in the Site vicinity demonstrated radon concentrations beneath the USEPA recommended action level. In addition, residential units will not be located at ground level. Although not considered a REC to the subject site, if a further degree of comfort is desired site-specific radon testing could be conducted.

10.0 DEVIATIONS

The following deviations to ASTM Practice E1527-05 occurred due to data failure and/or gaps, as summarized below.

10.1 DATA FAILURE

Data failure is an inability of the available data to meet the objectives of the study. The following data failure was encountered.

- Gaps of greater than 5 years were present in the available historic reference sources, and historic reference sources earlier than 1897 were unavailable. The sources and years available appear to have adequately documented historical site development however, and therefore the data failure attributable to the historical sources appears not to be significant.

10.2 DATA GAPS

Data gaps result from insufficient information availability for the site, which may hinder the ability of the study to adequately distinguish recognized environmental conditions. The following data gaps were encountered.

- Confirmation of the closure status of the site with the ACEHD was unable to be made at the time this report was issued. This data gap can be removed through contact with the agency as recommended in Section 9.1 above.
- Confirmation of the absence of PCBs from the on-site transformer was unable to be made at the time this report was issued. This data gap can be removed through contact with the AMP as recommended in Section 9.7 above.
- Contact with previous site owners/occupants was unable to be made. As pertinent information regarding historical usage of the site was available from other sources, this data gap appears not to be significant.

11.0 ADDITIONS

The following additions to ASTM Practice E1527-05 were made.

- Radon data for the site vicinity was reviewed.
- State, Federal, and public well data for the site vicinity was reviewed.

12.0 REFERENCES

Alameda County Health Care Services Agency. *Remedial Action Completion Certification, 2428 Central Avenue, Alameda, CA*. December 27, 2001.

ASTM. *Phase I Environmental Site Assessment Standard, E 1527-05*. 2005.

Chevron. *Former Chevron Service Station #9-0100, 2428 Central Avenue, Alameda, California*. June 8, 1998.

Delta Environmental Consultants, Inc. *Well Abandonment, Former Chevron Station No. 20-6516, 2428 Central Avenue, Alameda, California*. December 10, 2001.

EDR. *Certified Sanborn Map Report, Islander Motel, 2428 Central Avenue, Alameda, CA 94501.* Inquiry Number 2975317.3. January 26, 2011.

EDR. *The EDR Aerial Photo Decade Package, Islander Motel, 2428 Central Avenue, Alameda, CA 94501.* Inquiry Number 2975317.5. January 31, 2011.

EDR. *The EDR-City Directory Abstract, Islander Motel, 2428 Central Avenue, Alameda, CA 94501.* Inquiry Number 2975317.6. January 26, 2011.

EDR. *The EDR Environmental LienSearch Report, Islander Motel, 2428 Central Avenue, Alameda, CA 94501,* Inquiry Number 2975317.7. January 27, 2011.

EDR. *The EDR Historical Topographic Map Report, Islander Motel, 2428 Central Avenue, Alameda, CA 94501.* Inquiry Number 2975317.4. January 26, 2011.

EDR. *The EDR Radius Report Map with Geocheck, Islander Motel, 2428 Central Avenue, Alameda, CA 94501.* Inquiry Number 2975317.2s. January 26, 2011.

Gen-Tech Environmental. *Reconnaissance Soil and Groundwater Assessment, Site at 2428 Central Avenue, Alameda, CA*. June 22, 1993.

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Standard Oil Company of California. *Service Station 100, Central & Park Ave's, Alameda, Calif*. October 28, 1936.

Weiss Associates. *Subsurface Investigation, Former Chevron SS #9-0100, 2428 Central Avenue, Alameda, California*. April 13, 1994.

13.0 QUALIFICATIONS AND SIGNATURE

I declare that, to the best of my professional knowledge and belief, I meet the definition of Environmental Professional as defined in Section 312.20 of 40 CFR 312. I have the specific qualifications, based on education, training, and experience, to assess a site of the nature, history, and setting of the subject site. I have developed and performed the all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR 312.

Belinda P. Blackie, R.E.A., P.E.
P.E. Number C56448
R.E.A. Number REA-06746

FIGURES

FIGURE 3. SITE PHOTOGRAPHS

APPENDIX A

COMPLETED QUESTIONNAIRES

APPENDIX B

LIEN SEARCH REPORT

APPENDIX C

REGULATORY AGENCY DATABASE REPORT

APPENDIX D

SELECTED ACEHD DOCUMENTS

APPENDIX E

HISTORICAL AERIAL PHOTOGRAPHS AND MAPS

APPENDIX F

CITY DIRECTORY REPORT

APPENDIX G

ABD DOCUMENTS

APPENDIX H

RESUME OF ENVIRONMENTAL PROFESSIONAL