

PHASE I
ENVIRONMENTAL SITE ASSESSMENT

**ABL Parcels
Alameda, California**

Prepared for:

The City of Alameda
Alameda, California

Prepared by:

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EXECUTIVE SUMMARY

The City of Alameda retained Belinda P. Blackie, P.E., R.E.A. to perform a Phase I environmental site assessment (ESA) of the Alameda Belt Line (ABL) Parcels, located in Alameda, California (site). The site consists of nine non-contiguous parcels, comprising approximately 38.81 acres of land, which currently are largely undeveloped. The parcels historically were developed primarily with railroad tracks and a rail yard for the Alameda Belt Line railroad, and other small structures. The site is located along the eastern margin of the San Francisco Bay in Alameda County, California. The purpose of this assessment was to identify recognized environmental conditions associated with the site, as defined by ASTM E 1527-05, Standard Practice for Environmental Site Assessments.

This ESA has revealed evidence of the following potential recognized environmental conditions in connection with this site: the documented presence of petroleum hydrocarbons and possibly solvents in ground water and petroleum hydrocarbons and elevated concentrations of lead and possibly arsenic in soil on APNs 74-906-32-12 & 74-906-32-15 (Parcels 23 & 24); the possible presence of similar compounds in soil on other site parcels; the possible presence of impacted soil near the former railroad tracks; the possible presence of impacted soil where the historic ABL maintenance building burned; the possible presence of elevated concentrations of lead and arsenic in dredge fill materials placed on site parcels; the possible presence of Marsh Crust contaminants on site parcels; and the possible presence of contaminants on the rail yard parcels, resulting from the import of potentially impacted soil from other vicinity properties.

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1.0 INTRODUCTION

Belinda P. Blackie, P.E., R.E.A. was retained by The City of Alameda to perform a Phase I environmental site assessment of the Alameda Belt Line (ABL) parcels (site), located generally south of Atlantic Avenue between Main Street and Sherman Street, with three additional parcels located further east along Buena Vista Avenue and Grand Street, in Alameda, California (Figures 1 and 2a through 2c). The City of Alameda reportedly is considering acquiring the parcels from ABL, the current owner.

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
- Review of previous site environmental data
- 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 The City of Alameda (User) and is valid for six months.

2.0 SITE DESCRIPTION

2.1 SITE LOCATION AND GENERAL CHARACTERISTICS

The site consists of nine non-contiguous parcels of land, comprising approximately 38.81 acres, located in Alameda, Alameda County, California. A summary of the Assessor's Parcel Numbers and parcel acreage for the site is presented in the following table. The Alameda County Assessor's office shows no currently recorded street addresses for the site parcels. Three street addresses, 1925 Sherman Street and 1915 and 1925 Minturn Street, have been documented for APNs 74-906-32-12 and 74-906-32-15, and 72-292-14, respectively in other sources reviewed for this study, and as observed at the time of the reconnaissance.

ABL Parcels APNs and Acreage

| APN | Acreage |
|---------------------------------|----------------|
| 72-292-14 | 0.499 |
| 72-323-12 | 0.579 |
| 72-383-1 | 0.369 |
| 72-364-14 | 0.0017 |
| 74-906-32-12 (rail yard parcel) | 7.923 |
| 74-906-32-15 (rail yard parcel) | 15.983 |
| 74-906-32-05 | 0.340 |
| 74-905-20-02 & -03 | 13.113 |
| Total | 38.81 |

2.2 GEOLOGIC SETTING AND HYDROGEOLOGY

The site is located along the eastern margin of the San Francisco Bay, at elevations ranging from approximately 10 to 20 feet above mean sea level (Google Earth 2009). Based on information included in the previous Phase I report prepared for the APN 74-906-32-12 and 74-906-32-15 portion of the site (rail yard parcels), the site is underlain by up to 5 feet of man-made fill. Fill depths reportedly increase in thickness from south to north. Beneath the fill, Bay Mud deposits are reported to depths of approximately 16 feet. Bay Mud reportedly is underlain by sedimentary sand deposits to depths of greater than 200 feet (URSGWC 1999).

Based on depth to ground water information gathered during grab sampling conducted on the 1925 rail yard parcel, ground water in the vicinity of the site likely occurs at a depth of approximately 1 to 4 feet. Ground water flow beneath the site was estimated as generally towards the northeast (URSGWC 1999a).

2.3 CURRENT USES OF THE SITE

On January 14, February 24, and March 5, 2010, a reconnaissance of the site was conducted by environmental engineer Belinda P. Blackie, P.E., R.E.A. On February 24, 2010, Ms. Blackie was accompanied on her reconnaissance of the APN 74-906-32-12 and 74-906-32-15 portion of the site by Mr. Dave Buccolo, General Manager for ABL/Central California Traction Company since 2004, and Mr. Keith Woodburne, P.E., Senior Project Manager with TRC, an environmental consultant working for ABL on the rail yard parcels. On March 5, 2010, Ms. Blackie was accompanied on her reconnaissance of the remaining portions of the site by Mr. Joe Patterson of ABL/Central California Traction Company, along with Mr. Stuart Williams and Ms. Nancy Mantooth on portions of the site of which they are the lessees. The reconnaissance of the interior and periphery of the site was conducted on foot. Significant limitations to the site reconnaissance were not encountered.

Mr. Buccolo, Mr. Woodburne, Mr. Patterson, Mr. Williams, and Ms. Mantooth were interviewed by Ms. Blackie at the time of the reconnaissance; pertinent information is included in the table on the following pages. A summary of the current site development is presented in the table on the following pages as well; the parcels are shown on Figures 2a through 2c. Photographs taken during the reconnaissance are presented in Figure 3.

Current Site Development

| APN | Observations |
|-----------|---|
| 72-292-14 | <p>This parcel included a construction yard for "Apodaca Construction" located at the corner of Eagle Avenue and Grand Avenue (1915 Minturn Street), a fenced yard/side driveway for a residential structure located at 1922 Grand Street, a small structure being used for storage by W.R. Williams Trust, and a fenced yard area being used for parking by adjacent facility Engine Works.</p> <p>The Apodaca Construction yard was a dirt/gravel lot used for parking of vehicles and other equipment, stockpiling of moderate amounts of soil and debris, and storage of assorted construction-related and other miscellaneous items. A dirt driveway was observed entering the construction yard from Eagle Avenue. Numerous moderate-sized stockpiles of soil, some containing asphalt, concrete, and other debris, were observed on the soil surface of the yard, lining the fence line along Grand Street with additional similar stockpiles observed on the opposite side of the driveway as well. Numerous vehicles, including trucks, a boat, and a large dump truck were parked in the yard. A small house trailer appearing to be occupied as a residence also was present. The majority of the remaining yard area was being used for storage of construction-related equipment, debris, and assorted junk and garbage. A storage container located at the facility was viewed through a slot in the door, and was observed to house assorted tools, a container of WD-40, and a couple of unlabeled 5-gallon buckets, appearing possibly to be empty. Adjacent outside of the container was a storage area where numerous 1 quart to 1 gallon plastic containers and cans of assorted concrete, automotive, and construction-related materials were being stored on a shelving unit. Materials observed included concrete sealers, paints, body fillers, and roof patch. In front of the shelves, numerous 5-gallon plastic containers and larger bags were stored on the soil surface and wooden pallets, labeled as assorted materials including colorant, paints, hardener, concrete release, and concrete. Many of the compounds stored on the ground and pallets were powdered/dry in nature. Several of the stored containers appeared to be aged and some were rusted/dented; no significant indication of a release of these materials was observed. Individual containers of similar materials also were observed at different locations throughout the construction yard. An aged concrete slab was observed on the back portion of the construction yard. On the pad, an unlabeled 55-gallon drum with an oil pan resting on top was observed. A black crusty material was observed down the sides of the drum and the shallow layer of soil on the concrete slab beneath the drum appeared darker than the surrounding soil layer. A few small piles of charred wood also were observed in the Apodaca Construction yard. Several small areas of darkened/discolored soil were observed scattered about the yard as well.</p> <p>North of the Apodaca Construction yard was a fenced dirt area where the ABL railroad tracks historically traversed the parcel. According to Eric of Engine Works, the tenant of an adjacent property who was interviewed at the time of the February 24, 2010 reconnaissance, the rails were removed from the tracks but the ties remain in place beneath the soil. Engine Works had a few vehicles parked on the soil surface of the dirt lot; significant staining of the soil was not observed. An apparently empty 55-gallon steel drum was observed along the western edge of the lot; Eric stated that the drum was there prior to his occupation of the adjacent property. Railroad track rails remained in the ground in the location of the previous tracks exiting the parcel onto Clement Street.</p> <p>One small structure was present along Minturn Street within the fenced yard described above (1925 Minturn Street). According to Mr. Williams, his father constructed the approximately 1,000-square-foot building in 1953 and it now is used for storage. Two cylinders of oxygen, two cylinders of acetylene, and assorted household goods and furniture were being stored within the structure. A wall of shelving was observed to house numerous pint- to quart-sized glass bottles of mainly unlabeled materials. Approximately 100 or more pint- to gallon-sized containers of assorted finishes, inks, lubricants, paints, and other assorted materials were observed on the concrete floor adjacent to the shelves. No significant stains or discolorations were observed on the</p> |

(continued)

**Current Site Development
(continued)**

| APN | Observations |
|----------------------------------|---|
| 72-292-14 (continued) | <p>concrete floor in the vicinity of the shelves and adjacent storage. An aged concrete slab was present west of the structure, on which were parked a car and boat, as well as some old equipment. A narrow shed structure adjacent north of the structure belonged to the adjacent Engine Works facility, according to Mr. Williams, is not part of the site.</p> <p>The fenced yard area/side driveway for the residence at 1922 Grand Street was observed from beneath and beside a locked gate. The area appeared to be a yard for the adjacent residence, which was observed to be for sale at the time of the reconnaissance. The ground surface was covered with concrete pavers, and parked vehicles were observed.</p> |
| 72-323-12 | <p>The portion of the parcel northeast of the corner of Hibbard Street and Buena Vista Avenue was undeveloped, with numerous large eucalyptus trees present. Some scattered trash was observed across this portion of the parcel, and an area where some concrete rubble, old bricks and trash had been dumped was observed on the northeastern corner. The portion of the parcel along Grand Street was a partially-fenced dirt/gravel lot being used for storage of numerous U-Haul trucks and trailers, as well as an RV and other vehicles. According to information provided by Mr. Buccolo of ABL, oil changes for the U-Haul vehicles previously had been performed on the parcel, with used oil placed into a "Convault" aboveground storage tank (AST) on the parcel. No evidence of oil changing or the AST were observed at the time of the reconnaissance.</p> |
| 72-383-1 | <p>The parcel was undeveloped, with the exception of an aged, reddish concrete slab along the Buena Vista Avenue frontage. Electrical equipment for a stop light, possibly including a transformer, was present on the parcel along Buena Vista Avenue and a transformer vault was observed adjacent to the sidewalk along Sherman Street.</p> |
| 72-364-14 | <p>This parcel appeared to be a sliver of dirt with a large pampas grass bush. A portion of a fence and aged asphalt parking lot from the adjacent Del Monte facility also may have been on the parcel.</p> |
| 74-906-32-12 and 74-906-32-15 | <p>The "yard house" structure was observed adjacent to Sherman Street. According to Mr. Buccolo and Mr. Patterson, this structure was the historic ABL headquarters. The structure was a very old and dilapidated wood-frame building with boarded-up doors and windows. The interior of the structure was observed to be largely vacant. Floor vents were observed in each room of the structure, and some office and other furniture remained present. A couple pint- to gallon-sized containers of sealant and diesel treatment, along with an automotive battery, were observed in one room of the structure. A storage room with wooden shelves was observed to house several 5-gallon metal containers of assorted paints and sealers. No indications of spills were observed. In several areas of the structure, drywall and roofing materials had collapsed into the structure and were piled on the floor. A crawl space was observed beneath the structure; scattered garbage was observed within the crawl space. Two capped steel pipes were observed adjacent to the structure at the southern end; no visual evidence of this piping or its purpose was observed in the adjacent crawl space.</p> <p>A metal storage container was located adjacent west of the yard house. Mr. Buccolo believed the container historically had been used for storage of rails and other related supplies, and possibly also welding equipment including welding gases. At the time of the reconnaissance, approximately thirteen 5-gallon plastic containers of assorted oils and asphalt emulsion were observed on the steel floor of the container, as were one automotive battery and two 1-gallon containers of body filler and plastic cement. The steel floor of the container appeared rusty but not perforated and no evidence of spills or releases was observed within the container or on the surrounding soil surface.</p> |

(continued)

**Current Site Development
(continued)**

| APN | Observations |
|---|---|
| 74-906-32-12 and 74-906-32-15 (continued) | <p>The remainder of the rail yard was largely undeveloped, brush-covered dirt with areas of gravel, ballast rock, aged asphalt, and old concrete pads. The topography of the parcels was uneven, appearing primarily due to cuts for the rail beds. ABL reportedly ran railcars on the parcels until 1998, with Union Pacific Railroad continuing to run cars until 2001. Mr. Buccolo stated that the majority of the railroad ties were removed from the parcels in 2004 and 2005; the rails had been removed prior to that time. Debris remaining on the parcels, including debris illegally dumped, also was removed at that time. Areas of debris, concrete and asphalt rubble and one rusted car body, remain scattered across the parcel; assorted trash and remaining rail ties also were observed across the parcel. What appeared to be homeless camps were observed in a few of the tree-sheltered areas.</p> <p>Two individual fenced enclosures were observed on the northeastern corner of the parcels; on the dirt and gravel surface of the fenced enclosures were assorted piles of concrete pipe pieces, old railroad ties, other types of pipe, and concrete rubble. Mr. Buccolo was not sure what the fenced enclosures had been used for, but perhaps had been tenant lease spaces. A PG&E vault and another vault in the Sherman Street sidewalk, and two City of Alameda pad-mounted transformers (L-829 and L-837), were observed adjacent to the fenced enclosures.</p> <p>Four to five generally rectangular concrete slabs were present on the northwestern corner of the parcel. Based on comparison to historical aerial photographs, these foundations appeared to remain from the Notre Dame Academy development historically present on this portion of the parcel (as described in Section 7.1 below). Mr. Buccolo stated that the historic structures on the pads likely had been used for ABL truck parking as well. Mr. Woodburne stated that the oil spill discussed in Section 6.2.1 below occurred in this general area of the site.</p> <p>Remnants of additional historical structures were observed across the parcels, primarily on the western portion. Mr. Buccolo and Mr. Woodburne aided in identification of the structures, which included concrete slabs and supports for two to three former ASTs, a sub-divided concrete pit surrounded by a steel railing, the foundation for the former maintenance building with the sub-grade inspection vaults, a scale pit and scale house foundation, the foundation for a former oil house, and a concrete structure at the former location of a jib crane, among other smaller slabs and asphalt areas. One vertical water AST and at least one fuel AST historically were present on the remaining concrete foundations near the center of the parcels. The fuel AST reportedly was a rail tank car mounted on concrete supports and used to fuel switch engines on the parcels. Mr. Buccolo was unaware of any underground storage tanks (USTs) having been present on the parcels. An oil house reportedly also was located on one of the slabs in this area. The purpose of the sub-divided concrete vault surrounded by a steel railing was not known, but Mr. Buccolo theorized it likely was a compressor pit. Two approximately 1½-inch diameter steel pipes, appearing to be water pipes, extended upwards from the adjacent ground surface and into the vault, which largely was overgrown with brush. The foundation for the scale house had been overgrown by a tree. The remains of the scale were observed to include a concrete rim foundation with some incorporated wood, filled with ballast rock; the scale mechanism was believed to be located beneath an observed steel cover in the foundation. A small concrete slab with a rectangular and a circular cut out was observed adjacent to the fuel AST support slab. Within the circular hole was a cut-off steel pipe of about 10-inch diameter. Mr. Buccolo believed this foundation was the likely location of a historic jib crane. The large concrete slab for the historic maintenance building had two long, narrow vaults for railcar undercarriage inspection. Mr. Buccolo stated that the maintenance building had been of wood and metal construction. One of the inspection vaults appeared to have been filled with sandy soil and some asphalt; the other vault appeared not to have been filled, but contained some soil and debris.</p> |

(continued)

**Current Site Development
(continued)**

| APN | Observations |
|---|--|
| 74-906-32-12 and 74-906-32-15 (continued) | <p>The railroad bed adjacent south of the rail yard parcels, according to Mr. Buccolo, is owned by Union Pacific Railroad and not part of the site. Some railroad ties remain on the Union Pacific Railroad property. Near the northwestern corner of the parcels, Union Pacific Railroad tracks and ABL tracks crossed. Rails were observed at the northwestern corner of the parcels, extending towards Constitution Avenue/Atlantic Avenue; a vent pipe adjacent to the rails was observed, possibly indicating the presence of a buried gas line along the former tracks or of a gas line crossing the tracks at that location. Mr. Buccolo did not know where the gas line was, but he and Mr. Woodburne believed it could be located along the Union Pacific Railroad bed along the south of the parcels.</p> <p>The portion of the parcels across Atlantic Avenue from the rail yard was a landscaped area with a storm drain, an electrical vault, and two pad-mounted transformers (LC-750 and L-805AB). Railroad track rails were present along the western edge of this area as well. Mr. Buccolo believed this portion of the parcels already had been deeded to the City of Alameda.</p> |
| 74-906-32-05 | <p>This parcel was located at the southwestern corner of the rail yard, across the Union Pacific Railroad property from the remainder of the parcels. It was undeveloped and generally similar to the remainder of the parcels. A large gravel and dirt area generally devoid of vegetation was visible in the center of the parcel, the ground surface in this area did not appear discolored or stained.</p> |
| 74-905-20-02 and 74-905-20-03 | <p>These parcels consisted of a linear stretch of primarily undeveloped land, with areas of pooled water and a few small stockpiles of soil and asphalt. At least two sewer manholes were observed. Trees were visible along the majority of the southern property line between Main Street and 3rd Street.</p> <p>The portion of the parcels adjacent east of Third Street was being used as a dirt parking lot for vehicles appearing associated with the adjacent school. A slight sheen was observed on pooled rainwater on the lot. A small wooden structure, which according to Ms. Mantooth historically was used as a newspaper collation and distribution facility by the Alameda Circulation Agency, also was present on the parking lot portion of the parcels. At the time of the reconnaissance, the wooden structure was being used for storage of household items and assorted quart- to gallon-sized containers of assorted automotive chemicals, parts cleaner, paints, and thinners. No visual evidence of spills or releases was noted.</p> <p>Adjacent east of the school parking area, the parcel was being used as a partially-fenced construction parking/staging area for the adjacent Boys and Girls Club development. Several vehicles were parked in the area. The ground surface had been covered with chunks of asphalt and rock, and metal grates were present to minimize conveyance of dirt from the construction site on vehicle tires. Portions of the parcel appeared to extend into Atlantic Avenue and across Third Street and Poggi Street.</p> |
| 74-905-20-03 (western portion) | <p>This portion of the parcel appeared to include a sliver of landscaped area, an asphalt parking lot for Donut Hometown and Ben's BBQ (a retail building), and concrete sidewalk. Within the landscaped area adjacent to Atlantic Avenue what appeared to be a concrete vault with a locked, hinged wooden cover was observed. As it was unlabeled and locked, the purpose of the vault was unable to be determined; Mr. Joe Patterson and another ABL employee also were unaware of the presence and purpose of the vault, but believed it likely to be associated with adjacent traffic signals.</p> |

2.4 CURRENT USES OF THE ADJOINING PROPERTIES

Based on observations made during the January 14, 2019 reconnaissance, the following table presents a summary of the current uses of the adjoining properties.

Current Uses of Adjoining Properties

| APN | Observations |
|---------------------------|---|
| 72-292-14 | Adjoining properties generally appeared to be residential, commercial, and light-industrial in nature. The Engine Works facility was located adjacent to the parcels at 1923 Minturn Street. A large tank farm for the Pennzoil facility, with numerous very large ASTs of varying sizes, was present across Grand Street adjacent west of the parcel, and the industrial-looking Pennzoil facility was present north of the tank farm. A former electrical substation was present south of Eagle Avenue from the parcel. |
| 72-323-12 | Adjoining properties appeared to be primarily residential in nature, with a U-Haul rental facility present east of Grand Street. The tank farm mentioned above was located a short distance to the north. |
| 72-383-1 | Adjoining properties to the west and southwest were residential in nature. The former Del Monte cannery facility was present adjacent northeast of the parcel. A park was present south of the parcel. |
| 72-364-14 | Adjoining properties included an undeveloped area appearing to be part of the former Del Monte facility and a large asphalt parking lot associated with the Wind River facility to the north of the parcel. The Del Monte building was present south and east of the parcel. |
| 74-906-32-05, -12 and -15 | Adjoining properties to the north were largely commercial/light industrial, including the Marina Village business park, and to the south were residential. A large asphalt parking lot associated with the Wind River Facility was present east of Atlantic Avenue and residential and commercial development was present west of Constitution Way. The Alameda Food Bank was present west of APN 74-906-32-05. |
| 74-905-20-02 and -03 | Adjoining properties were largely residential in nature, both north and south of the parcels. A school was present south of the parcel adjacent to Third Street and the College of Alameda was present to the north across Atlantic Avenue. The facilities of the Alameda Naval Air Station appeared present west of the parcels. A commercial development was present to the east. |

3.0 USER-PROVIDED INFORMATION

As part of this study, Ms. Teresa Highsmith with the City of Alameda (User) was contacted by environmental engineer Belinda P. Blackie, P.E., R.E.A. to obtain current and historic information relating to the site. A questionnaire was provided to Ms. Highsmith, which was complete by Ms. Ann Marie Gallant, Interim City Manager, and returned on January 26, 2010. A copy of the completed questionnaire is included in Appendix B. Information obtained from the questionnaire is summarized in the following sections.

3.1 SPECIFIC KNOWLEDGE REGARDING SITE

The City of Alameda reported they were aware of the rail yard portion of the site being an open case with the ACEHD. The City reported receiving a copy of an October 2007 Notice of Violation from the ACEHD, regarding possible violation of environmental laws relating to the rail yard portion of the site (discussed in Section 6.2.1 below). The City of Alameda provided a summary document regarding the current environmental status of the rail yard parcels, prepared by their consultant; the information from this summary is summarized in later sections of this report. The City of Alameda also provided documents they had received from the current property owner, ABL, regarding the environmental condition of the rail road parcels and referenced environmental documents available on the ACEHD website. Copies of the site summary and ABL documents are included in Appendices B and A, respectively.

Site history information was provided by the City of Alameda in the completed questionnaire. The City reportedly constructed a belt line railroad on the site (which it owned) in 1918. In 1924, the City entered into a contract ("1924 Agreement") with Western Pacific Railroad Company and Atchison, Topeka and Santa Fe Railway Company, with ABL as belt line operator. The City reportedly is unaware of any additional property owners other than the three railroad companies. ABL reportedly ceased operation of the belt line on the site in 1998, and in 1999 the City of Alameda began proceedings to repurchase the ABL property under terms outlined in the 1924 agreement. Known previous and/or current tenants of the site include: Louis Whitmore, Patrick Apodaca, Apodaca & Huelga Construction, Inc., Engine Works, Inc., Alameda Unified School District, J.S. Wilmoth, Union Pacific Railroad Company, Atchison, Topeka, and Santa Fe Railway Company, City of Alameda, BNSF Railway, UPRR Railroad Contract Billing, SPRR Railroad Contract Billing, W.R. Williams Trust, Mariner Land Company, Sumitomo Bank, Hi Chi Chen, and Alameda Circulation Agency.

The City of Alameda's lease with ABL was for construction of a concrete pad and installation of a bus bench; hazardous materials were not to be used on the leased portion of the site. City of Alameda Public Works staff reportedly performed a visual inspection of the City-leased portion of the site in January 2009 and saw no indication of chemicals or other hazardous materials on the property.

According to the City of Alameda, zoning for the site parcels includes intermediate industrial, commercial manufacturing, mixed-use planned development, neighborhood residential, and neighborhood business.

The City of Alameda reported no knowledge of any pending, threatened, or past litigation or administrative proceedings relevant to hazardous substances or petroleum products in, on, or from the

property, with the exception of work being required on the rail yard parcel by the ACEHD, and had not reported receiving notices from any governmental entity regarding possible violation of environmental laws or possible liability relating to such materials.

3.2 ENVIRONMENTAL LIENS OR ACTIVITY AND USE LIMITATIONS

The City of Alameda 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.

3.3 VALUATION REDUCTION FOR ENVIRONMENTAL ISSUES

According to the City of Alameda, the purchase price of the site property is below current fair market value, as the purchase price was agreed upon in the 1924 Agreement discussed in Section 3.1 above. The difference in the purchase price and the current fair market value is therefore due to the terms of the 1924 Agreement and not due to the presence of hazardous materials.

3.4 LAND TITLE RECORDS

A Preliminary Title Report for the nine site parcels, dated October 16, 2009, was obtained from Ms. Kristin Burford of Shute, Mihaly and Weinberger, LLP. According to the title report, title to the property was vested in Alameda Belt Line, a corporation. Reference is made in the title report to a portion of the parcel lying within Main Street, as well as easements existing for road crossings and other assorted utility-related purposes. Easements for the site were recorded as early as 1923. The site reportedly lies within the boundaries of the City of Alameda Redevelopment Project Area. A copy of the title report is included in Appendix B.

4.0 CURRENT SITE OWNER-PROVIDED INFORMATION

The current owner of the nine site parcels is ABL. To acquire current and historical information regarding the site, environmental engineer Belinda P. Blackie, P.E., R.E.A. provided an environmental questionnaire to legal counsel for the City of Alameda, who in turn provided the questionnaire to legal counsel for ABL. At the time this report was issued, a completed questionnaire had not been returned. A letter from Mr. Dave Buccolo of ABL, dated December 3, 2009, was provided by Shute, Mihaly and Weinberger, LLP, in

which limited information on ABL's usage of the site was provided. Other documents pertaining to environmental concerns on the rail yard portion of the site also were provided. A summary of the provided information is presented in Sections 4.2 and 6.2 below; a copy of Mr. Buccolo's letter is presented in Appendix A. Mr. Buccolo also was interviewed at the time of the Site reconnaissance, and information obtained is included in Section 2.3 above.

4.1 ENVIRONMENTAL LIENS OR ACTIVITY AND USE LIMITATIONS

As ABL had not completed the provided environmental questionnaire at the time this report was issued, no information pertaining to the existence of environmental cleanup liens filed or recorded for the site under Federal, Tribal, State, or local law was available from the site owner. In addition, no information regarding specialized knowledge or experience with regards to potential environmental conditions at the site parcels (other than the rail yard) or surrounding properties, or knowledge of any pending, threatened, or past litigation or administrative proceedings relevant to hazardous substances or petroleum products in, on, or from the site was available. With the exception of those related to the rail yard parcels, it is unknown whether ABL has received notices from any governmental entity regarding possible violation of environmental laws or possible liability relating to such materials.

4.2 SPECIALIZED SITE INFORMATION FROM OWNER

As stated in the December 3, 2009 letter from ABL, the site parcels were operated as a railroad for at least 75 years. The parcels reportedly were very active during several periods of time, especially during the war years. The letter stated that during the period of time the railroad occupied the site, it was possible that materials which "now may be classified as hazardous substances" may have been released on-site. No specific information on the types, quantities, or dates of releases was provided. Further information on potential exposure of the site to hazardous substances was stated to be available in public disclosures known to the City of Alameda and ACEHD (see Section 6.2.1 below).

4.3 SPECIALIZED SITE INFORMATION FROM CURRENT TENANTS

At the time of the reconnaissance, contact information for a current tenant of APN 72-292-12 (Apodaca Construction) was observed at the parcel. To acquire information regarding their activities at the site, environmental engineer Belinda P. Blackie, P.E., R.E.A. contacted the tenant by telephone on January 18, 2010. According to a representative of Apodaca Construction (a concrete contractor), their company has occupied the 1915 Minturn Street property since 1959. They reportedly use the property for storage of

vehicles and equipment, and stockpile soil from other projects on the property during the winter. The representative stated that hazardous materials are not used on the property.

Names of additional site lessees were available in information obtained from the City of Alameda (see Section 3.1 above). All reported lessees were provided an environmental questionnaire by environmental engineer Belinda P. Blackie, P.E., R.E.A. through the mail on January 20, 2010. A summary of reported current site lessees and the available occupancy information on the site parcels is presented in the table on the following pages. Copies of available ABL lease documents for some site occupants and copies of returned lessee environmental questionnaires are included in Appendix C.

Additional interviews of some current lessees were conducted at the time of the site reconnaissance, and information obtained was summarized in Section 2.3 above.

Reported Current Site Lessees/Occupants

| Occupant Name | Source | Parcel(s) | Information Obtained |
|---------------------------------|-----------------|--|---|
| Alameda Circulation Agency | City of Alameda | 74-905-20-02/ 74-905-20-03 (Corner of Third and Atlantic) | Lease with ABL for March 2009 through February 2010. Address available in provided documents but questionnaire provided by mail on 1/26/10 had not been returned at time report was issued. Lessee interviewed at time of reconnaissance and information included in Section 2.3 above. |
| Alameda Unified School District | City of Alameda | 74-905-20-02/ 74-905-20-03 | Lease with ABL in February 1964, June 1971, and January through December 2009, reportedly for crossing of a private road and of a driveway. Questionnaire provided by was completed by Ms. Kristi Ojigho and returned on February 2, 2010. Ms. Ojigho stated that the school district has no records of the lease agreement for the property. |
| BNSF Railway and SPRR | City of Alameda | Unknown, likely 74-906-32-12/ 74-906-32-15 | Lease with ABL for April 2009 through July 2010. Address available in provided documents for BNSF Railway but questionnaire provided by e-mail on 1/21/10 had not been returned at time report was issued. |
| City of Alameda | City of Alameda | 74-905-20-02/ 74-905-20-03 | Lease with ABL in January 1998 and May 2009 through April 2010 for a concrete pad and bus bench (bus stop). Further information from the City of Alameda indicated the leased property was for "construction of a concrete pad and installation of a bus bench, and for no other purpose". Hazardous materials were not to be stored on the property. |

(continued)

**Reported Current Site Lessees/Occupants
(continued)**

| Occupant Name | Source | Parcel(s) | Information Obtained |
|--|-----------------|---|---|
| Engine Works | City of Alameda | 72-292-14 | Lease with ABL in June 2004 and January through December 2008 for storage of vehicles. Referenced billing address was for adjacent off-site Engine Works facility (1923 Minturn Street). A representative of Engine Works was contacted as described in Section 2.3 above, who stated Engine Works does not occupy ABL property. Since leased area reportedly used for vehicle parking only, no further contact was attempted. |
| Hi Chi Chen/Ben and Better Cherin/Sumitomo Bank/Mariner Land Company | City of Alameda | 74-905-20-03 | Hi Chi Chen documented lease (likely sub-lease) with ABL and/or Ben and Better Cherin in December 1989 and with ABL in November 2009 through October 2010 for 1930 Main Street, Unit 1. Questionnaire provided by was completed by Hi Chi Chen and returned on January 26, 2010. The leased portion of the parcel is 3,661 square feet and is used as a parking lot and landscaping area. No structures are present and no hazardous materials are stored on the leased property. Hi Chi Chen reportedly has leased the property since April 2005. |
| J.S. Wilmoth/UPRR | City of Alameda | Unknown, likely 74-906-32-12/ 74-906-32-15 | Lease with ABL from January 2009 through July 2010. Noted as having "use of joint trackage"; no contact information available. |
| Louis Whitmore | City of Alameda | 72-323-12 | Leases with ABL in March 1974, October 2000, and January through December 2009 for use of site for parking and storage of vehicles and trailers. Questionnaire provided was completed by Louis A. Whitmore II and returned on January 23, 2010. The leased portion of the property reportedly is used for parking of trucks; the parking area is located north of the train tracks along Grand Avenue. Structures reportedly are not present on the leased portion of the parcel; hazardous materials are not used on the parcel. Mr. Whitmore reported no indication that the leased property has been contaminated. |
| Patrick Apodaca | City of Alameda | 72-292-14 | Lease with ABL in September 1997 and January through December 2009 for parking and storage of construction materials at 1915 Minturn Street. Apodaca Construction observed on parcel at time of reconnaissance and a representative was contacted as described in see Section 4.3 above. |

(continued)

**Reported Current Site Lessees/Occupants
(continued)**

| Occupant Name | Source | Parcel(s) | Information Obtained |
|---------------------|-----------------|-----------|---|
| W.R. Williams Trust | City of Alameda | 72-292-14 | Lease with ABL in October 1986 for a 25-foot by 40-foot storage shed, an 8-foot by 22-foot concrete block and wood-frame structure with a metal roof, and a wood pattern shop. Questionnaire provided was completed by Stuart Williams, Trustee of the W. R. Williams Trust, and returned on January 28, 2010. The 1,000-square-foot leased portion of the Site reportedly is developed with a 40-foot by 25-foot structure housing a hobby shop, which was constructed in December 1953. The property has been leased by Mr. Williams since 10/19/1953. The street address for the leased portion is 1925 Minturn Street. Hazardous materials reportedly are not stored on the leased property, and Mr. Williams reported no indication that the leased property has been contaminated. Mr. Williams stated during an interview at the time of the site reconnaissance that to his knowledge, only the single 25' by 40' structure ever has been present on the site. Additional information is summarized in Section 2.3 above. |

5.0 PAST SITE OWNER/OCCUPANT-PROVIDED INFORMATION

Based on information provided by the City of Alameda (Section 3.1 above), past site owners were the City of Alameda, ABL, Western Pacific Railroad Company, and Atchison, Topeka, and Santa Fe Railway Company. As the Western Pacific Railroad Company was acquired by the Union Pacific Railroad Company in the 1980s and the Atchison, Topeka, and Santa Fe Railway Company merged with the Burlington Northern Railroad in the 1990s, contact with these historic site owners was not possible.

Names of past site occupants were available based on information obtained through review of historical documents, Alameda Building Department (ABD) documents (see Section 7.3 below), and the previous Phase I prepared for the site (URSGWC 1999 – see Section 6.2.1.1 below). A summary of reported past site occupants and the available occupancy information on the site parcels is presented in the table below.

Reported Past Site Occupants

| Occupant Name | Source | Parcel(s) | Information Obtained |
|---|----------------------------|--|---|
| Alameda Paving | Previous report | 74-906-32-12/ 74-906-32-15 | Tenant for seven years; telephone number obtained through internet but message left 1/11/10 had not been returned at time report was issued. |
| Alameda Crane | Previous report | 74-906-32-12/ 74-906-32-15 | Tenant for 30 years; no contact information available. |
| Art Hellwig | Previous report | 74-906-32-12/ 74-906-32-15 | No contact information available. |
| Atchison, Topeka and Santa Fe Railway Company | City of Alameda | Unknown, likely 74-906-32-12/ 74-906-32-15 | No contact information available. |
| Central California Traction Company | ABD | 74-906-32-12/ 74-906-32-15 | Contact information obtained through internet. According to Mr. Dave Buccolo of Central California Traction Company (via email), they never have occupied or used the property. |
| Clyde Perin Concrete | Previous report | 74-906-32-12/ 74-906-32-15 | No contact information available. |
| Ken Haynes Trucking | Previous report | 74-906-32-12/ 74-906-32-15 | No contact information available. |
| King Pallet Company | Previous report | 74-906-32-12/ 74-906-32-15 | No contact information available. |
| Mad Dog Drilling | Previous report | 74-906-32-12/ 74-906-32-15 | Telephone number obtained through internet but message left 1/11/10 had not been returned at time report was issued. |
| Notre Dame Academy | Historical topographic map | 74-906-32-12/ 74-906-32-15 | Located on northern parcel from approximately mid-1940s to mid-1950s; no contact information available. |
| Pallet Pallet Company | Previous report | 74-906-32-12/ 74-906-32-15 | No contact information available. |

6.0 RECORDS REVIEW

6.1 REGULATORY DATABASE REPORT REVIEW

As part of the assessment, Environmental Data Resources, Inc. (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 11, 2010 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 D.

6.1.1 Site Facility Records

The site was listed in the regulatory agency database report. Alameda Belt Line Railway at 1925 Sherman Street was present on the Haznet (facility manifest) database for generation of hazardous wastes including 0.06 ton hydrocarbon solvents, 0.96 ton waste oil/mixed oil, and approximately 234 tons contaminated soil from site clean ups. Alameda Belt Line Railway at the same address also was present on the SLIC (Spills, Leaks, Investigations and Cleanup) database as an open Cleanup Program Site for the presence of chlorinated hydrocarbons in ground water, and on the Alameda County CS (Contaminated Sites) database with a status of "Pollution Characterization".

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. As needed, regulatory agency data from the EDR report was supplemented by reviewing on-line information available on the ACEHD Local Oversight Program (LOP) website. A summary of the facilities appearing potentially significant to the site is presented in the table on the following page.

Vicinity Facilities of Potential Concern

| Facility Name | Address | Map ID* | Potential Concern |
|--|-----------------|----------------|---|
| Stewart Court Property/ Patricia Santanna | 762 Stewart Ct. | E30/E31 | Property listed on Alameda County CS database as undergoing pollution characterization, on SLIC database as an open cleanup program with ground water as a potentially affected medium, and on the Haznet database as generating contaminated soil from site clean-ups. Information available on the ACEHD website indicated 3,400 parts per billion (ppb) diesel-ranged hydrocarbons and 1,200 ppb motor-oil ranged hydrocarbons (together assumed to be mineral oil) in one ground water grab sample collected from the northern end of the property (RMT 2004). Due to the location of the facility approximately 0.01 mile south to southwest (generally up-gradient) of site parcels APN 74-906-32-05 and 74-906-32-15 and the presence of mineral oil in the ground water at the levels documented, the site parcel potentially could have been impacted by this release. |

(continued)

**Vicinity Facilities of Potential Concern
(continued)**

| Facility Name | Address | Map ID* | Potential Concern |
|--|-------------------------------------|-------------------------------------|---|
| Whitmore Auto Service | 1701 Buena Vista Ave. | 278 | Property listed on Leaking Underground Storage Tank (UST) (LUST) database for a release of diesel and gasoline to ground water. Information available on the ACEHD website indicated 13,000 ppb gasoline and 190 ppb benzene, as well as other gasoline constituents, in one ground water grab sample collected from western end of property (closest to site parcel) (Geopacific 2002). Due to the location of the facility approximately 0.06 mile southwest (generally up-gradient) of site parcel APN 72-292-14 and 0.02 mile southeast (generally cross-gradient) of site parcel APN 72-323-12 and the presence of gasoline and related compounds in the ground water at the levels documented, the site parcels potentially could have been impacted by this release. |
| Pennzoil Products Company/Grand Street Tank Farm | 2015 Grand Street/2047 Grand Street | BA281/ BA282/ BA283/ BA286 | Property listed on RCRA small quantity generator (SQG) database and on SLIC database. SLIC notes indicated facility was a tank farm with 48 ASTs containing 3,045,758 gallons of aboveground storage as of 1998 when site cleanup requirements were issued as a result of releases of oil to underlying soil. Ground water monitoring reportedly was conducted on an annual basis. Information available on the Geotracker website indicated non-detectable concentrations of motor oil in monitoring wells along Grand Avenue (closest to site parcel) in the most recently available report (Arcadis 2009). Although the hydrocarbon releases to date appear not to have impacted the site, large quantity storage of hydrocarbons is present 0.01 mile west/northwest (cross-gradient) to site parcel APN 72-292-14. |

The "Alameda Marshcrust" zone was listed in the regulatory agency database report as being located southeast of West Atlantic Avenue and Main Street, which would include the site. However, as discussed in Section 6.2.4 below, the City of Alameda Marsh Crust Ordinance identifies the Marsh Crust as being located northwest of West Atlantic Avenue and Main Street, which does not include the site parcels.

In addition to the facilities included in the table above, the Alameda Naval Air Station Department of Defense facility is located west of Main Street from the site parcels. This facility is on the National Priority List (NPL) and numerous other regulatory databases, for multiple hazardous materials releases and cleanups. Characterization and cleanup work at the facility have been on-going, and due the location of the facility in a cross- to down-gradient direction from the site parcels, it is not anticipated to have impacted the project site.

Multiple additional facilities in the site vicinity were listed as hazardous waste generators or as having USTs and/or being leaking UST facilities. However due to the status of the facilities, their location with

respect to the site, and/or the hazardous wastes reportedly generated, they did not appear likely to have a significant impact on the site.

6.2 LOCAL PUBLICALLY-AVAILABLE RECORD REVIEW

Hazardous materials files and documents archived for the site were requested from local regulatory agencies and researched on-line. Files were requested/researched for 1925 Sherman Street, 1915 Minturn Street, and 1925 Minturn Street, as well as for the nine APNs, as appropriate.

The ACEHD was contacted on January 11 and January 18, 2010; according to a representative of the ACEHD, all available documents for 1925 Sherman Street are archived on their website; no documents were available for parcels without street addresses, and no documents were available for the 1915 Minturn Street and 1925 Minturn Street addresses.

The State Water Resources Control Board (SWRCB) Geotracker website and the Department of Toxic Substances Control (DTSC) Envirostor website also were reviewed. Only documents for 1925 Sherman Street were available on the Geotracker website; no documents were available on the Envirostor website.

The Alameda Fire Department (AFD) reportedly maintains hazardous materials permit files from 2008 to the present. No files were available for the available street addresses or for the parcels without street addresses.

In addition to 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.

6.2.1 ACEHD and Geotracker Documents

All ACEHD and Geotracker documents summarized below were prepared for the rail yard parcels of the site: APNs 74-906-32-12 and 74-906-21-15. Many documents available on the ACEHD website also were available on the Geotracker website. Selected copies of the documents summarized below are included in Appendix E.

6.2.1.1 Phase I Report – February 12, 1999

At the time of the previous Phase I, one wood-frame building (yard house) was present on the property, near Sherman Street, reportedly used as a field office for railroad personnel. Several concrete-lined pits, appearing to be maintenance pits near the former maintenance building, were observed during the previous Phase I, as was another pit of unknown purpose, surrounded by a railing. Three tenant spaces also were present near the northeastern corner of the parcels; reported tenants were summarized in the previous table in Section 5.0 above. Multiple parallel rail spurs also were present on the parcels, extending east to west along the length of the property. Petroleum-based stains were reportedly observed on the parcels at the time of the previous reconnaissance, in tenant spaces, the yard house area, the maintenance building area, and the rail yard area. Pooled water within a maintenance pit remaining on the property reportedly had an oily sheen.

The rail yard parcels reportedly are underlain by 0 to 5 feet of man-made fill, based on a 1957 U.S. Geological Survey map. The edge of the former tidal land reportedly extended to the southern property line, and filling of the tidal land was performed in the early 1900s.

An ABL supervisor, Mr. Phil Copple, was interviewed regarding ABL's occupancy of the property at the time of the previous Phase I study. According to Mr. Copple, the property first was used for rail service in 1918 when the first rail line was constructed. Materials reported in rail cars running on the property included alcohol, shortening, lubricating oil, peanuts, and canned goods. Mr. Copple was aware of no hazardous materials releases from rail cars on the property. Petroleum hydrocarbons, paints, and possibly solvents reportedly were used in a maintenance building historically located at the west end of the property, and a diesel AST was located east of the maintenance building. The maintenance building reportedly burned down in approximately 1980. Petroleum hydrocarbons may also have been stored on the property by some of the tenants other than ABL. In the previous report, Mr. Copple was paraphrased as saying he did not recall the presence of USTs at the property since 1968, the year he began his position as supervisor for ABL. Finally, Mr. Copple stated that soil fill material from the nearby Marina Village development was placed on the northern portion of the property (further discussion of this material below in Section 6.2.3), and stockpiles of soil containing asphalt and concrete were placed along the north central and northwestern portions of the property by Alameda Paving Company from paving jobs within the city of Alameda.

Historical sources reviewed for the previous Phase I study indicated the rail yard parcels were marshland in 1897. The Alameda Belt Line Railway (initially named the Industrial or Municipal Railway) reportedly was constructed in 1918 by the City of Alameda and operated by Southern Pacific. Box cars, open top

gondolas, flat cars, and tank cars, primarily from customers within the network of rail spurs between Grand Avenue and Sherman Street, utilized the tracks. The rail yard parcels were developed with several buildings as early as 1949. The maintenance building and one other building reportedly were located at the west end of the parcels. Maintenance cranes with underlying maintenance pits reportedly were located within the maintenance building, with railroad tracks running into the building to provide access for maintenance of the rail cars. Several smaller structures and two ASTs also were observed in the vicinity of the maintenance building. One AST reportedly was a diesel tank and the second was thought to contain water. By 1959, two additional buildings were present on the eastern side of the property, a yard house and a small shed. Soil piles were reported present on the property on a 1969 aerial photograph. The maintenance building burned in 1980 and the yard house was relocated in the early 1990s, to facilitate realignment of adjacent Sherman Street.

Recognized environmental concerns identified by the previous Phase I assessment included: historical use of paint, gasoline and diesel, waste oil, solvents, and lubricating fluids, possible release of hazardous materials in maintenance pit at west end of site, suspected petroleum stained surface soils in location of former rail spurs into maintenance building, petroleum stains in tenant spaces, stains in ballast rock areas in rail yard, potential hazardous materials in stockpiles of soil along northern portion of site, possible lead-based paint on marine equipment within one tenant space, and a potential fuel release from a former UST. No other reference to this former UST was found in the report. Soil, ballast rock, stockpiled soil, and ground water characterization were recommended, as was an asbestos survey of the yard house building.

6.2.1.2 Phase II Report – April 22, 1999

The Phase II report summarized results of soil and ground water characterization activities conducted to follow up on potential concerns identified by the earlier Phase I assessment. Phase II activities included collection of soil and ground water grab samples from 12 exploratory borings, as well as collection of additional surface soil samples. At the time of the Phase II, one of the two maintenance pits observed during the Phase I assessment reportedly had been filled and paved with asphalt.

Data from the Phase II report indicated relatively low levels of petroleum hydrocarbons as diesel present in 23 of 29 soil samples collected from both the surface and 2- to 3-foot depth. The highest concentration of diesel was detected at 39 parts per million (ppm) in a surface soil sample collected near the yard house adjacent to Sherman Street. Low levels of motor oil also were detected in several of the collected soil samples, with the highest concentration detected at 350 ppm in the same surface sample.

The concentrations of diesel and motor oil detected were beneath current environmental screening levels (ESLs) for residential properties established by the State Water Resources Control Board (SWRCB) (83 ppm for diesel and 370 ppm for motor oil). Although lead and arsenic (among other metals) were detected in all of the samples analyzed, they typically were found at background levels. An elevated concentration of lead (380 ppm) was detected in a sample of ballast rock collected on the eastern portion of the property and an elevated concentration of arsenic (22 ppm) was detected in a soil sample collected on the western portion of the property. The California Human Health Screening Level (CHHSL) established by the California Environmental Protection Agency (OEHHA) for lead in residential soils is 150 ppm and for lead in commercial/industrial soils is 3,500 ppm; one soil sample demonstrated a lead concentration exceeding the residential CHHSL. CHHSLs for arsenic in residential soils is 0.07 ppm and for commercial/industrial soils are 0.24 ppm. Although all arsenic detections in site soil exceeded both CHHSLs, all but one appeared consistent with expected background concentrations and the elevated concentration still may have been a naturally-occurring concentration.

Gasoline, diesel, and methyl tertiary butyl ether (MTBE) were detected in up to seven of the 13 ground water samples collected, with a maximum concentration of gasoline of 0.43 ppm, diesel of 3.7 ppm, and MTBE of 0.062 ppm. Petroleum hydrocarbons in ground water appeared scattered across the property. The gasoline concentrations detected exceeded the SWRCB ESL ground water screening level of 0.1 ppm in three samples collected and diesel concentrations exceeded the ESL of 0.1 ppm and MTBE concentrations exceeded the 0.005 ppm ESL in two locations. Chlorinated solvents cis- and trans-1,2-dichloroethylene (DCE) and trichloroethylene (TCE) were detected at 0.11 ppm, 0.0042 ppm, and 0.0029 ppm, respectively, in one ground water sample collected from near the southern property boundary closer to the eastern end. The cis-1,2-DCE ESL for ground water of 0.006 ppm was exceeded in this sample; ESLs for other chlorinated solvents were not exceeded.

The Phase II report recommended excavation and either off-site disposal, placement beneath a cap, or stabilization of soils with elevated lead concentrations, performance of a risk assessment to evaluate potential health hazards related to lead exposure, further characterization of the cis-1,2-DCE, gasoline, and diesel detected in the ground water, and installation and monitoring of wells to evaluate stability of contaminant concentrations in ground water and to document natural attenuation over time. The report also recommended removal of remaining rail ties and tenant materials and demolition of the two maintenance pits, followed by collection of soil and possibly ground water samples from the vicinity of the pits.

6.2.1.3 Remedial Investigation Report – June 28, 1999

The remedial investigation report summarized results of additional ballast rock and ground water characterization activities conducted to evaluate the extent of impacted media detected in the previous Phase II investigation. Analysis of 14 additional ballast rock samples in the general location of the sample previously demonstrating an elevated concentration of lead reportedly did not detect additional occurrences of elevated lead. Lead concentrations were detected at up to 110 ppm in the additional sampling, beneath residential CHHSLs of 150 ppm. Analysis of five additional ground water grab samples collected in the general location of the sample previously demonstrating the presence of diesel and motor oil demonstrated diesel at 0.08 ppm in only one sample, beneath the ground water ESL of 0.1 ppm. Analysis of five additional ground water grab samples collected in the general location of the sample previously demonstrating the presence of chlorinated hydrocarbons cis- and trans-1,2-DCE and TCE did not detect further concentrations of these compounds. Acetone, ethylbenzene, and xylenes were detected in up to two of the samples at concentrations beneath respective ground water ESLs.

The remedial investigation report recommended no further evaluation of ballast rock or petroleum hydrocarbons and chlorinated solvents in ground water where previously detected. The report also recommended removal of remaining rail ties and tenant materials and demolition of the two maintenance pits, followed by collection of soil and possibly ground water samples from the vicinity of the pits.

6.2.1.4 ACEHD Response to Remedial Investigation Report – July 6, 1999

In response to the analytical data presented in the June 1999 Remedial Investigation Report, Ms. Madhulla Logan of the ACEHD stated that no further characterization was required for the ballast rock or ground water at the parcels. The letter stated that during demolition of the two maintenance pits, soil samples should be collected for petroleum hydrocarbon analysis and the laboratory results submitted to the ACEHD prior to removal of the pits. The ACEHD also requested to be notified if there was any indication of contamination noted during the removals. The letter stated that after the requested additional documentation was submitted, the ACEHD would evaluate the parcels for closure.

6.2.1.5 ACEHD Internal Email Regarding Environmental Concerns – Shortly After October 17, 2006

The email stated that spillage of used oil from two 55-gallon drums had been observed on the parcels and that the affected area was excavated and the impacted soil stockpiled on the parcels. There also

reportedly was an area on the parcels with a layer of blast grit on top of the soil and the ACEHD had a concern with heavy metals in the grit. In addition, other containers of waste petroleum products, compressed gas cylinders, and used batteries were present on the parcels as well, and required appropriate disposal.

6.2.1.6 Emails Between ACEHD and ABL Consultant Regarding Backfilling of Excavation – January 31, 2007

In the first email from ABL's consultant to the ACEHD, it was stated that confirmation sampling results from the excavation of spilled oil detected hydraulic oil in each of five samples, ranging between 100 and 200 ppm with one exception at 720 ppm. The consultant did not feel the sample data warranted further corrective action and desired to proceed with backfilling the excavation. The responding email from the ACEHD stated that they had no objection to backfilling the excavation with clean backfill and proper disposal of the excavated soil. The ACEHD did state that given the nature and history of the parcels however, additional investigation would be required. The email requested submittal of a report discussing the soil excavation, verification sampling, and soil disposal activities.

6.2.1.7 ACEHD Letter to ABL Consultant Regarding Environmental Matters – March 16, 2007

This letter was a request for submission of documents detailing soil excavation and disposal, confirmation sampling, and backfilling activities for remediation of the release from 55-gallon drums at the parcels. The letter stated that the ACDEH had discussed confirmation soil sampling and soil disposal with the consultant and had no objection to placement of clean fill in the excavation, but had not received a report documenting the activities conducted.

6.2.1.8 ABL Consultant Letter to ACEHD Regarding Environmental Matters – March 26, 2007

This letter was written to clarify issues regarding the release from drums at the parcels with the ACEHD, as presented in the ACEHD letter of March 16, 2007. The March 26, 2007 letter stated that ABL did not store the 55-gallon drums on the parcels, but that the drums were discarded on the property by unknown sources and vandalism resulted in the unauthorized release. The unauthorized release from the abandoned drums had no relation to historical releases and was unrelated to a release from a UST, and therefore ABL believed it should be treated as an issue separate from any releases due to other historical use of the parcels.

6.2.1.9 Chemical Spill Cleanup Report – April 7, 2007

The report summarized cleanup activities related to a release from two 55-gallon drums reportedly discarded on the parcels by unknown sources and vandalized resulting in the release. The total volume of the release (stated to be waste and hydraulic oil) was reported to be approximately 100 gallons and extended approximately 27 feet from the point of origin. Representatives of the AFD and ACEHD reportedly were at the parcels to observe and direct the remedial activities. Approximately 90 tons of impacted soil was removed and reportedly disposed off-site. Five confirmation soil samples were collected following excavation of impacted soil; one sample was collected from each sidewall at varying depths and one sample was collected from the base of the excavation. Hydraulic oil was detected in each of the five verification samples, at concentrations ranging from 118 ppm to 702 ppm. Although no ESLs have been established for hydraulic oil, cleanup criteria likely would be between ESLs for diesel and motor oil of 83 ppm and 370 ppm, respectively, for residential land use (83 ppm and 2,500 ppm for commercial/industrial land use). Lead also was detected in the verification samples, with three samples ranging between 11.0 and 13.4 ppm and the other two samples at 169 ppm and 190 ppm. Lead CHHSLs are 150 ppm for residential soil and 3,500 ppm for commercial/industrial soil. The excavation reportedly was backfilled with soil stockpiled on other areas of the parcels.

6.2.1.10 ACEHD Letter to ABL Requesting Work Plan for Additional Site Characterization – May 1, 2007

This letter stated that, based on all environmental work conducted at the parcels to the date of May 1, 2007, further investigation of potential soil and ground water contamination at the parcels was required. A new work plan was to be submitted including: completion of a plan showing dimensions of the surface spill excavation with pertinent details of confirmation sample locations and other hazardous materials concerns noted on the parcels at the time of the release, recommendations for future actions regarding elevated hydrocarbon concentrations (up to 702 ppm hydraulic oil) in location of excavated surface spill, discussion of potential sources of elevated lead detected during surface spill confirmation sampling and plans to evaluate the extent of lead-impacted soil, information on material used to backfill the excavation including whether it was documented to be free of contamination, plans for additional investigation of potential areas of concern identified in previous Phase I, Phase II and Remedial Investigation reports, and identification of the origin of stockpiled soil and construction debris and proposed evaluation of contamination of these materials.

6.2.1.11 ABL Letter to ACEHD Regarding Oil Release – June 12, 2007

This letter stated that the spill at the parcels was cleaned up per the ACEHD and Alameda Fire Department's request, and was the result of dumping by unknown parties who entered the parcels by cutting a lock off the fence.

6.2.1.12 ABL Consultant Response to Request for Work Plan for Site Investigation – August 7, 2007

The letter is a response to a May 1, 2007 request from the ACEHD for submittal of a work plan for additional site investigation. The letter summarized ABL's rationale for performance of no further characterization activities at the parcels.

6.2.1.13 ACEHD Response to Response to Request for Work Plan for Site Investigation - September 4, 2007

In this letter, the ACEHD rejected ABL's request that the ACEHD require no further site characterization activities due to "lack of a Perjury Statement and technical inadequacy". The letter re-stated that submission of a work plan for further investigation remained a requirement. The letter further stated that the data collected to date at the parcels was not adequate to characterize the extent of contamination for the "various potential sources", and that further characterization was required to complete "representative data sets" for the potential contamination sources identified in a May 1, 2007 letter, so that human health risks could be evaluated under appropriate land use scenarios. Further review of historic parcel use and features also reportedly was being required. Finally, the letter mentioned the presence of elevated concentrations of lead detected in confirmation soil samples collected following clean up of the petroleum hydrocarbon spill. The letter characterized the detected lead as being from an unknown source.

6.2.1.14 ABL Consultant Response to Additional Request for Work Plan for Site Investigation – October 5, 2007

The letter primarily questioned the cleanup standards which should be applied to the parcels, whether residential or commercial/industrial standards were appropriate. The letter also expressed a difference in opinions between ABL and ACEHD regarding the need for performance of further characterization. ABL

requested a meeting with ACEHD to further discuss the proposed characterization and application of cleanup standards to the parcels.

6.2.1.15 Notice of Violation – October 30, 2007

The Notice of Violation was sent from the ACEHD to ABL stating the ACEHD was in receipt of their consultant's October 5, 2007 "Response to Additional Request for Work Plan for Site Investigation", but that the correspondence provided no valid basis for delay in preparing a work plan to conduct investigation activities. The October 5, 2007 correspondence was further stated by the ACEHD to be without technical merit and to not adequately respond to ACEHD's May 1, 2007 and September 4, 2007 correspondence requesting additional characterization. ABL's consultant reportedly had previously requested that the ACEHD rescind the requirements for further characterization. The Notice of Violation placed a due date of November 30, 2007 for submission of a work plan for additional investigation.

The Notice of Violation letter further stated that the former locomotive maintenance building was demolished and two maintenance pits within the building abandoned without environmental sampling or regulatory oversight and that a former AST was removed but no information provided on the disposition of the tank, piping, or surrounding surface soil. Finally, the letter stated that concrete, railroad ties, and surface soils were bulldozed into debris/soil piles on the property with no collection of verification samples. The ACEHD believed that surface contamination from the areas of the former maintenance building, AST, and other rail yard areas were scraped from the surface and placed into debris piles.

6.2.1.16 ABL Consultant Response to 10/30/07 Notice of Violation – November 15, 2007 (draft)/November 20, 2007 (final)

The response to the Notice of Violation indicated that ABL's consultant believed they had responded to each of the comments in the September 4, 2007 letter. ABL was concerned with ACEHD's comments regarding improper abandonment of the former railroad maintenance facility in an October 30, 2007 letter, when no mention had been made in previous letters and the maintenance building had in fact been destroyed in a 1979 fire and never rebuilt. A 20,000-gallon AST, pump house, and oil unloading fixture had been sold in 1976, prior to requirements for documentation and reporting established in 1990. The letter reiterated that the previous Phase II site assessment did not recommend additional investigation. ABL was requesting a meeting with the ACEHD to discuss the scope of further investigative activities and application of regulatory standards to the parcel.

6.2.1.17 Limited Site Investigation Work Plan – November 30, 2007

The work plan proposed a scope of work to delineate the extent of elevated lead concentrations in shallow soil at the site in the vicinity of the hydraulic oil spill and the elevated concentration detected in the earlier Phase II investigation, as well as to delineate the extent of hydrocarbons in soil and ground water in the vicinity of the former maintenance building and ASTs.

6.2.1.18 ACEHD Review of November 2007 Work Plan – January 24, 2008

ACEHD reviewed the submitted work plan for further characterization of areas where soil and ground water contamination previously had been detected. The ACEHD did not believe the work plan addressed all ACEHD concerns regarding characterization of the parcels. The primary concern of ACEHD requiring further investigation was the source of elevated lead in soil in the former spill area.

6.2.2 ACEHD Interview

In addition to reviewing documents available on the ACEHD website, environmental engineer Belinda P. Blackie, P.E., R.E.A. contacted Mr. Jerry Wickham, case manager for the rail yard parcels with the ACEHD, on January 12, 2010. According to Mr. Wickham, no additional characterization or remedial activity has been conducted on the rail yard parcels since the January 2008 response to the work plan was complete. Mr. Wickham stated that the ACEHD is at an impasse with ABL; ABL reportedly doesn't believe additional work is needed at the parcels and the ACEHD doesn't feel enough site characterization has been conducted to warrant closure. Mr. Wickham additionally stated that a new property owner would take on responsibility for further characterization of the parcels.

6.2.3 Geotracker Documents – Grand Marina Village Development

Geotracker documents for the Grand Marina Village development were reviewed to obtain background information on potential contamination in dredge fill materials. Based on the 2009 report for the Marina Village property available on the Geotracker website, soil sampling from multiple locations at the Grand Marina Village property identified arsenic elevated above background concentrations in two samples and lead above the residential CHSL standard in three samples. Lead also reportedly had been detected at elevated concentrations elsewhere on the Grand Marina Village property during UST removal activities. The source of the metals detected in soil was theorized to be the dredge fill soils placed at the property (SES 2009).

6.2.4 Marsh Crust Ordinance

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. Boundaries of the Marsh Crust zone nearest the site are located at the western edge of Main Street and northern edge of Atlantic Avenue.

6.3 POTABLE WATER SOURCE AND METHOD OF SEWAGE DISPOSAL

Based on information contained in the previous Phase I study conducted on the rail yard parcels of the site, sanitary sewer services are provided by the City of Alameda. Pacific Gas and Electric Company reportedly supplies electricity to the site and potable water is supplied by the East Bay Municipal Utility District (URSGWC 1999).

6.4 STATE AND FEDERAL RADON TESTING DATA

Federal and State radon screening test data for the site, reported by zip code (94501), was included in the EDR radius map report previously referenced in Section 6.1 and included in Appendix D. Based on the provided radon data, three Federal and 18 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.

6.5 ENVIRONMENTAL LIEN SEARCH

An environmental lien search for each of the nine ABL parcels was conducted by EDR and reported on January 13, 2010; the report is included in Appendix D. The searches revealed no environmental liens or other activity and use limitations. The legal current owner of the parcels was documented as Alameda Belt Line, a California corporation. The current title to ABL was recorded October 24, 1997.

6.6 STATE AND FEDERAL 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 D. 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 recognized environmental condition. The following historical sources were reviewed.

- Aerial photographs from the years 1939, 1946, 1958, 1965, 1974/1975, 1982, 1993, 1998, and 2005 obtained from EDR, Inc. on January 12 and 14, 2010.
- USGS 7.5-minute topographic maps from the years 1915, 1948, 1949, 1959, 1968, 1973, and 1980 obtained from EDR, Inc. on January 11, 2010.
- Certified Sanborn fire insurance maps from the years 1897, 1948, 1950, and 1987 obtained from EDR, Inc. on January 13, 14, and 18, 2010.

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

Historical Site Observations

| Date | Source | Observations |
|------------------------------------|-------------|---|
| <i>APNs 74-905-20-02 & -03</i> | | |
| 1847 | Sanborn Map | The site parcels from Main Street to approximately Poggi Street were indicated as "Marsh". Two storage structures (one labeled straw storage), appearing associated with an adjacent terra cotta pipe manufacturing facility, were depicted on or in the immediate vicinity of the parcels just west of Poggi Street. The parcels between Poggi Street and approximately Bruzzone Drive did not appear to be included on the Sanborn maps. A portion of the "Alameda, Oakland, and Piedmont Electric Ry. Company" ("Ry." appearing to indicate railway) was depicted on the portion of the parcels adjacent west of Webster Street. Structures in the immediate vicinity of the parcels included a storage structure, elevated tank, coal house, and a car house with an inclined driveway. |

(continued)

**Historical Site Observations
(continued)**

| Date | Source | Observations |
|------|---------------------------------|--|
| 1915 | Topographic Map | There appeared to be no development on the parcels, but the exact location of the parcels was difficult to discern due to the lack of street names and different shape of the island prior to fill placement. |
| 1939 | Aerial Photograph | The parcels appeared to be undeveloped with the exception of one or possibly two sets of railroad tracks. |
| 1946 | Aerial Photograph | The parcels remained undeveloped; railroad tracks were not observed but likely were present and not visible due to the small scale of the photograph. A small structure was visible on or adjacent to the western end of the parcels. At several locations roads crossing adjacent Atlantic Avenue appeared to cross the parcels. |
| 1948 | Topographic Map/ Sanborn Map | Railroad tracks were depicted on the topographic map. On the Sanborn maps, the parcels from Main Street to Third Street were not included. "Marsh" was indicated on the portion of the parcels adjacent east of Third Street. The two storage structures associated with the pipe manufacturing facility remained present just west of Poggi Street. The parcels between Poggi Street and approximately Bruzzone Drive did not appear to be included on the Sanborn maps. An office and storage structure were depicted on or adjacent to the parcels east of Webster Street, with no development on the parcels immediately east of Webster Street. |
| 1949 | Topographic Map | The parcels were depicted as located in a developed area. Southern Pacific railroad tracks were depicted on the parcels, with two sets of tracks merging onto the parcels at the western end. |
| 1950 | Sanborn Maps | Due to the narrowness of the parcels, it was difficult to definitively locate the boundaries on the Sanborn maps. The parcels from Main Street to Third Street were not included on the Sanborn map. "Track" was indicated on the portion of the parcels adjacent east of Third Street; no other development was depicted. The parcels just west of Poggi Street remained similar to that shown on the 1948 map. The parcels between Poggi Street and approximately Bruzzone Drive did not appear to be included on the Sanborn maps. Portions of a store, office, and restaurant appeared present on or in the immediate vicinity of the parcels just east of Webster Street. |
| 1958 | Aerial Photograph | Railroad tracks were no longer visible on the parcels. Several small structures or possibly parked vehicles were present on the portion of the parcels adjacent west of Webster Street. The portion of the alignment between Main Street and Webster Street was not covered by the photograph. |
| 1959 | Topographic Map | Railroad tracks, labeled as Alameda Belt Line, were depicted on the parcels, with multiple parallel tracks present for a distance near the western and central portions of the parcels. |
| 1965 | Aerial Photograph | The parcels appeared generally similar to that described for the 1958 aerial photograph. Numerous parked vehicles or other small structures were observed on the eastern portion of the parcels adjacent to Webster Street, appearing to be associated with the facility southwest of the intersection of Atlantic Avenue and Webster Street. Parked vehicles also were observed along the edges of the parcels, adjacent to Atlantic Avenue. Two structures were visible on the portion of the parcels adjacent to the school. The farthest west portion of the parcels was not covered by the aerial photograph. |
| 1968 | Topographic Map | The parcels appeared generally similar to that described for the 1959 topographic map. |

(continued)

**Historical Site Observations
(continued)**

| Date | Source | Observations |
|---|-------------------|---|
| 1973 | Topographic Map | The parcels appeared generally similar to that described for the 1968 topographic map. |
| 1975 | Aerial Photograph | The current retail structure had been constructed adjacent south of the far western corner of the parcels. Although it cannot be discerned from the photograph, it is likely the western portion of the parcel was developed with the parking lot for the business. The remainder of the parcels appeared undeveloped. |
| 1980 | Topographic Map | The parcels appeared generally similar to that described for the 1973 topographic map. |
| 1982 | Aerial Photograph | The parcels appeared generally similar to that described for the 1975 aerial photograph, but details were difficult to discern as the resolution of the photograph was not good. Poggi Street appeared to cross the alignment prior to connecting to Atlantic Avenue. |
| 1987 | Sanborn Map | The far western portion of the parcels (adjacent to Main Street) was depicted as a parking lot for an adjacent commercial building. No development was depicted on the portion of the parcels from adjacent east of the parking lot to Third Street. A small structure indicated as vacant was present on the parcels just east of Third Street (current location of storage building); the remainder of the parcels from Third Street to Poggi Street had no development depicted. The portion of the parcels, or land adjacent south of the parcels, from Poggi Street to approximately West Campus Drive appeared developed with multiple single-story parking areas, possibly associated with residential buildings adjacent south (on aerial photographs these structures were shown on property adjacent south of the parcels). An L-shaped structure indicated as a warehouse was depicted on or adjacent to the parcels at Atlantic Avenue, adjacent east of West Campus Drive. No development was depicted on the remaining portion of the parcels extending east to Webster Street. |
| 1993 | Aerial Photograph | The far western portion of the parcels appeared to be an asphalt parking lot and landscaped area for the adjacent retail business. A small structure was present on the parcel adjacent to the school. Other small structures or parked vehicles were observed on the portion of the parcels east of the school; vehicles appeared parked along the edge of the parcels adjacent to Atlantic Avenue. |
| 1998 | Aerial Photograph | The parcels appeared generally similar to that described for the 1993 aerial photograph, with the exception of fewer vehicles parked along Atlantic Avenue. |
| 2005 | Aerial Photograph | The portion of the parcels approximately west of Poggi Street were not included on the aerial photograph. The remainder of the parcel appeared to be undeveloped land. |
| <i>APNs 74-906-32-05, 74-906-32-12 & 74-906-32-15</i> | | |
| 1847 | Sanborn Map | The parcels were indicated as marsh land. A Southern Pacific Railroad line was depicted on or near the western edge of APN 74-906-32-05. |
| 1915 | Topographic Map | There appeared to be no development on the parcels, but the exact location of the parcels was difficult to discern due to the lack of street names and different shape of the island prior to fill placement. |

(continued)

**Historical Site Observations
(continued)**

| Date | Source | Observations |
|-------------|---------------------------------|--|
| 1939 | Aerial Photograph | <p>What appeared possibly to be an AST or other round structure was visible in the general location of the current yard house at the southeastern corner of the parcels. As many as nine sets of parallel railroad tracks, condensing to three to four sets at the eastern edge of the parcels and criss-crossing and converging at the western edge of the parcels, were present on the majority of the parcels. Numerous rail cars were visible on the tracks. St. Charles Street, which appeared to be more of a dirt or minor road north of Buena Vista Avenue, appeared to cross the parcels and sets of railroad tracks. A large structure was visible near the middle of the property close to the western end (maintenance building); railroad tracks appeared to extend into the building. Other small structures were visible, but may have been additional rail cars rather than permanent structures. The far western portion of the parcels appeared undeveloped, with the exception of two sets of railroad tracks curving to leave the parcels to the northwest and some small dirt roads or trails. The far northern portion of the parcels also appeared undeveloped.</p> |
| 1946 | Aerial Photograph | <p>The parcels appeared generally similar to that observed on the 1939 aerial photograph, with the addition of more railroad tracks on the western portion of the parcels that previously had appeared undeveloped. An AST appeared present in the general vicinity of the maintenance building described for 1939. The yard house structure was visible at the southeastern corner of the parcels. APN 74-906-32-12 appeared to be the southern portion of a large multi-building development extending to the north. A configuration of numerous structures was present on this portion of the parcels.</p> |
| 1948 & 1950 | Topographic Map/ Sanborn Map | <p>Multiple railroad tracks indicated as Southern Pacific Railroad were depicted on the parcels on the topographic map. One small structure was depicted on the western portion of the parcels, adjacent to the southernmost track. A dirt road was depicted from north to south on the eastern portion of the parcels; the road extended north to the harbor.</p> <p>The western portion of the parcels was indicated as "Marsh" on the Sanborn maps. A small section of railroad tracks was depicted on or adjacent south of parcels, just east of Eight Street. Additional tracks were depicted along the southern boundary on the eastern portion of the parcels; two long, narrow structures were depicted between the tracks and the properties bordering the parcels to the south. The yard house structure was depicted on the southeastern corner of the parcels on the 1948 map, indicated as offices and labeled Alameda Belt Line, but was not shown on the 1950 map. A section of railroad track was depicted extending along the western edge of the scale house.</p> |
| 1949 | Topographic Map | <p>The parcels were depicted as located in a developed area. Multiple railroad tracks, labeled as "Alameda Belt", were depicted on the parcels. The configuration of buildings on APN 74-906-32-12 appeared to be part of "Notre Dame Academy", indicated as the multi-building configuration extending north of the parcels.</p> |
| 1958 | Aerial Photograph | <p>In the immediate vicinity of the yard house, several additional small structures were visible, including one larger and three to four smaller structures which may have been parked vehicles. On the western portion of the parcels, in the vicinity of maintenance building, an additional structure was present west of the large structure with possibly an AST or other small structure adjacent. Several additional small structures were observed east of the maintenance building; some may have been rail cars but at least one or two appeared to be small, permanent structures. Numerous sets of railroad tracks remained present on the majority of the parcels. The configuration of structures on APN 74-906-32-12 appeared to have been leveled, with only foundations remaining.</p> |

(continued)

**Historical Site Observations
(continued)**

| Date | Source | Observations |
|------|-------------------|--|
| 1959 | Topographic Map | Multiple railroad tracks were depicted on the parcels, with the maintenance building depicted at the western termination of three sets of tracks. |
| 1965 | Aerial Photograph | The parcels appeared generally similar to that described for the 1958 aerial photograph. The previously discussed demolished development (now appearing completely demolished other than the foundations) remained present on APN 74-906-32-. A dark area, unable to be identified, was present on the portion of the parcels northwest of the yard house. Additional small structures possibly were present in the vicinity of the maintenance building on the western portion of the parcels. |
| 1968 | Topographic Map | The parcels appeared generally similar to that described for the 1959 topographic map. |
| 1973 | Topographic Map | The parcels appeared generally similar to that described for the 1968 topographic map. |
| 1975 | Aerial Photograph | Details of the parcels were unable to be discerned due to the quality of the photograph, but the structures previously described appeared to remain present. The northern portion of the parcels, where structures previously had been demolished, appeared generally undeveloped, with the foundations of the previous structures having been removed. |
| 1980 | Topographic Map | The parcels appeared generally similar to that described for the 1973 topographic map, with the maintenance building no longer depicted and a smaller structure present a short distance southwest. |
| 1982 | Aerial Photograph | Details of the development on the parcels were difficult to discern due to the poor resolution of the photograph, but it appeared that the maintenance building no longer was present. Other structures appeared to remain present on this portion of the parcels. Railroad tracks remained present on the parcels, as did numerous rail cars on the tracks. The northern portion of the parcels appeared similar to the 1975 aerial photograph, with the possible addition of a storage area with numerous small items present in the northeast corner. |
| 1987 | Sanborn Map | Two sets of railroad tracks were depicted entering the parcels from the northwest and extending towards the east across the parcels. The area between the two sets of tracks was labeled "full of tracks" and indicated as Alameda Beltline R.R. Property and Alameda Belt Line R.R. Yard. A small development labeled "heavy industrial" with a small iron-constructed building, a small office and one additional small structure was depicted close to the northern boundary of the eastern portion of the parcels, near the intersection of Sherman and Pacific. The yard house structure was depicted as it had been on the 1948 map; a small structure labeled as storage was depicted adjacent northwest of the yard house. A notation next to the storage structure was illegible, "no ?". A fence may have separated the storage structure from the yard house. |

(continued)

**Historical Site Observations
(continued)**

| Date | Source | Observations |
|---------------------|---------------------------------|--|
| 1993 | Aerial Photograph | The structures previously present on the western portion of the parcels appeared no longer to be present, with the possible exception of two to three small structures. Foundations remained visible. Railroad tracks may have remained present, with what appeared to be rail cars on the tracks on the eastern portion of the parcels. An area of stored items appeared present northwest of the yard house, and additional stored items appeared present north of the entry drive north of the yard house. A rectangular structure appearing to be the iron-constructed building depicted on the 1987 Sanborn map was visible along the northern parcel boundary. In this same area, extending east to the parcel boundary and west a similar distance, appeared to be storage yards (likely tenant lease spaces) with multiple small items and possibly very small structures visible. |
| 1998 | Aerial Photograph | The parcels appeared generally similar to that described for the 1993 aerial photograph, with the exception of the railroad tracks appearing no longer to be present. The track beds were still discernable on the photograph. The structure along the northern parcel boundary no longer appeared present, but areas where numerous items appeared to be stored remained visible in the area and on the eastern portion of the parcels and in the vicinity north of the yard house. |
| 2005 | Aerial Photograph | The far eastern portion of the parcels was not included on the 2005 aerial photograph. The parcels appeared to be largely undeveloped land with areas of foundations remaining from previous buildings, including the foundation for what appeared to be the former iron-constructed building along the northern parcel boundary. Portions of the railroad beds remained visible. |
| <i>APN 72-383-1</i> | | |
| 1897 | Sanborn Map | No development was depicted on the parcel. |
| 1915 | Topographic Map | There appeared to be no development on the parcel, but the exact location of the parcel was difficult to discern due to the lack of street names and different shape of the island prior to fill placement. |
| 1939 | Aerial Photograph | Railroad tracks were visible along the northern edge of the parcel. Two adjacent structures appeared present near the intersection of Buena Vista Avenue and Sherman Street. One of the structures may have been at least partially on the location of the re-alignment of Sherman Street which historically appeared to be located further to the west. |
| 1946 | Aerial Photograph | The parcel appeared generally similar to that described for the 1939 aerial photograph. |
| 1948 & 1950 | Topographic Map/ Sanborn Map | Railroad tracks were depicted on the topographic map. The parcel was not included on the 1948 or 1950 Sanborn maps. |
| 1949 | Topographic Map | The parcels were depicted as located in a developed area. Railroad tracks were depicted on the parcel. |
| 1958 | Aerial Photograph | The two structures previously observed on the parcel no longer were present, however several smaller structures were visible. It was unable to be determined whether the railroad tracks remained present, but the track bed remained visible. |
| 1959 | Topographic Map | The parcel appeared generally similar to that described for the 1948 topographic map. |
| 1965 | Aerial Photograph | A few small structures or possibly the foundations from those structures remained visible on the parcel. What appeared to be parked vehicles were observed on the parcel, along Buena Vista Avenue. The parcel otherwise appeared undeveloped. |

(continued)

**Historical Site Observations
(continued)**

| Date | Source | Observations |
|----------------------|---------------------------------|---|
| 1968 | Topographic Map | The parcel appeared generally similar to that described for the 1959 topographic map. |
| 1973 | Topographic Map | The parcels appeared generally similar to that described for the 1968 topographic map. |
| 1975 | Aerial Photograph | The parcel appeared undeveloped. |
| 1980 | Topographic Map | The parcel appeared generally similar to that described for the 1973 topographic map. |
| 1982 | Aerial Photograph | The parcel appeared undeveloped, with possibly one remaining foundation from previous development visible. |
| 1987 | Sanborn Map | The parcel was not included on the 1987 Sanborn map. |
| 1993 | Aerial Photograph | The parcel appeared undeveloped. |
| 1998 | Aerial Photograph | The parcel appeared undeveloped. |
| 2005 | Aerial Photograph | The parcel appeared undeveloped, possibly with one small structure adjacent to the corner of Sherman Street and Buena Vista Avenue. Areas appearing possibly to have been former locations of structures were visible as differences in ground surface color. |
| <i>APN 72-364-14</i> | | |
| 1897 | Sanborn Map | No development was depicted on the parcel. |
| 1915 | Topographic Map | There appeared to be no development on the parcel, but the exact location of the parcel was difficult to discern due to the lack of street names and different shape of the island prior to fill placement. |
| 1939 | Aerial Photograph | The parcel had no development visible; it appeared to be a small part of a larger facility with a water tower, rail cars, and large buildings present to the north, south, and east |
| 1946 | Aerial Photograph | The parcel appeared undeveloped. |
| 1948 & 1950 | Topographic Map/ Sanborn Map | No development was depicted on the parcel on the topographic map. No development was depicted on the Sanborn maps. |
| 1949 | Topographic Map | Railroad tracks were depicted on or adjacent to the parcel. |
| 1958 | Aerial Photograph | What appeared possibly to be a small, narrow structure was observed on the parcel. It was not possible to determine the nature of the structure from the photograph. |
| 1959 | Topographic Map | No development was depicted on the parcel. |
| 1965 | Aerial Photograph | What appeared possibly to be a parked truck or other small structure was observed on the parcel. |
| 1968 | Topographic Map | The parcel appeared generally similar to that described for the 1959 topographic map. |
| 1975 | Aerial Photograph | The parcel appeared generally similar to that described for the 1955 aerial photograph. |
| 1973 | Topographic Map | The parcel appeared generally similar to that described for the 1968 topographic map. |
| 1980 | Topographic Map | The parcel appeared generally similar to that described for the 1973 topographic map. |
| 1982 | Aerial Photograph | The parcel appeared undeveloped. |
| 1987 | Sanborn Map | No development was depicted on the parcel, but it appeared to be adjacent to a pallet storage yard for the Alaska Packers Association facility. |
| 1993 | Aerial Photograph | The parcel appeared undeveloped. |

(continued)

**Historical Site Observations
(continued)**

| Date | Source | Observations |
|----------------------|---------------------------------|---|
| 1998 | Aerial Photograph | The parcel appeared undeveloped. |
| 2005 | Aerial Photograph | The parcel appeared to be covered with bushes or a tree. |
| <i>APN 72-323-12</i> | | |
| 1897 | Sanborn Map | No development was depicted on the parcel. |
| 1915 | Topographic Map | The parcel appeared to be in a developed area. |
| 1939 | Aerial Photograph | The parcel appeared undeveloped with railroad tracks or track beds extending from the southwest corner to the northeast corner. |
| 1946 | Aerial Photograph | The parcel appeared generally similar as that described for the 1939 aerial photograph. |
| 1948 & 1950 | Topographic Map/ Sanborn Map | On the topographic map, the parcel was depicted as located in a developed area, but no specific development was shown on the parcel. The Sanborn map depicted railroad tracks curving across the parcel from the southwest to the northeast. The tracks were labeled "Belt Line Tracks". Two small structures indicated as automobile garages (associated with residences adjacent east of the parcels) were present on the southeastern portion of the parcels. |
| 1949 | Topographic Map | The parcels were depicted as located in a developed area. Railroad tracks were depicted on the parcel. |
| 1958 | Aerial Photograph | The parcel appeared generally similar to that described for the 1946 aerial photograph. Large trees obscured most of the view of the southwestern portion of the parcel however. |
| 1959 | Topographic Map | The parcel appeared generally similar to that described for the 1949 topographic map. |
| 1965 | Aerial Photograph | The parcel appeared generally similar to that described for the 1958 aerial photograph. |
| 1973 | Topographic Map | The parcel appeared generally similar to that described for the 1968 topographic map. |
| 1974 | Aerial Photograph | The parcel appeared generally similar to that described for the 1965 aerial photograph. |
| 1980 | Topographic Map | The parcel appeared generally similar to that described for the 1973 topographic map. |
| 1982 | Aerial Photograph | The parcel appeared generally similar to that described for the 1974 aerial photograph, but details were difficult to discern due to the low resolution of the photograph. |
| 1987 | Sanborn Map | The parcel were generally similar to that shown on the 1950 map, with the exception of "U-Haul Rental Truck Park'g" indicated on the northeastern portion of the parcel, north of the railroad tracks. |
| 1993 | Aerial Photograph | The parcel appeared generally similar to that described for the 1982 aerial photograph, with the exception of what likely were numerous U-Haul trucks and trailers parked on the northeastern parcel. |
| 1998 | Aerial Photograph | The parcels appeared generally similar to that described for the 1993 aerial photograph, with the former railroad beds not as obvious and possibly with fewer U-Haul trucks and trailers parked on the northeastern portion. |

(continued)

**Historical Site Observations
(continued)**

| Date | Source | Observations |
|------------------------------------|---------------------------------|--|
| 2005 | Aerial Photograph | The southwestern portion of the parcel appeared undeveloped and mostly obscured by large trees. The northeastern portion of the parcel appeared undeveloped with what likely were numerous U-Haul vehicles and trailers parked on the lot. Aside from vehicles appearing to be parked in a configuration similar to the location of the previous railroad bed on the northeastern portion of the parcel, the railroad beds no longer were readily observable. |
| APN 72-292-14 (Parcels 14-18 & 22) | | |
| 1897 | Sanborn Map | The Boulevard Training Stables were depicted on the western side of the parcel. A residence with an associated wind mill and water tank were located near the northeastern corner of the parcel. No development was depicted on the remainder of the parcel. |
| 1915 | Topographic Map | The parcel appeared to be in a developed area. |
| 1939 | Aerial Photograph | The parcel appeared generally undeveloped with railroad tracks or track beds extending from the southwest corner to the northeast corner and also upwards to the north on the central portion of the parcel. What appeared to be a structure was visible at the southwestern corner of the parcel. A large tree appeared present near the northeastern corner of the parcel. |
| 1946 | Aerial Photograph | The southern portion of the parcel remained generally undeveloped with railroad tracks or track beds extending from the southwest corner to the northeast corner. The structure near the southwestern corner of the parcel no longer was visible. One small structure appeared present on or near the northeastern parcel. An additional railroad spur was present entering the parcels from near the middle of the block from a property adjacent east, in addition to the railroad tracks entering the parcels from the southwestern corner. |
| 1948 | Topographic Map/ Sanborn Map | <p>The parcel was depicted as located in a developed area on the topographic map. Railroad tracks were depicted on the parcel.</p> <p>On the Sanborn map, a machine shop was located along Grand Street and the same dwelling appeared present as depicted on the 1897 map, with the exception of the windmill and water tank no longer present. The remainder of the parcel appeared undeveloped. A short stretch of railroad track was depicted near the northeastern portion of the parcel.</p> |
| 1949 | Topographic Map | The parcel was depicted as located in a developed area. Railroad tracks were depicted on the parcel. |
| 1950 | Sanborn Map | Development on the parcel appeared generally similar to that described for the 1948 map, except the machine shop was labeled as a storage structure. |
| 1958 | Aerial Photograph | The parcels appeared generally similar to that described for the 1946 aerial photograph, with the exception of the structure not being visible on the 1958 photograph. |
| 1959 | Topographic Map | The parcel appeared generally similar to that described for the 1949 topographic map. |
| 1965 | Aerial Photograph | The parcel appeared generally undeveloped with the exception of the railroad tracks or track beds in the same location as shown on previous aerial photographs. The southwestern portion of the parcel appeared to be partially asphalt paved and partially dirt, based on the color of the ground surface. A small building on or adjacent to the railroad tracks/track beds was visible on the northeastern portion of the parcel. |
| 1968 | Topographic Map | The parcel appeared generally similar to that described for the 1959 topographic map. |

(continued)

**Historical Site Observations
(continued)**

| Date | Source | Observations |
|-------------|-------------------|---|
| 1973 | Topographic Map | The parcel appeared generally similar to that described for the 1968 topographic map. |
| 1974 | Aerial Photograph | The parcel appeared generally similar to that described for the 1965 aerial photograph. |
| 1980 | Topographic Map | The parcel appeared generally similar to that described for the 1973 topographic map. |
| 1982 | Aerial Photograph | The parcel appeared generally similar to that described for the 1974 aerial photograph, but details were difficult to discern due to the low resolution of the photograph. |
| 1987 | Sanborn Map | The storage building on Grand Street was again labeled as a machine shop. The residence on the northeastern portion of the parcel had been replaced by a building labeled as miscellaneous equipment and machinery storage with a smaller storage structure at the rear. The remainder of the parcel appeared undeveloped. Railroad tracks were depicted entering the parcel from the southwest and crossing towards the northeast. |
| 1993 | Aerial Photograph | The parcel appeared generally similar to that described for the 1982 aerial photograph, but the ground surface on the southwestern parcel appeared uniform in color. |
| 1998 | Aerial Photograph | The parcel appeared generally similar to that described for the 1993 aerial photograph. |
| 2005 | Aerial Photograph | The parcel appeared generally similar to that described for the 1998 aerial photograph. |

Historical Vicinity Observations

| Date | Source | Observations |
|------------------------------------|-------------------|--|
| <i>APNs 74-905-20-02 & -03</i> | | |
| 1847 | Sanborn Map | Very sparse development was depicted south of the parcels, with the exception of a sewer pipe manufacturing facility present generally west of the current location of Poggi Street. The Alameda, Oakland, and Piedmont Electric Railway Company facility was located adjacent south of the parcels, immediately west of Webster Street. The car house, a building containing engines, and an oil refiner, and other structures were included in the facility. |
| 1915 | Topographic Map | The vicinity of the parcels appeared undeveloped, but the exact location of the parcels was difficult to discern due to the lack of street names and different shape of the island prior to fill placement. |
| 1939 | Aerial Photograph | Main Street and Webster Street were present along the western and eastern edges of the parcels, respectively. Largely undeveloped land was present north of the parcels. Agricultural land appeared present south of the parcels, with what appeared to be the terra cotta sewer pipe factory present as described above. Commercial development also appeared present south of the parcels, adjacent east of Webster Street. |
| 1946 | Aerial Photograph | Residential developments were present to the north and primarily residential developments appeared present to the south as well. The school east of Third Street appeared to be under construction and the sewer pipe plant appeared to remain present. Commercial development appeared present south of the parcels, west of Webster Street. |

(continued)

**Historical Vicinity Observations
(continued)**

| Date | Source | Observations |
|------|-----------------------------|--|
| 1948 | Topographic Map/Sanborn Map | <p>On the topographic map, the vicinity southwest of the parcels was depicted as a developed area with no specific development shown; surface streets were depicted. Surface streets were depicted in the vicinity north of the parcel, as was one moderate-sized structure and a water line. The vicinity south east of the site was largely undeveloped with the exception of two structures present south of the middle portion of the parcels.</p> <p>Woodstock Public School with an associated playground was depicted south of the parcels, adjacent east of Third Street. The sewer pipe manufacturing facility remained present south of the parcels, between the school and Poggi Street. A Federal housing project was present east of Poggi Street, with a lumber mill and yard and assorted commercial structures present between the housing project and Webster Street. The vicinity north of the parcels, west of Webster Street, was labeled "Marsh" with a small structure labeled as an "oil house" depicted in the marsh area. The oil house appeared to be a remnant of the former electric railway facility.</p> |
| 1949 | Topographic Map | <p>Atlantic Avenue was depicted adjacent north of the parcels, and the area to the north was depicted as a developed area with no specific structures shown. Buildings of the Naval Air Station were depicted to the west. The area south and east of the parcels also was depicted as a developed area with no specific structures shown.</p> |
| 1950 | Sanborn Map | <p>The vicinity appeared generally similar to that depicted on the 1948 Sanborn, except that the Marsh and oil house were no longer depicted to the northwest of Webster Street.</p> |
| 1958 | Aerial Photograph | <p>The vicinity between Main Street and Third Street was not covered by the aerial photographs. The school facility appeared present south of the parcels, east of Third Street. Largely undeveloped land with one structure, the rest appearing to have been recently demolished, was present south of the parcels to the east of the school. Commercial and residential developments appeared present south of the parcels, west of Webster Street and east of the parcels, east of Webster Street. Residential development remained present north of the parcels.</p> |
| 1959 | Topographic Map | <p>Atlantic Avenue was depicted adjacent north of the parcels, and the area to the north of Atlantic Avenue was depicted as a developed area labeled as "Naval Reservation". Buildings of the Naval Air Station were depicted to the west. The area east of the parcels also was depicted as a developed area with no specific structures shown. Woodstock School and a few other structures were depicted south of the parcels, including a small structure adjacent south of the western end of the parcels.</p> |
| 1965 | Aerial Photograph | <p>Residential development remained north of Atlantic Avenue from the parcels on the western and eastern ends. A configuration of what may have been multi-family structures and a largely undeveloped property with small structures present were present north of the parcels, east of Third Street. Multi-family residential development, the school, undeveloped parcels, and a facility with multiple parked vehicles and several structures were present south of the parcels.</p> |
| 1968 | Topographic Map | <p>The vicinity appeared generally similar to that described for the 1959 topographic map, with the exception of additional development south of the parcels.</p> |
| 1973 | Topographic Map | <p>The vicinity appeared generally similar to that described for the 1968 topographic map, with construction of additional structures and streets north of the eastern portion of the parcels.</p> |

(continued)

**Historical Vicinity Observations
(continued)**

| Date | Source | Observations |
|---|-------------------|--|
| 1975 | Aerial Photograph | Residential developments and the College of Alameda appeared present north of the parcels. Residential developments primarily appeared present south of the parcels, with the school remaining present and commercial developments south of the west and east ends. Developments to the west and east appear generally similar to those described for the 1965 photograph. |
| 1980 | Topographic Map | The vicinity appeared generally similar to that described for the 1973 topographic map, with additional structures present north of the eastern portion of the parcels. |
| 1982 | Aerial Photograph | The vicinity appeared generally similar to that described for the 1975 aerial photograph. |
| 1987 | Sanborn Map | Atlantic Avenue was depicted adjacent north of the parcels and Main Street and Webster Street were depicted adjacent west and east, respectively. Multi-family residential developments, a school, and a motel bordered the parcels to the south. U.S. Government property was indicated west of Main Street from the parcels. |
| 1993 | Aerial Photograph | The vicinity appeared generally similar to that described for the 1982 aerial photograph. |
| 1998 | Aerial Photograph | The vicinity appeared generally similar to that described for the 1993 aerial photograph. |
| 2005 | Aerial Photograph | The area of the vicinity shown on the photograph appeared generally similar to that described for the 1998 aerial photograph. |
| <i>APNs 74-906-32-05, 74-906-32-12 & 74-906-32-15</i> | | |
| 1897 | Sanborn Map | The immediate vicinity of the parcels was marshland, with very sporadic development depicted south of the parcels. |
| 1915 | Topographic Map | The vicinity of the parcels appeared undeveloped, but the exact location of the parcels was difficult to discern due to the lack of street names and different shape of the island prior to fill placement. |
| 1939 | Aerial Photograph | Undeveloped land was visible north of the parcels. A large structure and additional undeveloped land was visible to the west. Constitution Way did not appear to be present, but railroad tracks appeared present in the general location of the current street, with numerous rail cars visible on the tracks. What appeared primarily to be residential properties were present south of the parcels, with a large tract of undeveloped land south of the eastern portion of the parcels. A large building was observed south of the eastern end of the parcels, and even larger structures were present to the southeast and northeast. |
| 1946 | Aerial Photograph | The non-site portion of the configuration of multiple buildings extended north of the parcels. Primarily residential development was visible south of the parcels. The box factory warehouse remained present south of the eastern end of the parcels and Sherman Street appeared present, but possibly a short distance further east than the current location adjacent east of the yard house. One structure and largely undeveloped land were visible east of the parcels. What appeared to be housing for the adjacent military base was visible west of the parcels. |

(continued)

**Historical Vicinity Observations
(continued)**

| Date | Source | Observations |
|-------------|---------------------------------|---|
| 1948 & 1950 | Topographic Map/ Sanborn Map | <p>On the topographic map, significant development was depicted south of the parcels, with numerous small and moderate-sized buildings present. Several dirt roads were depicted on the property north of the parcels. Large structures were depicted east of the parcels; no specific development was depicted west of the parcels.</p> <p>On the Sanborn map, the vicinity north of the parcels was marsh land. The Alameda Box Company facility was depicted adjacent south of the eastern portion of the parcels, just west of the scale house. The Alaska Packer's Association facility was depicted east of Sherman Street from the parcels, with an elevated water tank present near the intersection of Eagle Street (no longer present in that location) and Sherman Street.</p> |
| 1949 | Topographic Map | <p>Notre Dame Academy was depicted north of the parcels, appearing to be the multi-building development on- and north of the parcels, and Alaska Basin with multiple large structures and rail lines/spurs was depicted east of the parcels. Areas south and west of the parcels were depicted as being in developed areas with no specific structures shown, except for the box company building adjacent south.</p> |
| 1958 | Aerial Photograph | <p>The development described north of the parcels for the 1946 aerial photograph remained present, but a portion of the buildings in the northeast sector appeared recently to have been demolished. The box factory building south of the southeastern corner of the parcels was slightly larger; residential developments remained present south of the parcels. Commercial development appeared present west of the parcels; development east of the parcels appeared generally similar to that described for the 1946 aerial photograph.</p> |
| 1959 | Topographic Map | <p>A drive-in theater was depicted north of the parcels, as was a series of roads similar to those labeled Notre Dame Academy on the 1949 topographic map, although they no longer were labeled as Notre Dame Academy. The vicinity south of the parcels was indicated as developed, with no specific structures indicated other than the box factory south of the eastern end of the parcels. Various railroad tracks and small and large structures of the Encinal Basin area were depicted east of the parcels.</p> |
| 1965 | Aerial Photograph | <p>A drive-in theater and the northern portion of the previously discussed demolished development (now appearing completely demolished other than the foundations) were present north of the parcels. Development west and east of the parcels remained similar to that described for the 1958 aerial photograph, as did that for most of the development south of the parcels. Multi-family and possibly commercial development were observed south of the parcels, east of Constitution Way.</p> |
| 1968 | Topographic Map | <p>The vicinity appeared generally similar to that described for the 1959 topographic map with the addition of one structure north of the eastern end of the parcels.</p> |
| 1973 | Topographic Map | <p>The vicinity appeared generally similar to that described for the 1968 topographic map, with the addition of several small structures to the north and west of the parcels.</p> |
| 1975 | Aerial Photograph | <p>With the exception of one remaining structure, property north of the parcels was undeveloped. Development south, west, and east of the parcels appeared generally similar to that described for the 1965 aerial photograph.</p> |
| 1980 | Topographic Map | <p>The vicinity appeared generally similar to that described for the 1973 topographic map.</p> |
| 1982 | Aerial Photograph | <p>The vicinity appeared generally similar to that described for the 1975 aerial photograph.</p> |

(continued)

**Historical Vicinity Observations
(continued)**

| Date | Source | Observations |
|---------------------|---------------------------------|---|
| 1987 | Sanborn Map | Primarily residential development was depicted south of the parcels. The former box company structure was indicated as mini storage. Several large structures were depicted north of the eastern end of the parcels. The Alaska Packers Association facility was depicted east of the parcels, including a pallet storage yard and loading and storage structure, and a propane tank across Sherman Street from the yard house. |
| 1993 | Aerial Photograph | Buildings of the Marina Village commercial park had been constructed to the north of the parcels. What appeared to be the Alameda Food Bank building adjacent west along Atlantic Avenue was visible on the photograph. The remainder of the vicinity appeared generally similar as that described for the 1982 aerial photograph. |
| 1998 | Aerial Photograph | The vicinity appeared generally similar to that described for the 1993 aerial photograph. |
| 2005 | Aerial Photograph | The portion of the vicinity shown appeared generally similar to that described for the 1998 aerial photograph. |
| <i>APN 72-383-1</i> | | |
| 1897 | Sanborn Map | The vicinity was depicted as a mix of residential and undeveloped parcels. |
| 1915 | Topographic Map | The vicinity of the parcel appeared undeveloped, but the exact location of the parcels was difficult to discern due to the lack of street names and different shape of the island prior to fill placement. |
| 1939 | Aerial Photograph | Residential properties were visible to the west and southwest, with agricultural fields observed south of Buena Vista Avenue. Large structures were present to the northeast and a yard area appearing to be associated with the adjacent facilities was present to the north. Railroad tracks were present to the east. |
| 1946 | Aerial Photograph | Residential properties were present to the west and southwest, and what appeared to be multi-family residential buildings were present south of Buena Vista Street. A very large building was present to the northeast, and a yard area associated with the building was present to the north. |
| 1948 & 1950 | Topographic Map/ Sanborn Map | On the topographic map, areas south of the parcel were depicted as being located in a developed area with no specific development shown. A large structure was present east of the parcel and numerous smaller structures were depicted west of the parcel. Railroad tracks and undeveloped land were depicted north of the parcel. The parcel was not included in the 1948 or 1950 Sanborn maps. |
| 1949 | Topographic Map | Areas west and south of the parcel were indicated as being located in a developed area with no specific structures shown. A large building was depicted adjacent east of the parcel and facilities of Alaska Basin were depicted to the north. |
| 1958 | Aerial Photograph | The large facility north and northeast of the parcel appears to have moved portions of operations to those previously undeveloped areas, with asphalt paving appearing present along with vehicles and additional small structures. Undeveloped land with small structures or parked vehicles was visible south of the parcel. The remainder of the vicinity appeared to be residential development. |
| 1959 | Topographic Map | The vicinity appeared generally similar to that described for the 1949 topographic map, with the exception of the former Alaska Basin area now labeled as Encinal Basin. |
| 1965 | Aerial Photograph | The vicinity appeared generally similar to that described for the 1958 aerial photograph, with the exception of a parking lot present south. |
| 1968 | Topographic Map | The vicinity appeared generally similar to that described for the 1959 topographic map with the addition of additional small structures north of the parcel. |

(continued)

**Historical Vicinity Observations
(continued)**

| Date | Source | Observations |
|----------------------|---------------------------------|---|
| 1973 | Topographic Map | The vicinity appeared generally similar to that described for the 1968 topographic map, with the addition of several small structures to the north of the parcel. |
| 1975 | Aerial Photograph | The vicinity appeared generally similar to that described for the 1965 aerial photograph, with the exception of the parking lot adjacent south of Buena Vista Avenue appearing to be undeveloped land. |
| 1980 | Topographic Map | The vicinity appeared generally similar to that described for the 1973 topographic map. |
| 1982 | Aerial Photograph | The vicinity appeared generally similar to that described for the 1975 aerial photograph. |
| 1987 | Sanborn Map | Facilities of the Alaska Packers Association were present north and east of the parcel; residential development appeared present west. The area south of the parcel was not included on the 1987 Sanborn map. |
| 1993 | Aerial Photograph | A park appeared present south of the parcel. The remainder of the vicinity appeared generally similar to that described for the 1982 aerial photograph. |
| 1998 | Aerial Photograph | The vicinity appeared generally similar to that described for the 1993 aerial photograph. |
| 2005 | Aerial Photograph | The vicinity appeared generally similar to that described for the 1998 aerial photograph. |
| <i>APN 72-364-14</i> | | |
| 1897 | Sanborn Map | The immediate vicinity of the parcel was marshland. |
| 1915 | Topographic Map | The vicinity of the parcels appeared undeveloped, but the exact location of the parcels was difficult to discern due to the lack of street names and different shape of the island prior to fill placement. |
| 1939 | Aerial Photograph | ABL parcels were present west of the parcel. The parcel was within a larger area appearing to be a yard for the adjacent facilities. Large structures were present further east and northeast. |
| 1946 | Aerial Photograph | The area surrounding the parcel appeared undeveloped, with some small structures from the vicinity facilities located a distance southeast. Larger buildings of the facilities were visible further northeast, east, and southeast. |
| 1948 & 1950 | Topographic Map/ Sanborn Map | On the topographic map, areas south of the parcel were depicted as being located in a developed area with no specific development shown. A large structure was present east of the parcel and numerous smaller structures were depicted west of the parcel. Railroad tracks and undeveloped land were depicted north of the parcel. On the Sanborn map, the parcel was generally surrounded by the Alaska Packers Association facility, including an elevated water tank to the south. The Alameda Box Company building and residential buildings were present west of the parcel. |
| 1949 | Topographic Map | Numerous rail lines were depicted north of the parcel and a large structure was shown generally south. ABL parcels were present to the west and facilities of Alaska Basin were depicted to the east. |
| 1958 | Aerial Photograph | The vicinity appeared generally similar to that described for the 1946 aerial photograph, with the exception of the increased development of the vicinity present south. |

(continued)

**Historical Vicinity Observations
(continued)**

| Date | Source | Observations |
|----------------------|-------------------|---|
| 1959 | Topographic Map | The vicinity appeared generally similar to that described for the 1949 topographic map, with the exception of the former Alaska Basin area now labeled as Encinal Basin. |
| 1965 | Aerial Photograph | Additional development for the facility adjacent east of the parcel was observed, including construction of an additional building to the southeast. The remainder of the vicinity appeared generally similar to that described for the 1958 aerial photograph. |
| 1968 | Topographic Map | The vicinity appeared generally similar to that described for the 1959 topographic map with the addition of additional small structures south of the parcel. |
| 1973 | Topographic Map | The vicinity appeared generally similar to that described for the 1968 topographic map, with the addition of several small structures to the north and south of the parcel. |
| 1975 | Aerial Photograph | The vicinity appeared generally similar to that described for the 1965 aerial photograph. |
| 1980 | Topographic Map | The vicinity appeared generally similar to that described for the 1973 topographic map. |
| 1982 | Aerial Photograph | The vicinity appeared generally similar to that described for the 1975 aerial photograph. |
| 1987 | Sanborn Map | No development was depicted north of the parcel and the yard house and the parcel were surrounded to the east and south by facilities of the Alaska Packers Association, including a propane tank to the northeast, a pallet storage yard and a loading and storage facility. Residential properties and a mini storage facility were present west of the parcel. |
| 1993 | Aerial Photograph | The vicinity appeared generally similar to that described for the 1982 aerial photograph. |
| 1998 | Aerial Photograph | The vicinity appeared generally similar to that described for the 1993 aerial photograph. |
| 2005 | Aerial Photograph | The vicinity appeared generally similar to that described for the 1998 aerial photograph. |
| <i>APN 72-323-12</i> | | |
| 1897 | Sanborn Map | Scattered residential development was depicted in the vicinity of the parcel, primarily to the southwest and east. |
| 1915 | Topographic Map | The vicinity was depicted as developed. |
| 1939 | Aerial Photograph | The remainder of the city block containing the parcel appeared to be residentially developed. Agriculturally-cultivated land appeared present north, west, and northwest of the parcel. The Central Electric Company building and residential properties were present east of the parcel; residential parcel were present south, with an undeveloped parcel adjacent south of Buena Vista Avenue. |
| 1946 | Aerial Photograph | The city block containing the parcel appeared to be residentially developed. Undeveloped land appeared present west and north of the parcel, with possibly railroad tracks present to the north. Residential development and the Central Electric Company building appeared present to the south and residential and commercial development appeared present to the east. |

(continued)

**Historical Vicinity Observations
(continued)**

| Date | Source | Observations |
|-------------|---------------------------------|---|
| 1948 & 1950 | Topographic Map/ Sanborn Map | <p>The topographic map depicted the vicinity to the east and south as developed, with no specific structures shown. Railroad tracks and a development consisting of multiple buildings was depicted north of the parcels. Railroad tracks and undeveloped land were depicted west of the parcels.</p> <p>On the Sanborn map, residential structures were present to the north, south, and east of the parcel. The Central Electric Company facility was present northeast at the corner of Grand Street and Eagle Street. The Kieckhefer Container Company (a fiberboard carton factory) was depicted west of the parcel.</p> |
| 1949 | Topographic Map | <p>The topographic map depicted the vicinity to the east and south as developed, with no specific structures shown. Railroad tracks were depicted north of the parcels. Railroad tracks and undeveloped land were depicted west of the parcels.</p> |
| 1958 | Sanborn Map | <p>The remainder of the city block that contained the site parcel appeared to be residentially developed. The carton factory was visible adjacent west of the parcel and the Pennzoil tank farm was visible north of the parcel. Commercial and residential developments appeared present east of the parcel; residential properties were present south of the parcel.</p> |
| 1959 | Topographic Map | <p>The topographic map depicted the vicinity to the east and south as developed, with no specific structures shown. Railroad tracks, ASTs, and several large structures were depicted north of the parcel. A large structure was depicted adjacent west of the parcel.</p> |
| 1965 | Aerial Photograph | <p>The remainder of the block containing the parcels appeared residentially developed. A parking lot and the Pennzoil tank farm were visible north of the parcels and the carton factory was visible west of the parcels. The Central Electric Company building and commercial and residential properties appeared present east of the parcel and residential properties appeared present to the south.</p> |
| 1968 | Topographic Map | <p>The vicinity appeared generally similar to that described for the 1959 topographic map with the addition of two more ASTs in the tank farm adjacent north.</p> |
| 1973 | Topographic Map | <p>The vicinity appeared generally similar to that described for the 1968 topographic map.</p> |
| 1974 | Aerial Photograph | <p>The vicinity appeared generally similar to that described for the 1965 aerial photograph.</p> |
| 1980 | Topographic Map | <p>The vicinity appeared generally similar to that described for the 1973 topographic map.</p> |
| 1982 | Aerial Photograph | <p>The vicinity appeared generally similar to that described for the 1974 aerial photograph, but details were difficult to discern due to the low resolution of the photograph.</p> |
| 1987 | Sanborn Map | <p>Residential structures remained present in the majority of the vicinity. A service station with an automotive repair facility was present east of Grand Avenue from the parcel. The container company remained present west of Hibbard Street, but was a Weyerhaeuser facility. The Pennzoil Company tank farm was depicted north of Eagle Avenue from facility, with approximately 30 oil ASTs and a compounding room.</p> |
| 1993 | Aerial Photograph | <p>The vicinity appeared generally similar to that described for the 1982 aerial photograph, with some small structures appearing present adjacent south of the southern portion of the Pennzoil tank farm property which previously appeared to be a parking lot or undeveloped property.</p> |

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**Historical Vicinity Observations
(continued)**

| Date | Source | Observations |
|----------------------|---------------------------------|--|
| 1998 | Aerial Photograph | The vicinity appeared generally similar to that described for the 1993 aerial photograph, with the southern portion of the Pennzoil tank farm again appearing undeveloped. |
| 2005 | Aerial Photograph | The city block containing the parcel appeared generally similar to that described for the 1993 aerial photograph. The outer vicinity was residentially developed in all directions, including the west in the previous location of the carton factory, and to the north on the property adjacent to the Pennzoil tank farm. Some commercial facilities appeared present as well, to the northeast and east. |
| <i>APN 72-292-14</i> | | |
| 1897 | Sanborn Map | The Oakland Gas, Light and Heat Company facility was located adjacent northeast of the parcel. The facility was located as "gas holders only" and had two large tanks depicted. The remainder of the vicinity was a mix of undeveloped and residentially-developed parcels. |
| 1915 | Topographic Map | The vicinity was depicted as developed. |
| 1939 | Aerial Photograph | The remainder of the city block containing the parcel appeared residentially developed to the southeast and largely undeveloped with a single structure present to the northwest. Land to the north and east of the parcels appeared undeveloped; current city streets were present. Land west of the parcels appeared possibly to be agriculturally cultivated. Residential development and the Central Electric Company building appeared present south of the parcels. A large multi-building appeared present further to the northwest, along the water. |
| 1946 | Aerial Photograph | The remainder of the city block that contained the site parcel appeared to be residentially and commercially developed. Property north of the parcel appeared light-industrially developed, to the east appeared to be a parking lot, to the south appeared residentially and commercially developed, and to the west appeared undeveloped with railroad tracks possibly present. |
| 1948 | Topographic Map/ Sanborn Map | <p>The topographic map depicted the vicinity to the east and south as developed, with no specific structures shown. Undeveloped land was depicted north of the parcels. Railroad tracks and a development consisting of multiple buildings was depicted generally west of the parcel.</p> <p>On the Sanborn map, the vicinity north of the parcel was developed with warehouses and other structures associated with the Encinal Terminals. The Central Electric Substation was located south of the parcel and a mineral water bottling facility was present at the corner of Grand Street and Clement Avenue. The remainder of the vicinity appeared to be a mix of undeveloped and residentially-developed parcels.</p> |
| 1949 | Topographic Map | The topographic map depicted the vicinity to the east and south as developed, with no specific structures shown. Undeveloped land was depicted north of the parcel. Railroad tracks were depicted generally west of the parcel. |
| 1950 | Sanborn Map | What appeared to be a furniture factory was present adjacent south of the residence on the northeastern portion of the parcel. Increased residential development was present on the block containing the site parcel. The remainder of the vicinity remained similar to that described for the 1948 Sanborn map. |
| 1958 | Aerial Photograph | The city block containing the site parcel appeared developed with a mix of residential and commercial developments. Commercial and residential developments were present south and east of the parcel. Light industrial development appeared north of the parcel and the Pennzoil tank farm facility was present east of the parcel. |

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**Historical Vicinity Observations
(continued)**

| Date | Source | Observations |
|-------------|-------------------|---|
| 1959 | Topographic Map | The topographic map depicted the vicinity to the east and south as developed, with no specific structures shown. Buildings had been constructed north of the parcels and railroad tracks, ASTs, and several large structures were depicted west to northwest of the parcel. |
| 1965 | Aerial Photograph | The vicinity of the parcel appeared generally similar to that described for the 1958 aerial photograph. |
| 1968 | Topographic Map | The vicinity appeared generally similar to that described for the 1959 topographic map with the addition of two more ASTs in the tank farm adjacent west and additional buildings present adjacent north. |
| 1973 | Topographic Map | The vicinity appeared generally similar to that described for the 1968 topographic map. |
| 1974 | Aerial Photograph | The vicinity appeared generally similar to that described for the 1965 aerial photograph. |
| 1980 | Topographic Map | The vicinity appeared generally similar to that described for the 1973 topographic map. |
| 1982 | Aerial Photograph | The vicinity appeared generally similar to that described for the 1974 aerial photograph, but details were difficult to discern due to the low resolution of the photograph. |
| 1987 | Sanborn Map | The Pennzoil tank farm was present west of the parcel. A mechanical pencil factory was present east of the parcel. The Central Electric Substation and the Central Fire Station were present south of the parcel. Warehouses remained present north of the parcel. The remainder of the vicinity was a mix of commercial, light industrial, and residential development. |
| 1993 | Aerial Photograph | The vicinity appeared generally similar to that described for the 1982 aerial photograph, possibly with different commercial buildings adjacent east and a commercial building present to the north. |
| 1998 | Aerial Photograph | The vicinity appeared generally similar to that described for the 1993 aerial photograph. |
| 2005 | Aerial Photograph | The remainder of the city block containing the parcel appeared generally similar to that described for the 1993 aerial photograph. The outer vicinity appeared commercially developed to the north and east, with light-industrial development to the northeast. The Pennzoil tank farm and associated buildings were visible to the west. The Central Electric Company building remained present to the south, mixed with residential and commercial properties on that block. |

7.2 CITY DIRECTORIES

As part of this study, EDR performed a review of historic city directories for the available site addresses of 1925 Sherman Street, 1915 Minturn Street, and 1925 Minturn Street; the summary report is included in Appendix D. The site addresses reportedly were not included in city directories dated 1920 through 2006.

7.3 BUILDING DEPARTMENT RECORDS

The Alameda Building Department (ABD) was contacted on January 8, 2010, to ascertain whether building permit files for the only available site addresses of 1925 Sherman Street, 1915 Minturn Street, and 1925 Minturn Street were available. According to an ABD representative, no files for are available for parcels with no street addresses. Documents more recent than approximately 2005 were available at the ABD website (although earlier documents were found); older documents were available from the ABD. Available documents provided by the ABD and on the ABD website are included in Appendix G and summarized below.

A permit for an addition at the 1925 Sherman Street facility (ABL) was dated September 1941, a permit for an alteration was dated March 1950, a reroofing permit was dated January 1959, and an additional building permit was dated August 1983. A 1991 permit was issued for temporary power and an electrical permit for “new service railroad service” was issued in September 1995. Finally, a complaint permit for graffiti was filed for June 1996 and fire department complaints for overgrown weeds and storage of combustible materials were recorded in June and October 2006, respectively.

Permits for the 1915 Minturn Street facility (Apodaca Construction) were issued for sidewalk repair, plumbing, and to add a sump in November 1990. An urban run-off violation for improper construction debris disposal was recorded in November 2005 and a storm water violation was recorded in May 2007. Additional complaints for hazardous waste dumping and construction debris were recorded in July 2007, and a complaint about someone living in the yard was recorded in June 2008.

Permit information for 1925 Minturn Street was obtained over the phone through an ABD representative. According to the ABD, permits were issued in 1925 for construction of a dwelling and a hobby shop. An additional permit for construction of a storage shed was issued in 1957. A partial re-roof permit was issued in 1959.

8.0 SUMMARY OF FINDINGS

8.1 SITE USE

8.1.1 Current

The APN 74-905-20-02 and 74-905-20-03 portion of the site currently is an undeveloped strip of land adjacent south of Atlantic Avenue. The western-most part of the parcels appeared to be an asphalt parking lot for an adjacent business, the portion adjacent east of Third Street was being used as parking for an adjacent school and also housed a structure occupied by the Alameda Distribution Agency and currently used for general storage, and an area west of Poggi Street was being used as a construction staging area for an adjacent Boys and Girls Club construction site.

The APN 74-906-32-12 and 74-906-32-15 (rail yard) portion of the site currently is undeveloped with one remaining structure and remnants of several historic structures present. Assorted materials from previous tenants and land uses also remain present in some areas of the parcels.

The APN 74-906-32-05 portion of the site currently is undeveloped, appearing similar to APNs 74-906-32-12 and 74-906-32-15. A large bare/gravel patch is present near the center of the parcel.

The APN 72-383-1 and APN 72-364-14 portions of the site currently are undeveloped. A remnant of what appears to be a historic structure remains present on APN 72-383-1.

The APN 72-323-12 portion of the site is undeveloped, with the northeastern portion of the parcels utilized by a U-Haul facility for parking of assorted U-Haul vehicles and trailers.

The APN 72-292-14 portion of the site consists of a construction yard for Apodaca Construction at 1915 Minturn Street on the southwestern portion of the parcels and a yard area being used for parking by the adjacent Engine Works facility on the northeastern portion of the parcel. The yard of an adjacent residence on Grand Street also was located on the parcels, and a small structure leased by W.R. Williams Trust at 1925 Minturn Street, used historically as a shop and currently for storage, also is located on the northeastern corner of the parcel. Vehicles were observed parked in the yard areas on the parcel, general household items and small quantities of household hazardous materials were observed in the 1925 Minturn Street structure, and construction materials, related equipment, and small quantities of construction-related chemicals were observed in the yard area of Apodaca Construction.

All site parcels currently are owned by ABL.

8.1.2 Historic

The western-most portion of the APN 74-905-20-02 & -03 parcels of the site were indicated as marsh land in 1847. Small storage structures for an adjacent terra cotta pipe manufacturing company and possibly structures for the Alameda, Oakland, and Piedmont Electric Railway Company appeared present on portions of the eastern parcels at that time. Railroad tracks were first visible on the parcels on a 1939 aerial photograph, but likely were present as early as the mid- to late-1910s. Railroad tracks appear to have been removed from the parcels in the mid- to late-1950s, after which time the parcels appeared to remain generally undeveloped. Since removal of the railroad tracks, the parcels appear to have been used for parking and possibly to house storage structures for adjacent facilities.

The APN 74-906-32-12 & 74-906-32-15 (rail yard) parcels were indicated as marsh land in 1847. Railroad tracks reportedly were first constructed on the parcels in 1918, and the parcels were used as a rail yard for the ABL from that time to the late 1980s to early 1990s. Several structures, including a maintenance building, yard house, maintenance pits, and storage buildings historically were present. The maintenance building reportedly burned to the ground in 1979 or 1980. APN 74-906-32-12 was developed with a configuration of buildings appearing to be part of Notre Dame Academy between the early-1940s and mid- to late-1950s. Assorted tenants, other than ABL, apparently leased areas APN 74-906-32-12 for their businesses in the period of time after Notre Dame Academy and rail yard use of the parcels was discontinued. Railroad tracks appear to have been removed from the parcels in the late 1980s to early 1990s. Since discontinuation of occupancy of the parcels by the ABL rail yard, the parcels have generally been unused with the exception of possible storage of materials on the parcels by assorted tenants.

The APN 74-906-32-05 portion of the site appeared contiguous with the APN 74-906-32-12 and 74-906-32-15 parcels and shared a similar history.

APN 72-383-1 appeared to be undeveloped land in 1847 and railroad tracks appear to have been constructed on the parcel prior to 1939 (likely in the mid- to late-1910s as for the other parcels). Two structures of unknown use appeared present on the parcel in 1939 and remained present until sometime prior to the mid- to late-1950s. By 1958, the previous structures appeared to have been replaced by several smaller structures which remained present possibly to the mid-1960s. Railroad tracks appear to

have been removed from the parcel sometime in the late-1950s/1960s. What appeared to be a foundation for one of the structures remains present on the parcel at the current time.

APN 72-364-14 appeared to be largely undeveloped through history, possibly with railroad tracks present at some point in the 1940s possibly to the 1950s. A small structure appeared present on the parcel in the 1950s/1960s, but may have been a parked vehicle.

The APN 72-323-12 portion of the site was undeveloped in 1847. Railroad tracks first were observed on the parcel in 1939, but likely were constructed sometime in the 1910s as for the other site parcels. Two automobile garages were depicted on the parcel in the late-1940s/early-1950s, associated with residences on adjacent off-site parcels. The garages no longer appeared present by the 1960s, and with the exception of the parking of vehicles and U-Haul trucks and trailers, the parcels remained undeveloped. Railroad tracks appear to have been removed from the parcel at some point between the 1950s and 1980s.

The APN 72-292-14 portion of the site was developed with a stable and residence in 1897. Railroad tracks first were observed on the parcel in 1939, but likely were constructed sometime in the 1910s as for the other site parcels. An additional railroad track appeared constructed on the parcel in the mid-1940s. A structure was visible on the parcel as early as 1939, and structures appeared to come and go on the parcels from that time until the 1960s, when the current yard area on the southwestern portion of the parcel and structure on the northeastern portion of the parcel appeared present. A dwelling, hobby shop, and storage shed reportedly were constructed on the parcel between 1953 and 1957. Railroad tracks appear to have been removed from the parcel at some point between the 1950s and 1980s.

8.2 HAZARDOUS MATERIALS STORAGE AND USE

Evidence of hazardous materials storage and use was found for the rail yard parcels (APN 74-906-32-12 and 74-906-32-15), as well as for the Apodaca Construction facility (1915 Minturn Street) and shop structure (1925 Minturn Street) on APN 72-292-14 and the Alameda Circulation Agency building on APNs 74-905-20-02 and -03.

Hazardous materials use at the rail yard by ABL primarily included petroleum hydrocarbons, solvents, and paints used in maintenance of rail cars and engines. Previous rail yard tenants other than ABL also reportedly have used and/or stored petroleum products, and possibly other hazardous materials, in their leased spaces. Surface stains attributed to petroleum hydrocarbons leaking from parked vehicles were documented in the tenant lease spaces, yard house area, maintenance building area, on ballast rock, and

in other rail yard areas at the time of the previous Phase I reconnaissance in 1999. “Dark areas” in the area where railroad tracks previously entered the maintenance building also were observed. Blast grit (possibly containing heavy metals) was reportedly observed on the parcels in 2005. A spill of used oil from two 55-gallon drums on the property in 2006 resulted in excavation of 90 tons of impacted soil. Small quantities of maintenance materials/chemicals were observed in the yard house and adjacent storage container at the time of the reconnaissance.

A diesel AST (reportedly 20,000 gallons) and possibly a UST (likely also containing diesel or other fuel) were reported previously to have been present on the parcels. A second AST on the rail yard parcel also was documented, but was stated likely to be a water tank. The diesel AST reportedly was removed from the rail yard in 1976, as was a pump house and “oil unloading fixture”. No significant information, other than the mention of a possible UST release, was provided regarding the UST mentioned in the previous Phase I report. Additional information indicated that no USTs were known to be present in the rail yard from 1968 to the present. As the tanks (ASTs and USTs) appear to have been removed prior to implementation of regulations for regulatory agency oversight and verification sampling, none appears to have been performed at the times the tanks were removed. The location of the historic UST(s), if present, was unavailable in the information available for this study. Three concrete-lined pits were documented near the former maintenance building in the previous Phase I. Two of the pits were believed to be maintenance pits, allowing access to the underside of rail cars and engines; the purpose of the third pit, surrounded by a rail, was unknown. Based on ACEHD documents, it appears that at least two of the pits were backfilled with undocumented fill and no verification soil sampling. The rail yard maintenance building reportedly burned to the ground in 1979 or 1980.

What appeared to be a vent pipe for a natural gas line was observed near the northwestern corner of APN 74-906-32-12 and 74-906-32-15, in the location where railroad tracks previously crossed the parcel boundary. A vent pipe could indicate the presence of a natural gas line running beneath the former railroad track beds or the crossing of a pipeline beneath the railroad track bed in that location.

Although a representative of Apodaca Construction stated that hazardous materials were not used on the site, ABD documents indicated they were present and small quantities of construction- and automotive-related materials/chemicals were observed at the facility at the time of the reconnaissance. ABD records document a complaint for hazardous waste dumping by Apodaca Construction in 2007.

W.R. Williams Trust leases the northeastern portion of APN 72-292-12; current development includes a single small building currently used for storage of household items; small quantities of assorted chemicals appearing to remain from previous use the structure as a shop were observed at the time of the

reconnaissance. Small quantities of assorted household and maintenance chemicals also were observed within the Alameda Circulation Agency building on APNs 74-905-20-02 and -03 at the time of the reconnaissance.

8.3 PREVIOUS RAIL YARD PARCEL SOIL AND GROUND WATER QUALITY INVESTIGATIONS/ACEHD INVOLVEMENT WITH SITE

Soil and ground water quality investigations of the APN 74-906-32-12 and APN 74-906-32-15 parcels of the site were performed between 1999 and 2007. Based on analysis of soil and grab ground water samples, elevated lead concentrations were found in one sample of ballast rock, as well as in the vicinity of an excavation performed to remove oil-impacted soil. Oil-impacted soil also appears to remain present in the same excavation. An elevated concentration of arsenic also was reported in one location on the rail yard parcels. Ground water has been documented to contain petroleum hydrocarbons, and one ground water grab sample was documented to contain chlorinated solvents, primarily cis-1,2-DCE.

According to the case worker for the rail yard parcels with the ACEHD, Mr. Jerry Wickham, although soil and ground water quality investigation has been performed on the parcel, additional characterization is needed. The ACEHD is requiring a work plan for additional sampling and analysis to resolve hazardous materials issues in the vicinity of the oil-impacted soil excavation (including details regarding confirmation sampling, response to elevated concentrations of hydraulic oil remaining in the soil, characterization of the extent and source of elevated lead concentrations in verification sampling, and information on the materials used to backfill the excavation). In addition, the ACEHD is requiring the work plan to include characterization of unspecified additional areas of potential concern identified during previous Phase I, Phase II, and remedial investigation studies, and evaluation of stockpiled soil and construction debris distributed on the site. The current property owner, ABL, and their consultant disagree with the ACEHD on the need for additional characterization. Further work with regards to the rail yard parcels reportedly has been at a standstill since January 2008. Mr. Wickham stated that a new property owner would take on responsibility for further characterization of the rail yard parcels.

8.4 FILL/IMPORTED SOIL

Portions of the site parcels historically were marsh land and likely were filled in the early 1900s, specifically the western-most portion of the APN 74-905-20-02 and 74-905-20-03 parcels and the APN 74-906-32-12 and 74-906-32-15 parcels. Fill used on the parcels is undocumented, but likely included dredge fill from adjacent waterways as was common in other filled areas of Alameda. Fill depths on the rail yard portion of

the site reportedly are up to 5 feet deep. Site investigations conducted on vicinity properties, including the Grand Marina Village Development, have documented the presence of elevated concentrations of arsenic and lead in site soils, attributed to placement of dredge fill soils.

In addition to filling of historic on-site marsh land, import of soil from other vicinity properties to the rail yard portion of the site also has been documented. The previous Phase I assessment specifically mentioned placement of soils from the adjacent Marina Village development on the northern portion of the rail yard parcels and import of soil with concrete and asphalt from various locations in the City of Alameda to the north-central portion of the rail yard parcels by previous lessee Alameda Paving Company. In review of available ACEHD documents, references to assorted stockpiles of soil on the rail yard portion of the site were made. A reference also was made to the possible grading of certain areas of the rail yard (possibly areas with impacted soil) and stockpiling of the soil for placement on different areas of the yard. Finally, according to ACEHD documents, fill material placed into the former maintenance pits on the rail yard parcels may have been contaminated material from other locations in the rail yard or off site.

8.5 MARSH CRUST

The City of Alameda Marsh Crust/Subtidal Area is located north and west of Atlantic Avenue and Main Street, respectively, which does not include the site parcels. However, the APN 74-905-20-02 and 74-905-20-03 parcels are located immediately across the street from the Marsh Crust boundary line, and parcels APN 74-906-32-12 & 74-906-32-15 also historically were marshland.

8.6 RADON

Based on the published radon test data reviewed for this study, two of 18 State radon tests exceeded the established EPA action level of 4 pCi/l.

8.7 CONCERNS WITH VICINITY PROPERTIES

Three vicinity properties appearing to have the potential to impact ground water beneath site parcels were identified in the regulatory agency database report reviewed for this study. The Stewart Court Property at 762 Stewart Court is located approximately 0.01 mile generally up-gradient from site parcels APN 74-906-32-05 and 74-906-32-15 and reportedly has significant concentrations of mineral oil documented in ground water. The Whitmore Auto Service facility at 1701 Buena Vista Avenue is located approximately 0.06 mile generally up-gradient from site parcel APN 72-292-14 and 0.02 mile generally

cross-gradient from site parcel APN 72-323-12 and reportedly has significant concentrations of gasoline and related compounds in ground water. Finally, the Pennzoil Products Company/Grand Street Tank Farm facility at 2015 Grand Street and 2047 Grand Street is located 0.01 mile cross-gradient from site parcel 72-292-14. The Pennzoil facility is a tank farm consisting of approximately 48 ASTs containing 3,045,758 gallons of aboveground petroleum hydrocarbon storage. Although on-going ground water monitoring reportedly has not documented significant concentrations of petroleum hydrocarbons in the vicinity of the site parcels, there is a significant potential for a large-quantity release to impact the site parcels.

9.0 CONCLUSIONS, RECOMMENDATIONS, AND OPINIONS

This ESA has revealed the following evidence of recognized environmental conditions (RECs) in connection with the site.

9.1 POTENTIAL AND DOCUMENTED IMPACTS TO SITE SOIL AND GROUND WATER

The documented presence of petroleum hydrocarbons and possibly solvents in ground water and petroleum hydrocarbons and elevated concentrations of lead and possibly arsenic in soil on APN 74-906-32-12 and 74-906-32-15 (and likely also APN 74-906-32-05 as it too was part of the historic rail yard) is considered a REC to the subject property. The APN 74-906-32-12 and 74-906-32-15 rail yard parcels currently are an open contamination case with the ACEHD and additional characterization work reportedly will be required (and is recommended) before closure will be granted. Mr. Jerry Wickham of the ACEHD should be contacted to specifically ascertain the additional site characterization that will be required to close the site. The City of Alameda may be requested to perform the characterization and potential clean up if they obtain ownership of the rail yard parcels. Potential unresolved contamination issues at the rail yard parcels appear to include (but may not be limited to, based on the opinion of the ACEHD) further characterization of the extent and source of elevated lead detected, evaluation of the elevated oil concentrations remaining in soil in the vicinity of the spill excavation, evaluation of soil quality in the vicinity of the maintenance and other pits on the parcels, evaluation of the source and quality of fill materials placed into the excavation and pits, evaluation of soil quality in areas where fill from off-site sources was placed on the parcels, presence of heavy metals in blast grit observed on the parcels, possible presence of contaminants in soil resulting from the burning of the maintenance building, evaluation of soil quality along previous railroad tracks, evaluation of soil quality in bare/gravel patch on APN 74-906-32-05, and investigation into the location of a potential historic UST, confirmation of their removal, and possible evaluation of soil and ground water quality in the previous location of the tank(s).

Although not considered a REC, limited areas of shallow soil impacted by petroleum hydrocarbons and possibly other materials in the Apodaca Construction yard and U-Haul storage yard may be present due to stockpiling of soil/debris, storage of construction-related chemicals, vehicle parking, and the reported/suspected practice of oil changing on the parcels. There was both observed and reported hazardous materials usage on APN 72-292-14 (Apodaca Construction) and a complaint regarding hazardous materials disposal at that facility as well. One permit also indicated planned construction of a sump at the Apodaca Construction yard. Although a sump was not observed at the time of the reconnaissance, it may have been present but obscured by parked vehicles and/or stored materials/equipment. Observed discolored soil from the Apodaca Construction yard should be removed for appropriate disposal; if additional areas of discolored soil (and/or a sump) are observed when vehicles and other materials/equipment are removed from the Apodaca facility or any of the other facilities/parcels, the soil also must be removed for appropriate disposal. If a sump is located, it must be removed in accordance with applicable regulatory agency requirements, including the collection/analysis of verification soil samples.

9.2 HISTORIC SITE DEVELOPMENT

Many areas of the site parcels were observed historically to have been developed in areas where no current development exists. In addition, the current structures present on the site parcels were constructed many years ago. 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 structure, 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. For a higher degree of comfort, consideration should be given to evaluating soil quality in the locations of historic and aged structures.

In addition to the possible presence of residual metals and/or pesticides present in soil, other sub-grade structures including USTs, vaults, sumps, pipelines, septic tanks, fill materials, buried debris, building materials, and impacted soil also may be present from previous site development in those areas. If objects such as these are encountered during development of the site, special measures for their removal may be required, possibly including soil characterization and/or remediation. Consideration could be given to preparing a Soil Management Plan to minimize development delay if such materials are encountered.

9.3 HISTORIC RAILROAD TRACKS

Numerous railroad lines historically were present on all the site parcels; on some parcels, portions of the rails or ties remain present. Impacted soil near the former railroad tracks may be present and is considered a REC to the subject site. Assorted chemicals historically have been used for dust suppression and weed control along rail lines. For a higher degree of comfort, consideration should be given to evaluating soil quality along the former railroad tracks. Also, wooden rail ties typically contain toxic preservatives and any encountered should be removed and appropriately disposed, including those reportedly buried beneath the yard area on APN 72-292-14.

9.4 BURNED STRUCTURE

The maintenance building on the rail yard parcels reportedly burned to the ground. Soil beneath areas where structures have burned has been found to have polynuclear aromatic hydrocarbons (PAHs) and dioxin present. The potential presence of such compounds is considered a REC to the subject site. For a higher degree of comfort, consideration should be given to evaluating soil for these compounds in the location of the former maintenance building.

9.5 FILL/IMPORTED SOIL/MARSH CRUST

Dredge fill materials are believed present on some site parcels, placed to fill marshland that historically was present. Similar fill materials placed in other areas of Alameda have been documented to contain elevated levels of arsenic and lead. The possible presence of elevated concentrations of lead and arsenic in fill materials placed on site parcels is considered a REC to the subject site. Evaluation of fill quality on the rail yard portion of the site likely will be conducted, and should be considered, in further soil quality characterization required by the ACEHD. With regards to other site parcels for which fill was placed in former marsh lands, for a higher degree of comfort consideration also should be given to evaluating soil quality on these parcels as well.

Stockpiling and subsequent grading of imported soil from vicinity properties has been documented on the rail yard portion of the site. The quality of this material appears not to have been documented prior to placement on the parcels, and may have included dredge fill material removed from other properties as well as contaminated soil from other sources. In addition to spreading of this soil across the rail yard parcels, it may also have been used to backfill former pits and excavations on the parcels. The possible presence of contaminants on the rail yard parcels resulting from the import of potentially impacted soil is

considered a REC to the subject site. Evaluation of fill quality for soil used to backfill pits and excavations on the rail yard portion of the site likely will be conducted, and should be considered, in further soil quality characterization required by the ACEHD. For a higher degree of comfort, consideration also should be given to evaluating other areas of the rail yard parcel where stockpiling and/or spreading of imported soil reportedly occurred or is observed.

Although the site is not located in the zone covered by the Marsh Crust Ordinance, portions are located immediately outside the boundary of the Marsh Crust Zone. It is likely that Marsh Crust contaminants extend beyond the limits of the designated zone and may be present on site parcels. The possible presence of Marsh Crust contaminants on site parcels is considered a REC to the subject site. For a higher degree of comfort, consideration should be given to evaluating site soils on parcels bordering the Marsh Crust Zone for typical Marsh Crust contaminants.

9.6 HISTORIC UST(S)

Two protruding steel pipes were observed adjacent to the southern side of the yard house on the rail yard parcels. Heating oil USTs commonly were used in the early part of the 20th century in more rural areas, and due to the age of that structure, these pipes could be indicative of the presence of a heating oil UST. Heating oil is relatively immobile in the subsurface, so if a UST was present, the likelihood of a significant release would be small. However, if a UST is encountered during performance of a future site reconnaissance or during site development activities, it must be appropriately removed in accordance with applicable regulatory agency requirements, and verification soil sampling and possibly limited excavation and removal of impacted soil could be required.

Based on information obtained in the previous Phase I assessment conducted for the rail yard parcels, it appears that at least one UST historically may have been present on the site, but information on the location and details of the removal were not available. Mr. Dave Buccolo of ABL did not know of the historical presence of any USTs. If a UST is encountered during site development activities, it must be appropriately handled as discussed above. Gasoline and diesel are more mobile than heating oil in the subsurface and if encountered, excavation and removal of impacted soil likely would be required.

9.7 HAZARDOUS MATERIALS

Small quantities of hazardous materials were observed stored in the 1925 Minturn Street structure, the Alameda Circulation Agency structure, and the yard house and adjacent storage container on the rail yard parcel. These materials appear to no longer be used and therefore removal and appropriate disposal is recommended.

Small quantities of hazardous materials also were in use at the Apodaca Construction yard facility. Storage practices for these materials appear likely not to be in accordance with current regulations. We recommend that the storage of these materials be upgraded to meet applicable regulations, and that any materials no longer in use be removed and appropriately disposed.

9.8 ASBESTOS

Since the yard house structure on the rail yard parcel and the 1925 Minturn Street structure on APN 72-292-14 were constructed prior to 1980, asbestos-containing building materials may be present. Asbestos-containing materials did not appear present in the Alameda Circulation Agency structure. If demolition of the buildings is planned, a National Emissions Standards for Hazardous Air Pollutants (NESHAP) asbestos survey must be performed to identify the materials which contain asbestos. Prior to building demolition, all identified potentially friable asbestos-containing materials must be removed from the buildings under applicable regulatory guidelines.

9.9 LEAD-BASED PAINT

As with asbestos, due to the age of the buildings on the parcels, lead-based paint likely was used. A discussion of recommendations for sampling of lead based paint in soil around the buildings was presented in Section 9.2 above. In addition, peeling or flaking lead-based paint present on current building materials should be removed from the structures and appropriately disposed prior to demolition. The Cal/OSHA Lead in Construction Standard (Title 8, California Code of Regulations 1532.1) requirements must be followed during demolition activities.

9.10 CONCERNS WITH VICINITY PROPERTIES

Two properties adjacent to subject site parcels are open leaking UST cases appearing to have the potential to have impacted on-site ground water with petroleum hydrocarbons. If contaminated ground

water from these facilities has migrated to the site parcels, the concentrations likely are relatively low. In addition, the responsible parties for these releases have been identified and the owner of the site should not be indicated as a responsible party for resulting contamination discovered on the site. However, for a higher degree of comfort, consideration could be given to evaluating ground water quality at the site boundary adjacent down-gradient from the reported leaking UST facilities. Case workers for the facilities with the ACEHD or responsible agency also could be contacted to confirm the current statuses of the facilities and that the site owner would not be responsible for resulting contamination detected on the site.

The Pennzoil Tank Farm facility is located adjacent west of APN 72-292-14, and as is typical to many commercial/light industrial areas, other facilities in the site vicinity reportedly use and/or generate significant quantities of hazardous materials and/or wastes. A release from one of these facilities could adversely impact the site, depending on the material released, the release volume, and the measures taken to contain and remediate the spill.

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 failures were encountered.

- The current property owner had not returned the completed environmental questionnaire at the time this report was issued. In addition, attempted contact with some current and previous site tenants was unsuccessful. As pertinent information regarding current and historical usage of the site was available during interviews conducted during the site reconnaissance and from other historic sources, this data failure appears not to be significant. We do however recommend that the current property owner complete the provided questionnaire.
- Gaps of greater than 5 years were present in the available historic reference sources. However, the sources and years available appear to have adequately documented historical site development and the less than 5-year frequency of 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 concerns. No data gaps were encountered.

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

Arcadis. *Fourth Quarter 2008 Monitoring Report, SOPUS Products – dba Pennzoil-Quaker State Company, Alameda Distribution Center, Alameda, California.* January 28, 2009.

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

City of Alameda. *Maps Showing Parcel Locations.* Undated.

CLS Environmental Services, Inc. *Chemical Spill Clean Up Report, Alameda Belt Line Site, 1925 Sherman Way, Alameda, CA.* April 7, 2007.

EDR. *Certified Sanborn Map Report, Alameda, Alameda County, Alameda, CA 94501.* Inquiry Number 2674956.3. January 13, 2010.

EDR. *Certified Sanborn Map Report, Alameda, Alameda County, Alameda, CA 94501.* Inquiry Number 2676528.2. January 14, 2010.

EDR. *Certified Sanborn Map Report, Alameda, Alameda County, Alameda, CA 94501.* Inquiry Number 2680277.1. January 18, 2010.

EDR. *The EDR Aerial Photo Decade Package, Alameda, Alameda County, Alameda, CA 94501.* Inquiry Number 2674956.5. January 12, 2010.

EDR. *The EDR Aerial Photo Decade Package, Alameda, Alameda County, Alameda, CA 94501.* Inquiry Number 2676528.3. January 14, 2010.

EDR. *The EDR-City Directory Abstract, Alameda, Alameda County, Alameda CA 94501.* Inquiry Number 2674956.6. January 18, 2008.

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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

CORRESPONDENCE FROM ABL

APPENDIX B

COMPLETED USER QUESTIONNAIRE

APPENDIX C

**ABL LEASE DOCUMENTS AND
RETURNED LESSEE QUESTIONNAIRES**

APPENDIX D

ENVIRONMENTAL DATA RESOURCES, INC. DOCUMENTS

APPENDIX E

ACEHD AND GEOTRACKER WEBSITE DOCUMENTS

APPENDIX F

**HISTORICAL AERIAL PHOTOGRAPHS
AND MAPS**

APPENDIX G

ABD DOCUMENTS

APPENDIX H

RESUME OF ENVIRONMENTAL PROFESSIONAL



Alameda

Alameda County

Alameda, CA 94501

Inquiry Number: 2680209.1

January 20, 2010

The EDR Aerial Photo Decade Package

EDR Aerial Photo Decade Package

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Date EDR Searched Historical Sources:

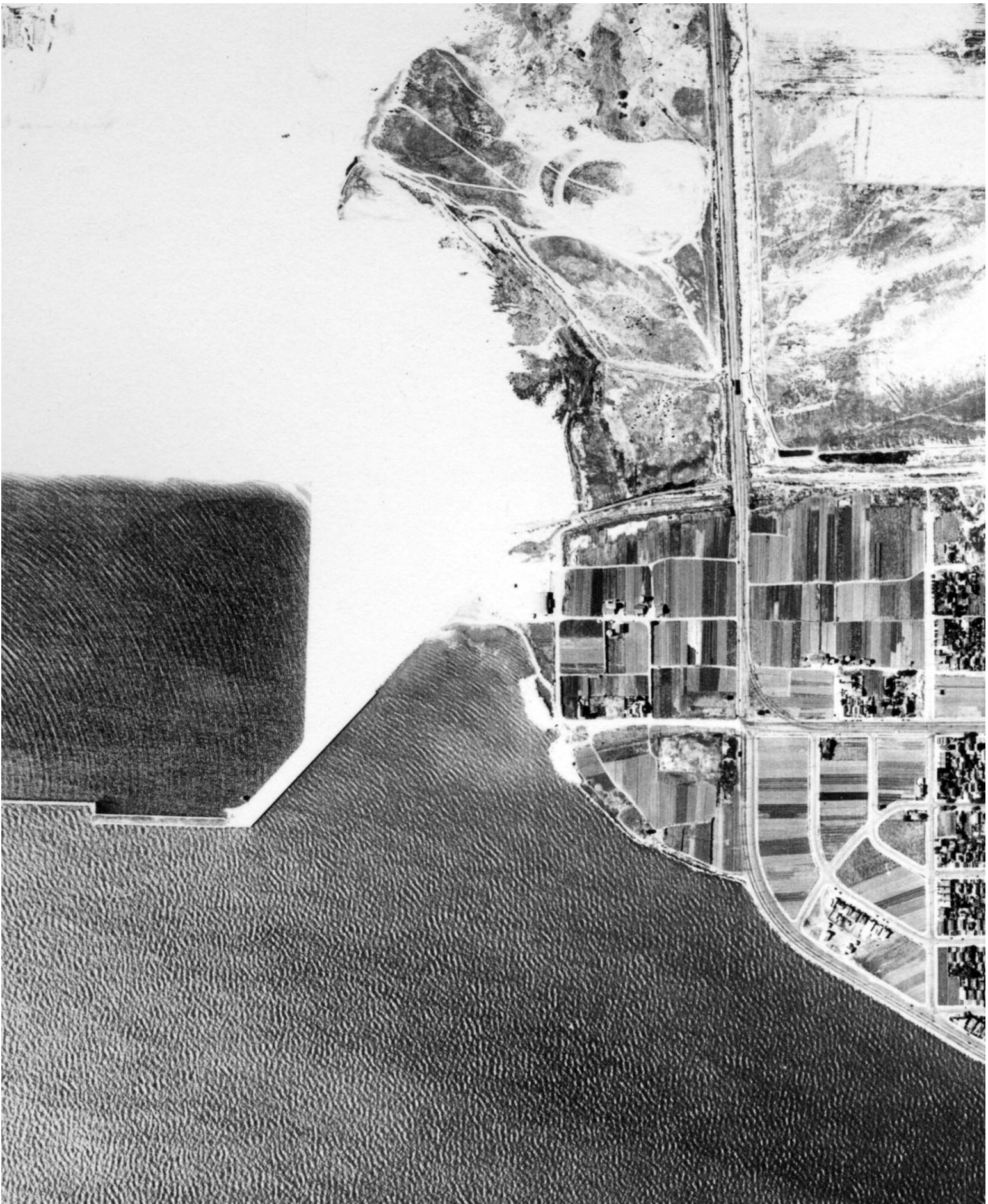
Aerial Photography January 20, 2010

Target Property:

Alameda County

Alameda, CA 94501

| <u>Year</u> | <u>Scale</u> | <u>Details</u> | <u>Source</u> |
|-------------|-----------------------------------|-------------------|---------------|
| 1939 | Aerial Photograph. Scale: 1"=555' | Flight Year: 1939 | Fairchild |
| 1946 | Aerial Photograph. Scale: 1"=655' | Flight Year: 1946 | Jack Ammann |
| 1958 | Aerial Photograph. Scale: 1"=555' | Flight Year: 1958 | Cartwright |
| 1965 | Aerial Photograph. Scale: 1"=333' | Flight Year: 1965 | Cartwright |
| 1975 | Aerial Photograph. Scale: 1"=550' | Flight Year: 1975 | NASA |
| 1982 | Aerial Photograph. Scale: 1"=690' | Flight Year: 1982 | USGS |
| 1993 | Aerial Photograph. Scale: 1"=666' | Flight Year: 1993 | USGS |
| 1998 | Aerial Photograph. Scale: 1"=666' | Flight Year: 1998 | USGS |
| 2005 | Aerial Photograph. 1" = 604' | Flight Year: 2005 | EDR |



INQUIRY #: 2680209.1

YEAR: 1939

| = 555'



EDNR Environmental Data Resources Inc.



INQUIRY #: 2680209.1

YEAR: 1946

| = 655'





INQUIRY #: 2680209.1

YEAR: 1958

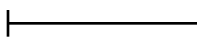
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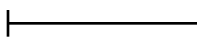
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YEAR: 1975

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INQUIRY #: 2680209.1

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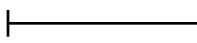
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INQUIRY #: 2680209.1

YEAR: 1993

 = 666'





INQUIRY #: 2680209.1

YEAR: 1998

Scale: = 666'





INQUIRY #: 2680209.1

YEAR: 2005

Scale: = 604'





Alameda

Alameda County

Alameda, CA 94501

Inquiry Number: 2674956.4

January 11, 2010

The EDR Historical Topographic Map Report

EDR Historical Topographic Map Report

Environmental Data Resources, Inc.s (EDR) Historical Topographic Map Report is designed to assist professionals in evaluating potential liability on a target property resulting from past activities. EDRs Historical Topographic Map Report includes a search of a collection of public and private color historical topographic maps, dating back to the early 1900s.

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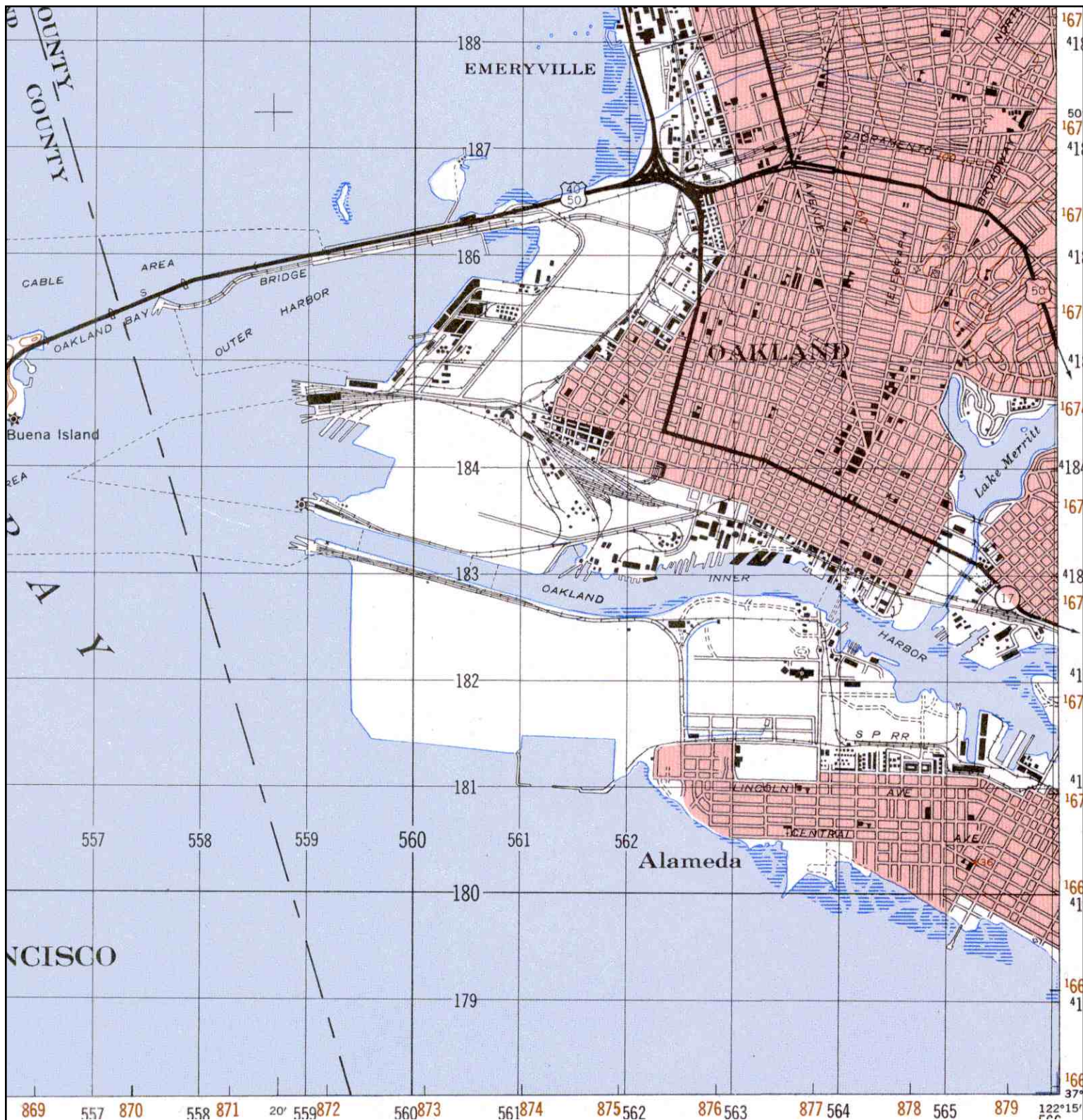
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Historical Topographic Map



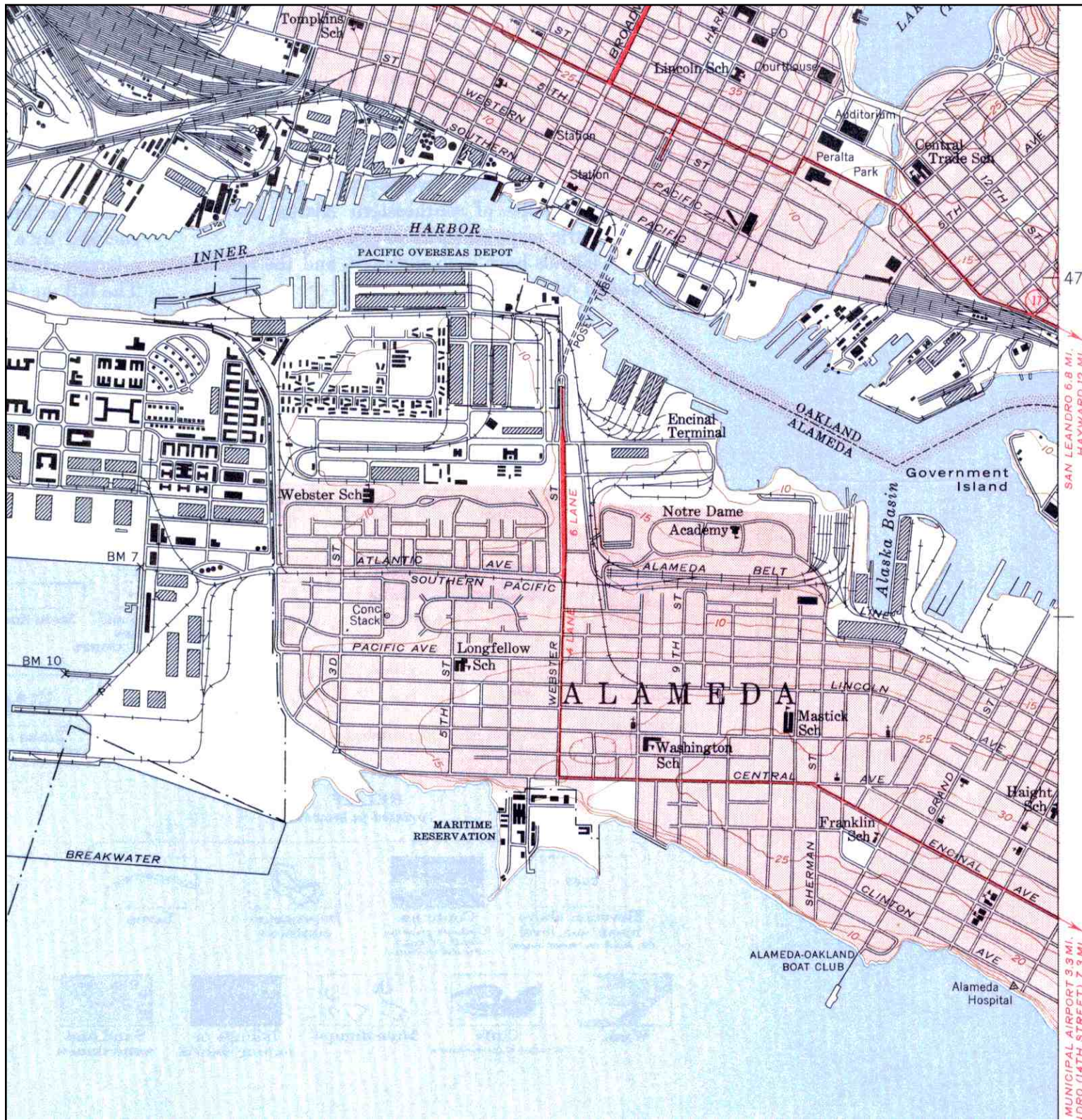
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| | <p>SERIES: 15 SCALE: 1:62500</p> | | |


Historical Topographic Map



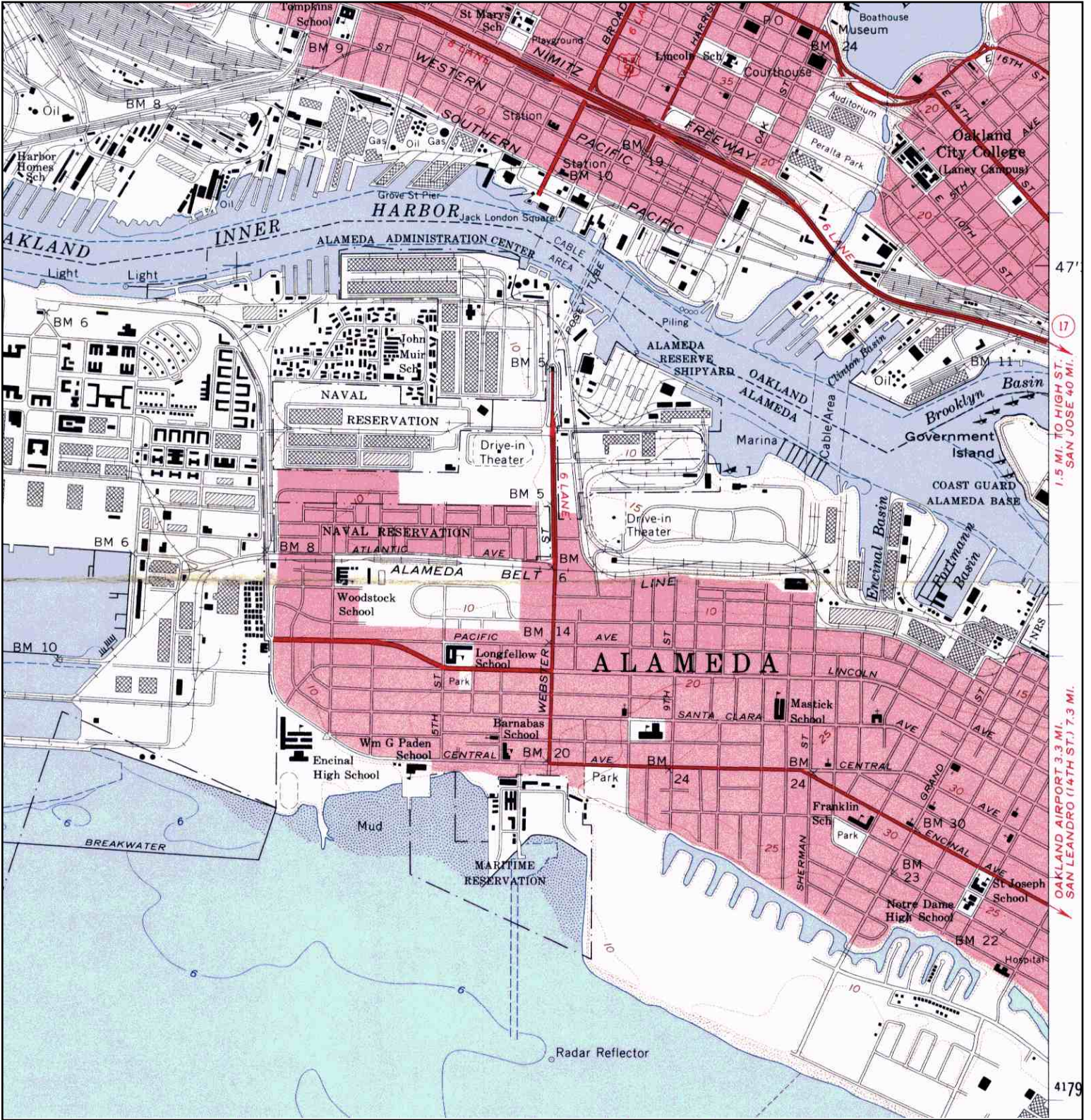
| | | | |
|--|---|--|--|
|  | TARGET QUAD NAME: SAN FRANCISCO MAP YEAR: 1948 | SITE NAME: Alameda ADDRESS: Alameda County Alameda, CA 94501 LAT/LONG: 37.7796 / 122.2736 | CLIENT: Belinda P Blackie, PE, REA CONTACT: Belinda Blackie INQUIRY#: 2674956.4 RESEARCH DATE: 01/11/2010 |
| | SERIES: 15 SCALE: 1:50000 | | |

Historical Topographic Map



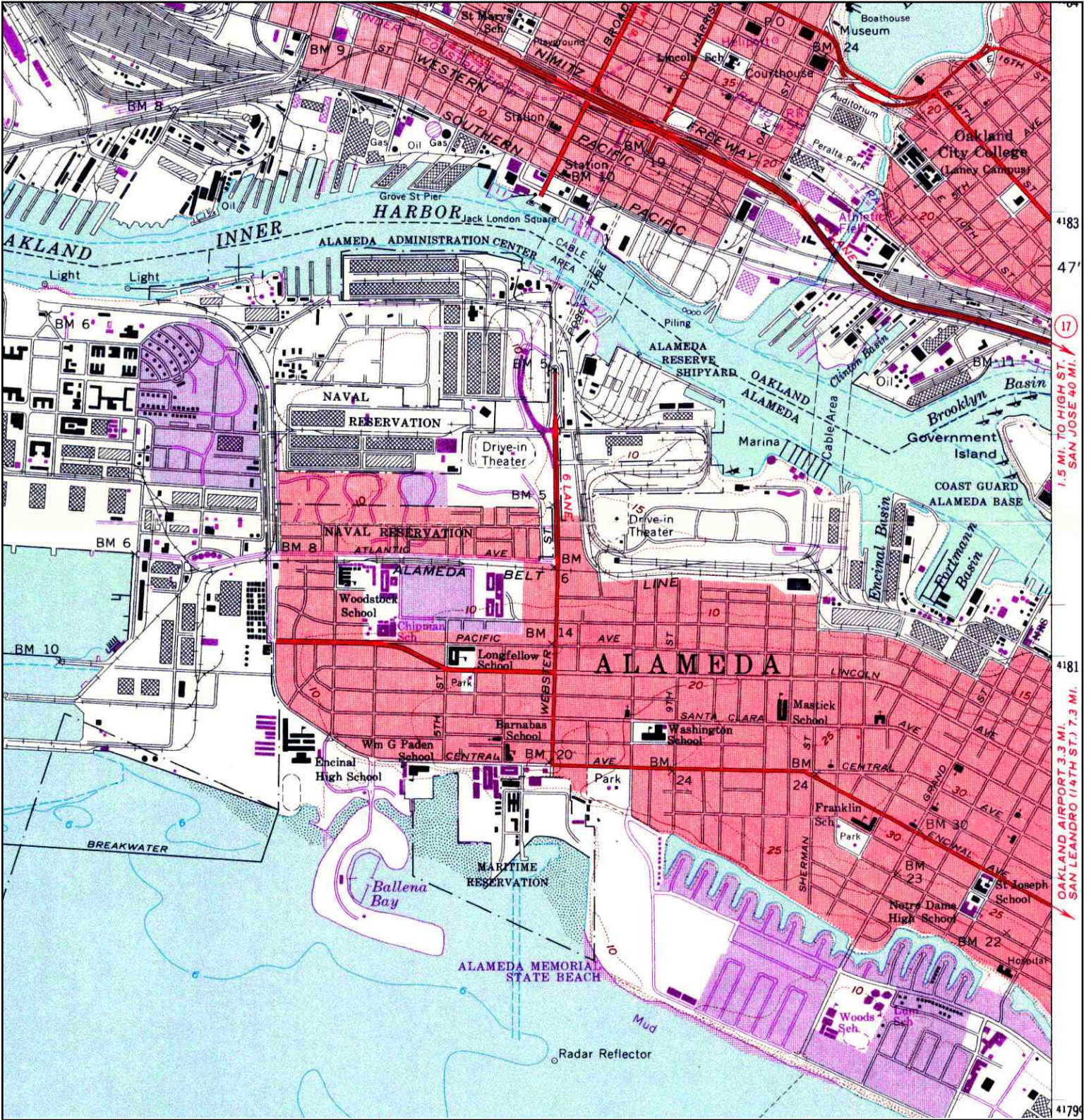
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|  | TARGET QUAD NAME: OAKLANDWEST MAP YEAR: 1949 | SITE NAME: Alameda ADDRESS: Alameda County Alameda, CA 94501 LAT/LONG: 37.7796 / 122.2736 | CLIENT: Belinda P Blackie, PE, REA CONTACT: Belinda Blackie INQUIRY#: 2674956.4 RESEARCH DATE: 01/11/2010 |
| | SERIES: 7.5 SCALE: 1:24000 | | |

Historical Topographic Map



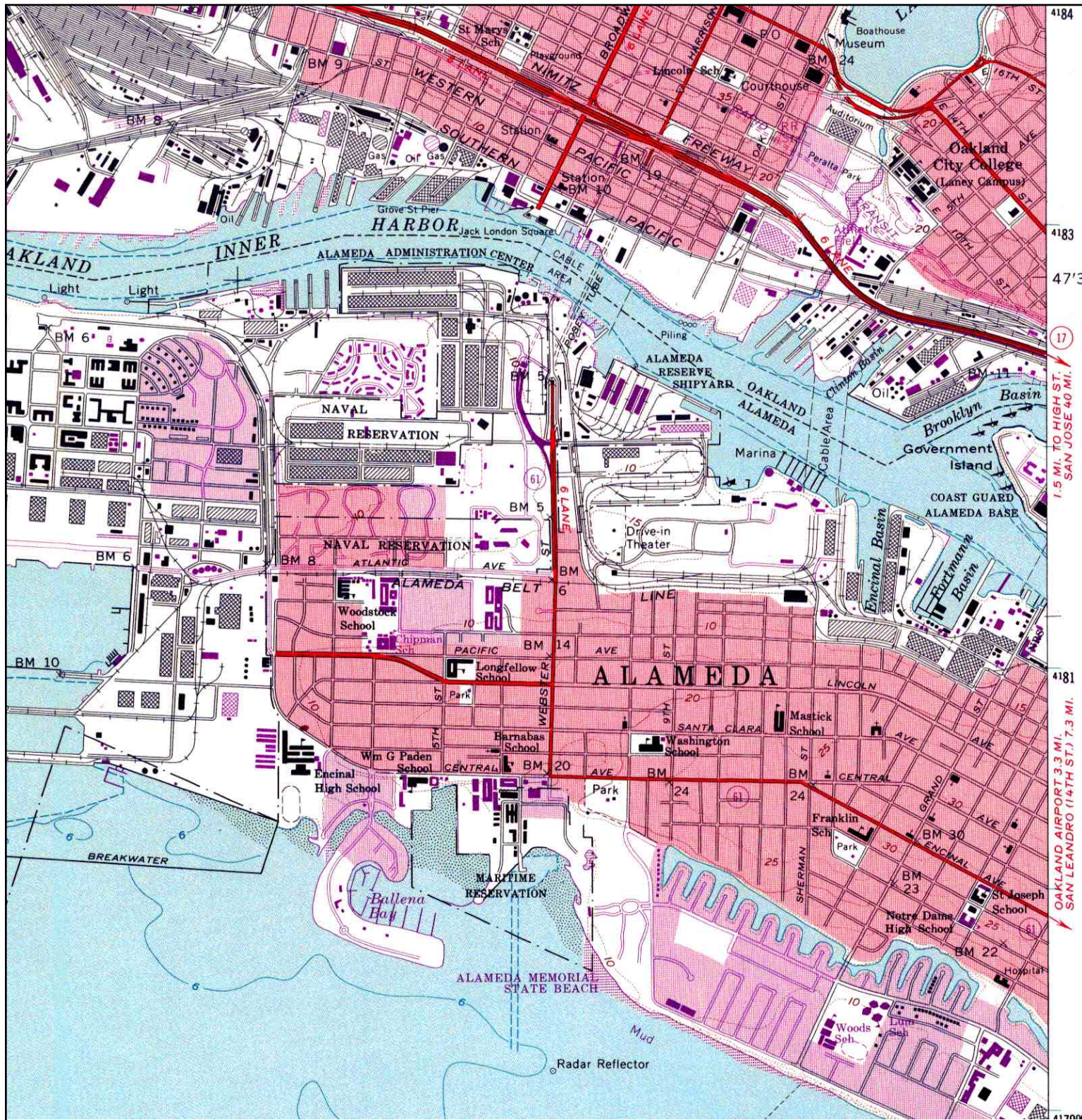
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| | NAME: OAKLANDWEST | ADDRESS: | Alameda County | CONTACT: | Belinda Blackie |
| | MAP YEAR: 1959 | | Alameda, CA 94501 | INQUIRY#: | 2674956.4 |
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Historical Topographic Map



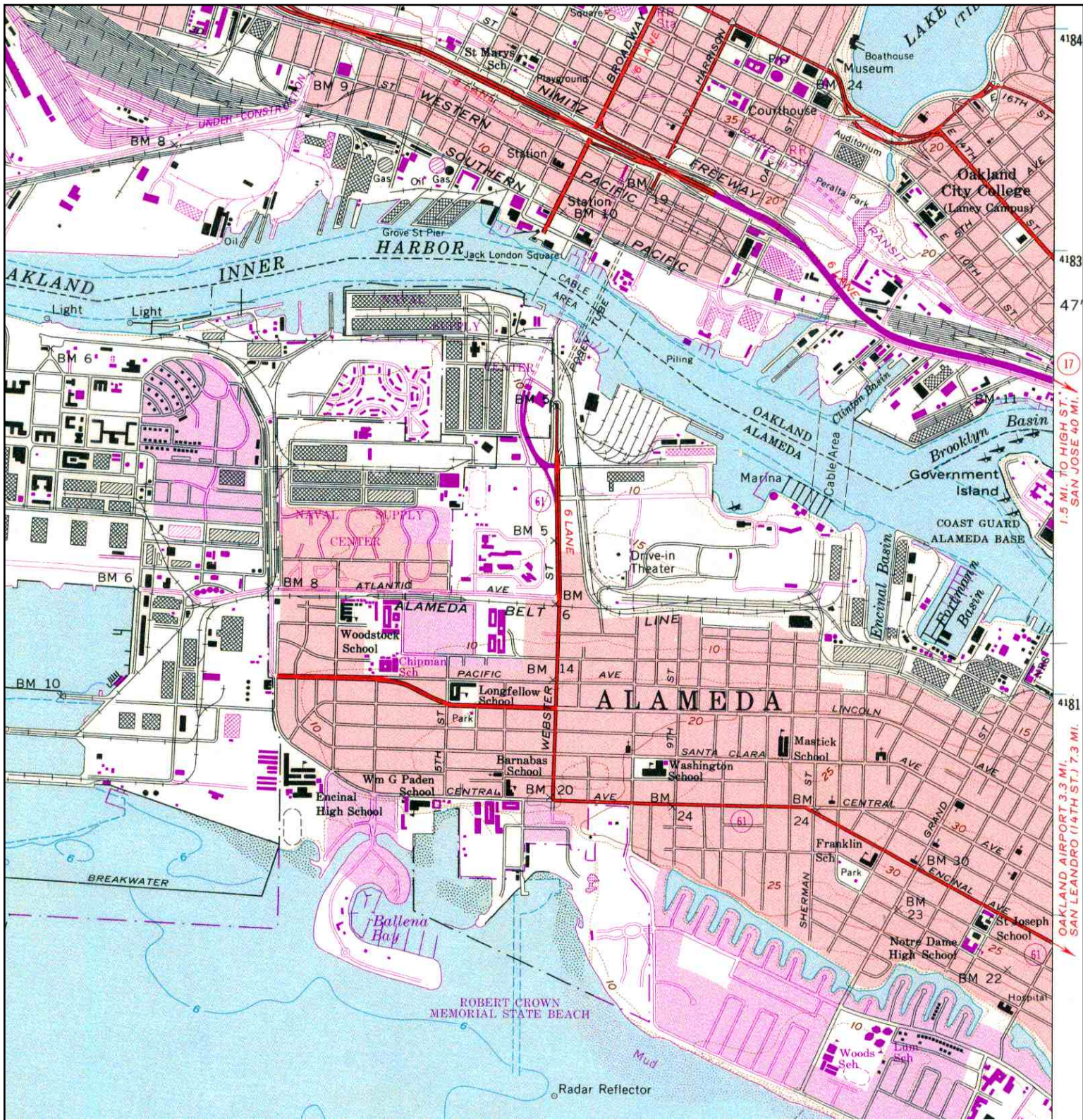
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| | NAME: OAKLANDWEST | ADDRESS: | Alameda County | CONTACT: | Belinda Blackie |
| | MAP YEAR: 1968 | | Alameda, CA 94501 | INQUIRY#: | 2674956.4 |
| | PHOTOREVISED FROM: 1959 | LAT/LONG: | 37.7796 / 122.2736 | RESEARCH DATE: | 01/11/2010 |
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| | SCALE: 1:24000 | | | | |
| | | | | | |

Historical Topographic Map



| | | | | | |
|--|-------------------------|------------|--------------------|----------------|----------------------------|
|  | TARGET QUAD | SITE NAME: | Alameda | CLIENT: | Belinda P Blackie, PE, REA |
| | NAME: OAKLANDWEST | ADDRESS: | Alameda County | CONTACT: | Belinda Blackie |
| | MAP YEAR: 1973 | | Alameda, CA 94501 | INQUIRY#: | 2674956.4 |
| | PHOTOREVISED FROM: 1959 | LAT/LONG: | 37.7796 / 122.2736 | RESEARCH DATE: | 01/11/2010 |
| | SERIES: 7.5 | | | | |
| | SCALE: 1:24000 | | | | |
| | | | | | |

Historical Topographic Map



| | | | | | |
|----------|-------------------------|------------|--------------------|----------------|----------------------------|
| <p>N</p> | TARGET QUAD | SITE NAME: | Alameda | CLIENT: | Belinda P Blackie, PE, REA |
| | NAME: OAKLANDWEST | ADDRESS: | Alameda County | CONTACT: | Belinda Blackie |
| | MAP YEAR: 1980 | | Alameda, CA 94501 | INQUIRY#: | 2674956.4 |
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| | SERIES: 7.5 | | | | |
| | SCALE: 1:24000 | | | | |
| | | | | | |



Alameda

Alameda County

Alameda, CA 94501

Inquiry Number: 2674956.3

January 13, 2010

Certified Sanborn® Map Report

Certified Sanborn® Map Report

1/13/10

Site Name:

Alameda
Alameda County
Alameda, CA 94501

Client Name:

Belinda P Blackie, PE, REA
1355 Poe Lane
San Jose, CA 95130



EDR Inquiry # 2674956.3

Contact: Belinda Blackie

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Certified Sanborn Results:

Site Name: Alameda
Address: Alameda County
City, State, Zip: Alameda, CA 94501
Cross Street:
P.O. # NA
Project: NA
Certification # 7B24-484B-8BB0



Sanborn® Library search results
Certification # 7B24-484B-8BB0

Maps Provided:

1987
1950
1948
1897

The Sanborn Library includes more than 1.2 million Sanborn fire insurance maps, which track historical property usage in approximately 12,000 American cities and towns. Collections searched:

- Library of Congress
- University Publications of America
- EDR Private Collection

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- Your target property is centered on each map. You can quickly locate your target property and view adjoining properties. Plus, adjoining properties are included more often, reducing your need to refer to additional maps.
- All maps are now displayed at a uniform scale. This makes it easier for you to view changes to the property over time.
- We've increased coverage by adding thousands of new maps from 40 cities for years 1994-2007.
- A new Map Key and Sheet Thumbnails let you reference sheet numbers, year and volume of original Sanborn Map panels used for this report.

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Sanborn Sheet Thumbnails

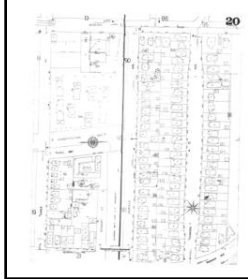
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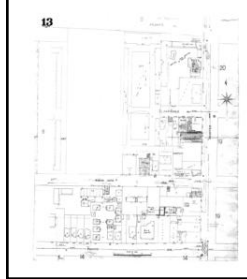
1987 Source Sheets



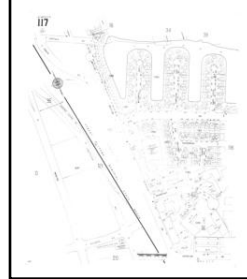
Volume 1, Sheet 40



Volume 1, Sheet 41



Volume 1, Sheet 34



Volume 1, Sheet 117

1950 Source Sheets



Volume 1, Sheet 13



Volume 1, Sheet 19



Volume 1, Sheet 20

1948 Source Sheets



Volume 1, Sheet 19

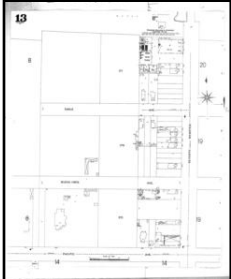


Volume 1, Sheet 20



Volume 1, Sheet 13

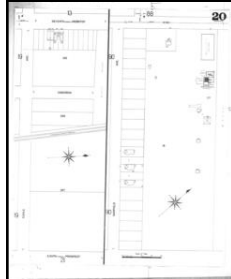
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Volume 1, Sheet 13



Volume 1, Sheet 19



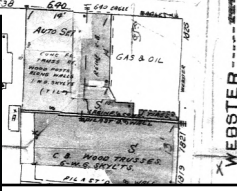
Volume 1, Sheet 20

1987 Certified Sanborn Map

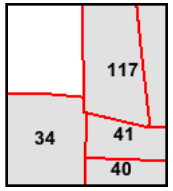
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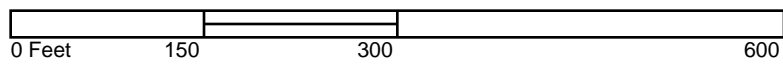
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 Address: Alameda County
 City, ST, ZIP: Alameda CA 94501
 Client: Belinda P Blackie, PE, REA
 EDR Inquiry: 2674956.3
 Order Date: 1/13/2010 10:46:00 AM
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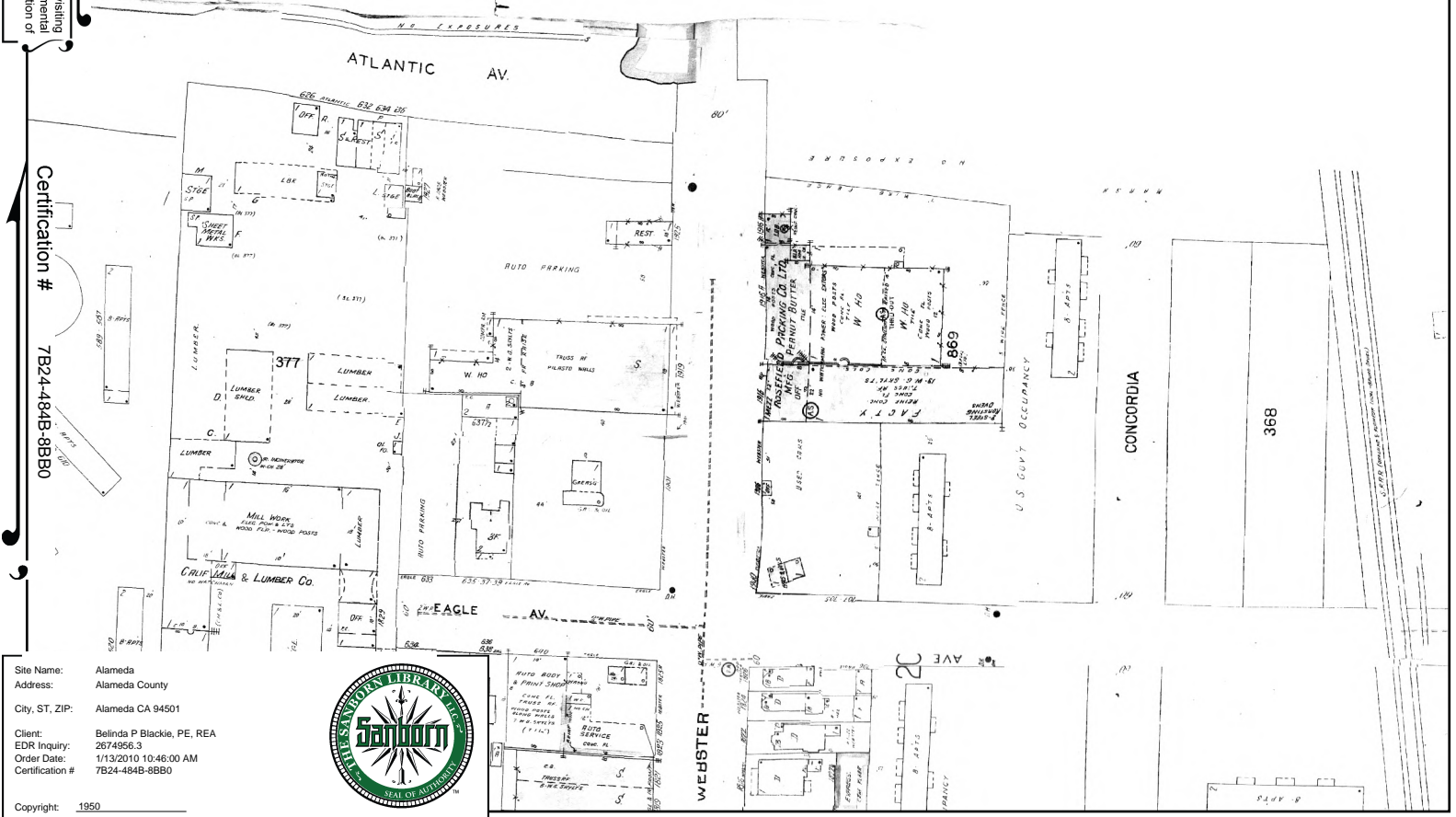
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- Volume 1, Sheet 41
- Volume 1, Sheet 34
- Volume 1, Sheet 117



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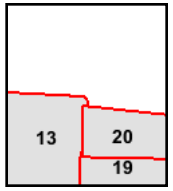
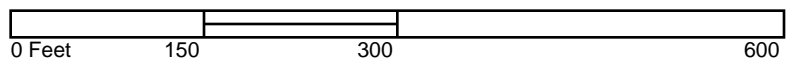
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Site Name: Alameda
 Address: Alameda County
 City, ST, ZIP: Alameda CA 94501
 Client: Belinda P Blackie, PE, REA
 EDR Inquiry: 2674956-3
 Order Date: 1/13/2010 10:46:00 AM
 Certification # 7B24-484B-8B80



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 Volume 1, Sheet 19
 Volume 1, Sheet 20



1948 Certified Sanborn Map

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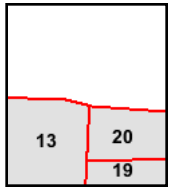
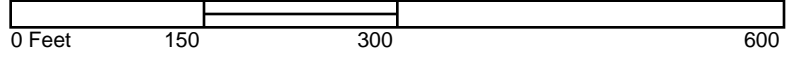


Certification # 7B24-484B-88B0

Site Name: Alameda
 Address: Alameda County
 City, ST, ZIP: Alameda CA 94501
 Client: Belinda P Blackie, PE, REA
 EDR Inquiry: 2674956-3
 Order Date: 1/13/2010 10:46:00 AM
 Certification # 7B24-484B-88B0



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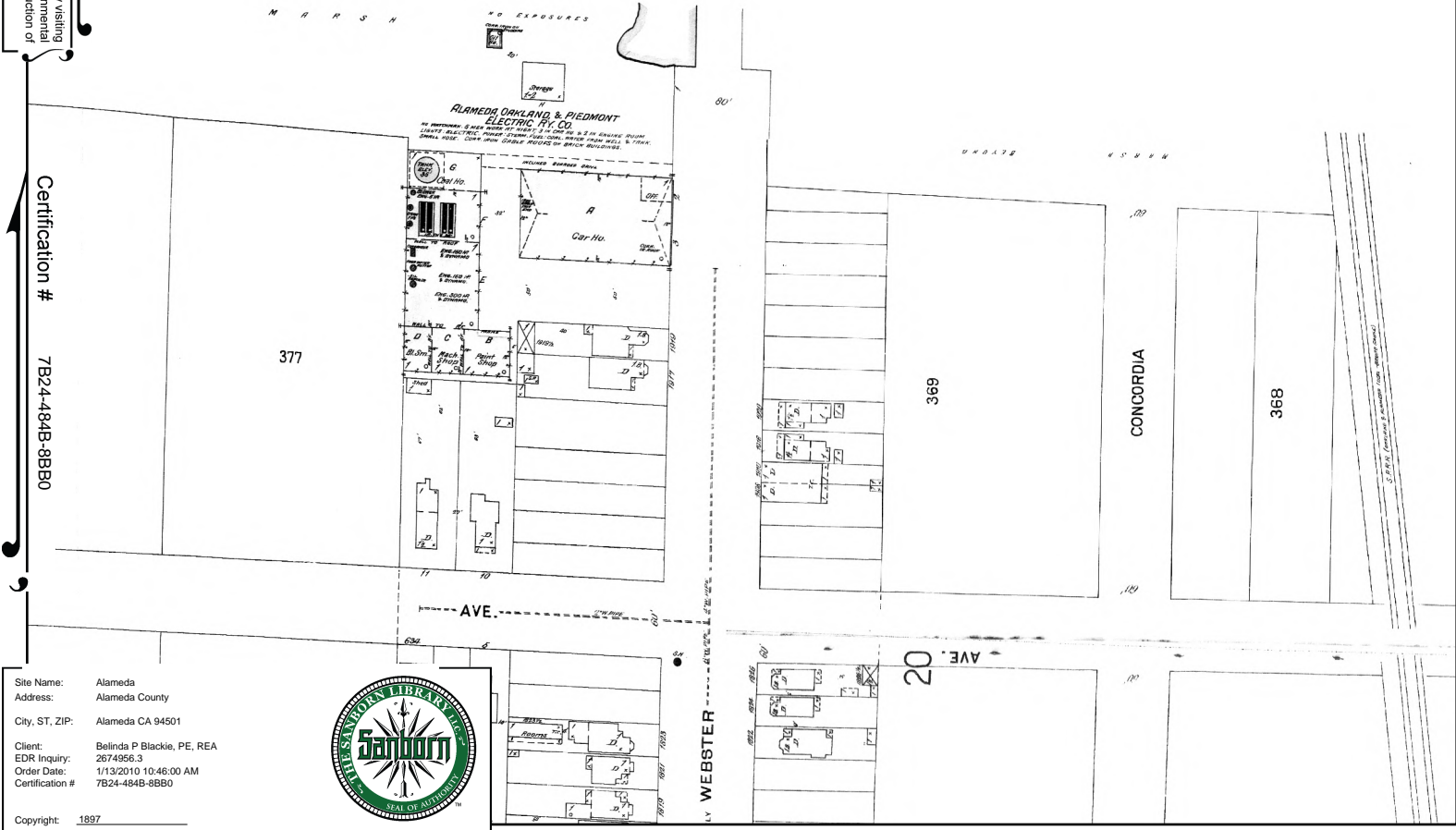
- Volume 1, Sheet 19
- Volume 1, Sheet 20
- Volume 1, Sheet 13



1897 Certified Sanborn Map

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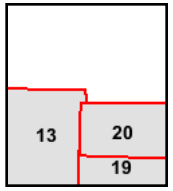
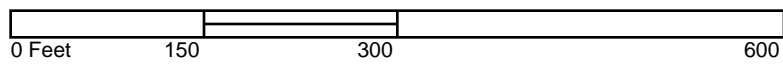
Certification # 7B24-484B-8BB0



Site Name: Alameda
 Address: Alameda County
 City, ST, ZIP: Alameda CA 94501
 Client: Belinda P Blackie, PE, REA
 EDR Inquiry: 2674956-3
 Order Date: 1/13/2010 10:46:00 AM
 Certification # 7B24-484B-8BB0

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This Certified Sanborn Map combines the following sheets (thumbnails on page 3).



- Volume 1, Sheet 13
- Volume 1, Sheet 19
- Volume 1, Sheet 20





Alameda

Alameda County

Alameda, CA 94501

Inquiry Number: 2674956.3

January 13, 2010

Certified Sanborn® Map Report

Certified Sanborn® Map Report

1/13/10

Site Name:

Alameda
Alameda County
Alameda, CA 94501

Client Name:

Belinda P Blackie, PE, REA
1355 Poe Lane
San Jose, CA 95130



EDR Inquiry # 2674956.3

Contact: Belinda Blackie

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Certified Sanborn Results:

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Address: Alameda County
City, State, Zip: Alameda, CA 94501
Cross Street:
P.O. # NA
Project: NA
Certification # 7B24-484B-8BB0



Sanborn® Library search results
Certification # 7B24-484B-8BB0

Maps Provided:

1987
1950
1948
1897

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- We've increased coverage by adding thousands of new maps from 40 cities for years 1994-2007.
- A new Map Key and Sheet Thumbnails let you reference sheet numbers, year and volume of original Sanborn Map panels used for this report.

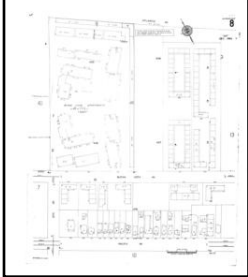
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Sanborn Sheet Thumbnails

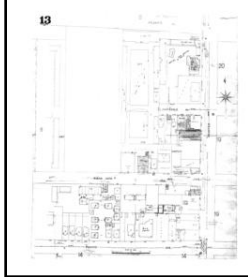
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1987 Source Sheets



Volume 1, Sheet 29



Volume 1, Sheet 34

1950 Source Sheets



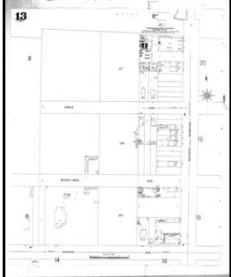
Volume 1, Sheet 13

1948 Source Sheets

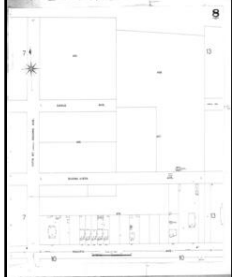


Volume 1, Sheet 13

1897 Source Sheets



Volume 1, Sheet 13



Volume 1, Sheet 8

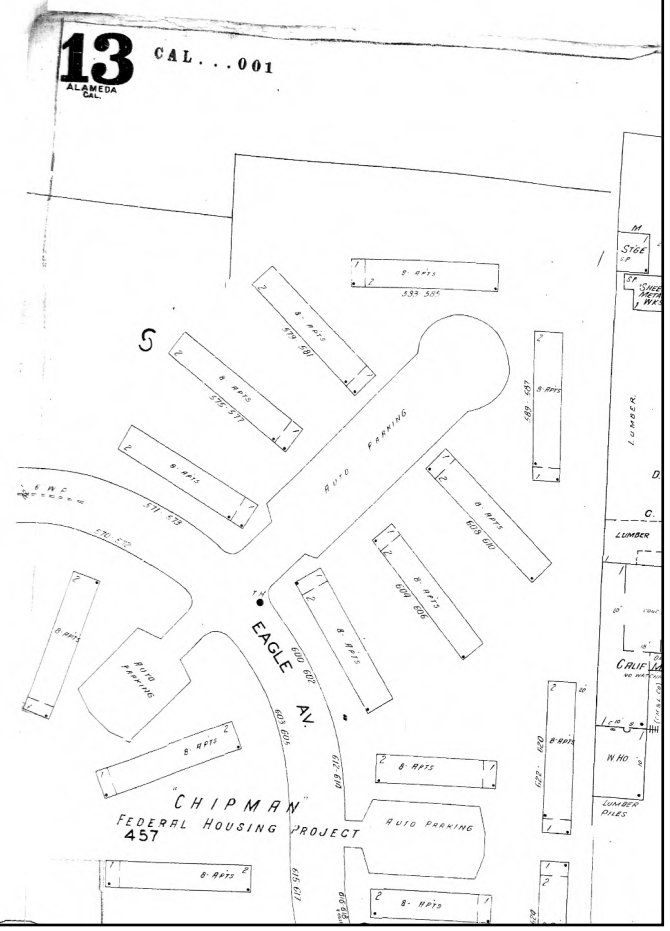
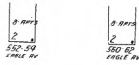
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 Address: Alameda County
 City, ST, ZIP: Alameda CA 94501
 Client: Belinda P Blackie, PE, REA
 EDR Inquiry: 2674956-3
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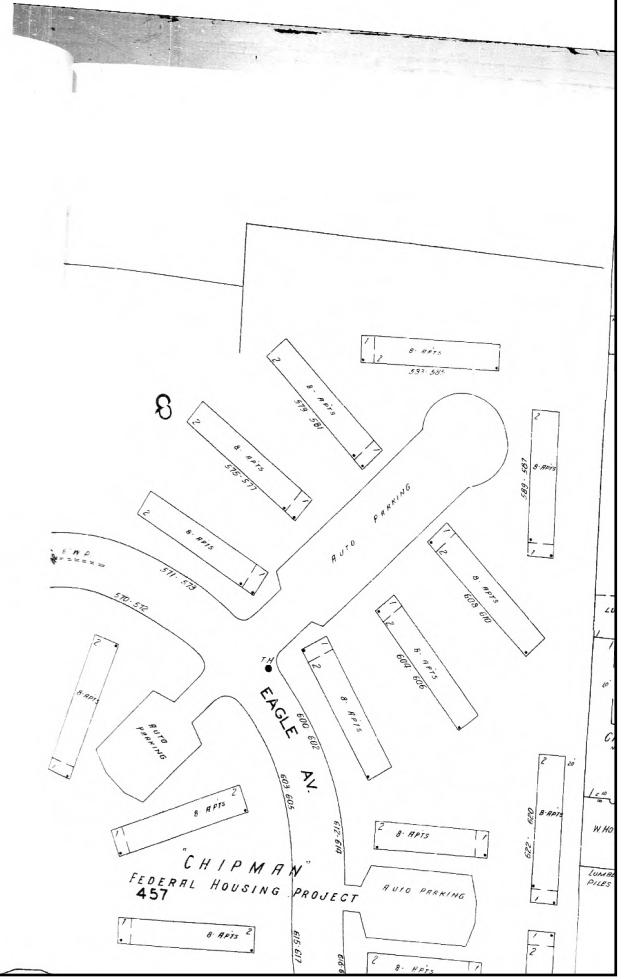
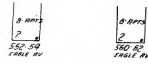
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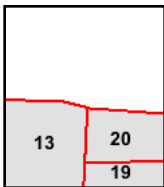
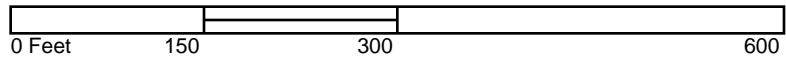
Certification # 7B24-484B-8BB0

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 City, ST, ZIP: Alameda CA 94501
 Client: Belinda P Blackie, PE, REA
 EDR Inquiry: 2674956-3
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Volume 1, Sheet 13

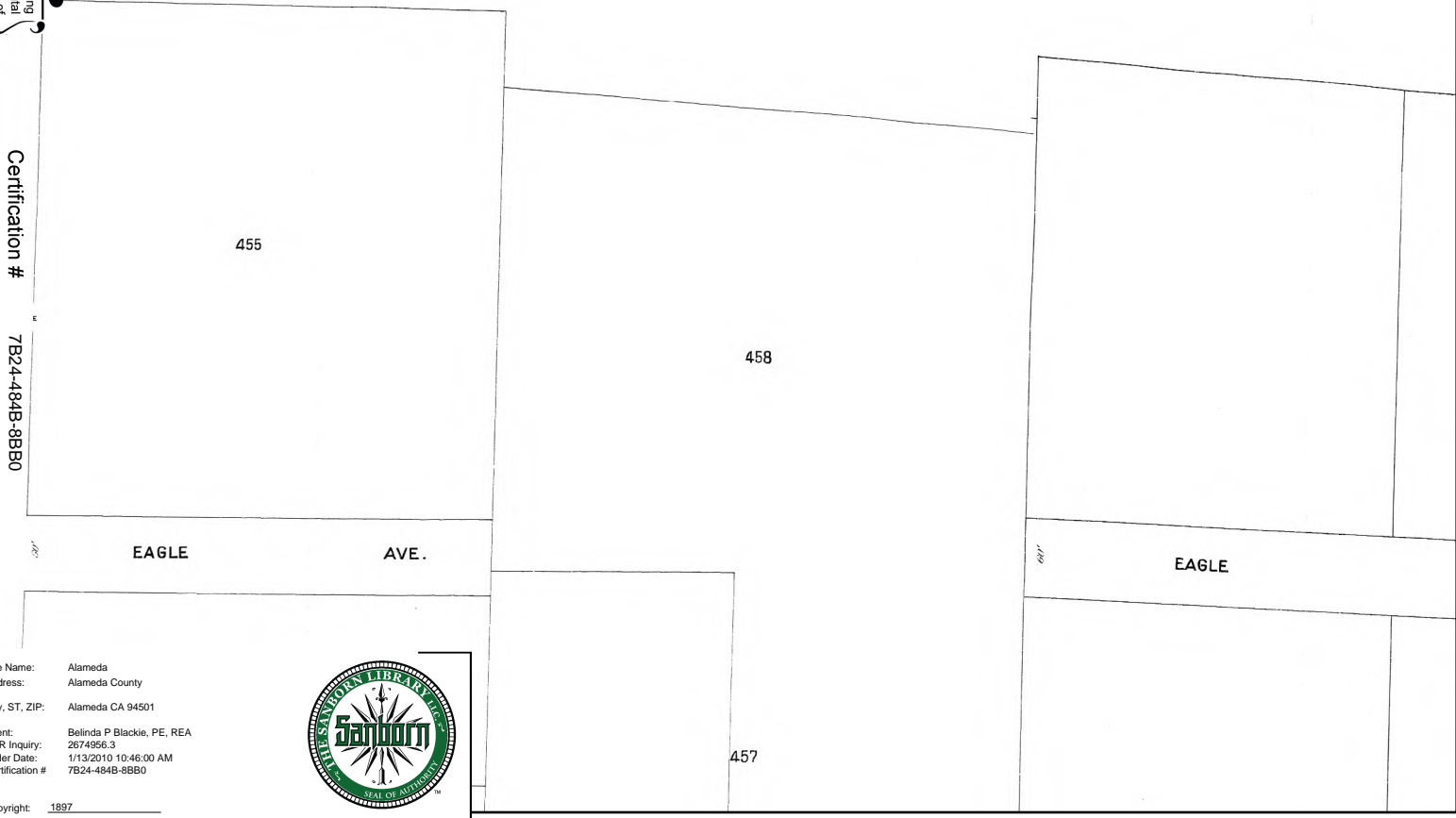


1897 Certified Sanborn Map

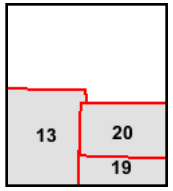
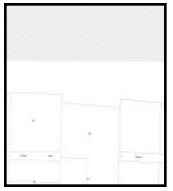
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Volume 1, Sheet 13
 Volume 1, Sheet 8





Alameda

Alameda County

Alameda, CA 94501

Inquiry Number: 2674956.3

January 13, 2010

Certified Sanborn® Map Report

Certified Sanborn® Map Report

1/13/10

Site Name:

Alameda
Alameda County
Alameda, CA 94501

Client Name:

Belinda P Blackie, PE, REA
1355 Poe Lane
San Jose, CA 95130



EDR Inquiry # 2674956.3

Contact: Belinda Blackie

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Sanborn Sheet Thumbnails

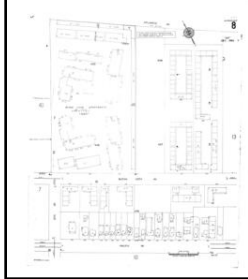
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1987 Source Sheets



Volume 1, Sheet 27



Volume 1, Sheet 29

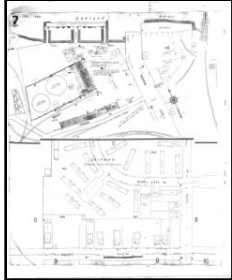


Volume 1, Sheet 61

1950 Source Sheets



Volume 1, Sheet 6

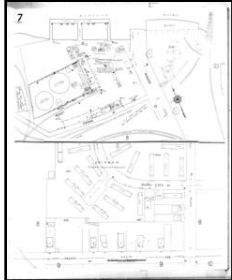


Volume 1, Sheet 7

1948 Source Sheets

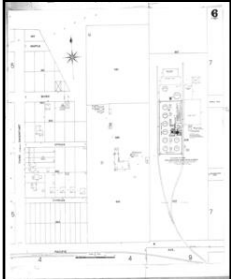


Volume 1, Sheet 6

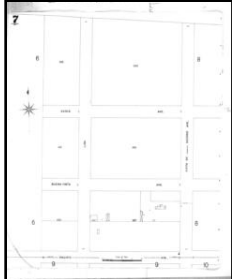


Volume 1, Sheet 7

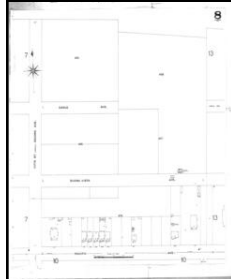
1897 Source Sheets



Volume 1, Sheet 6



Volume 1, Sheet 7



Volume 1, Sheet 8

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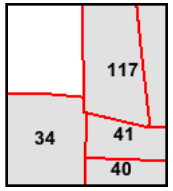
Certification # 7B24-484B-8BB0

Site Name: Alameda
 Address: Alameda County
 City, ST, ZIP: Alameda CA 94501
 Client: Belinda P Blackie, PE, REA
 EDR Inquiry: 2674956-3
 Order Date: 1/13/2010 10:46:00 AM
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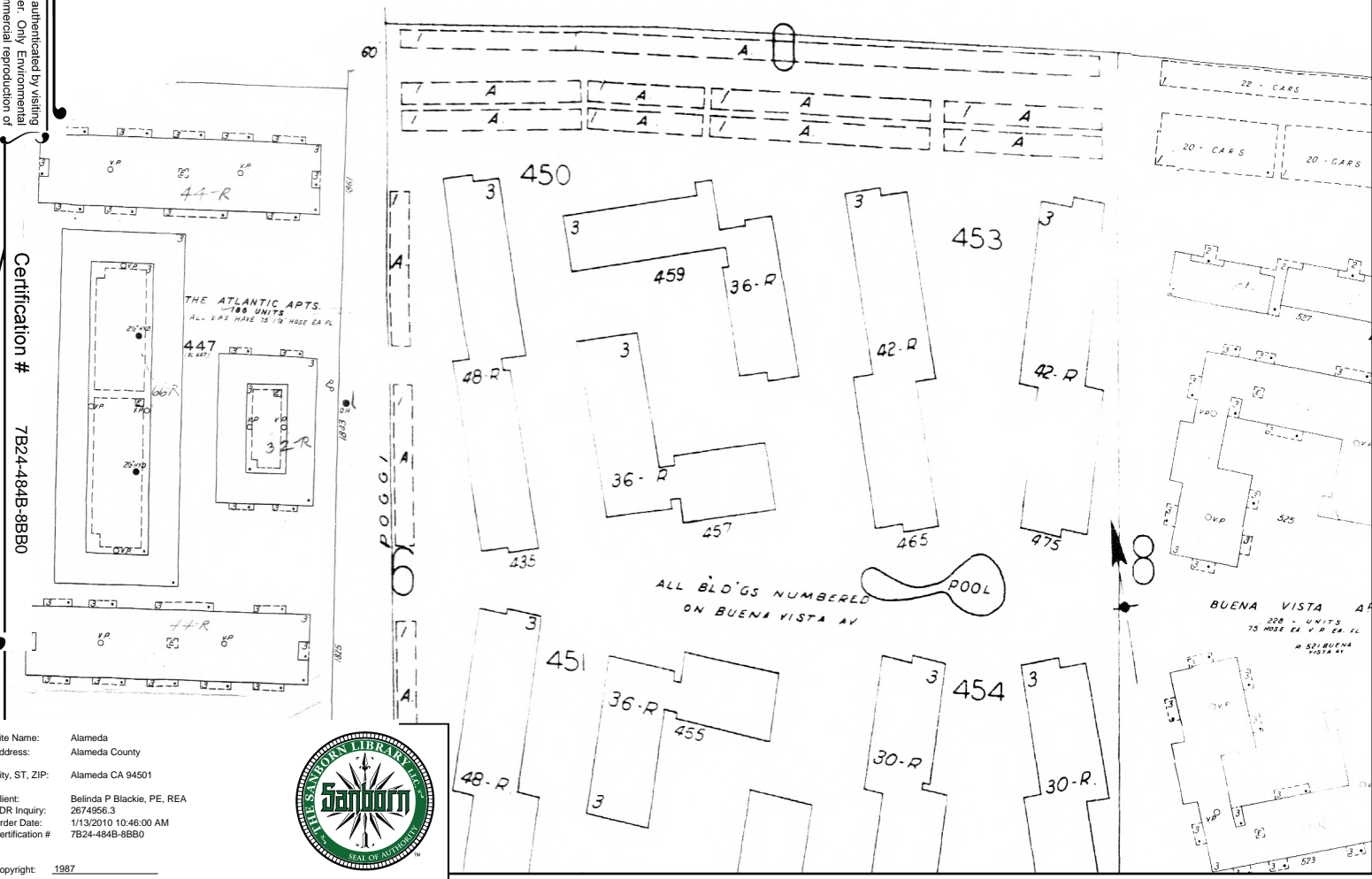
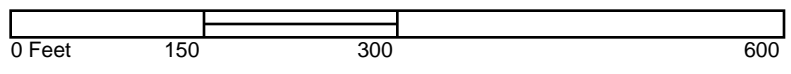


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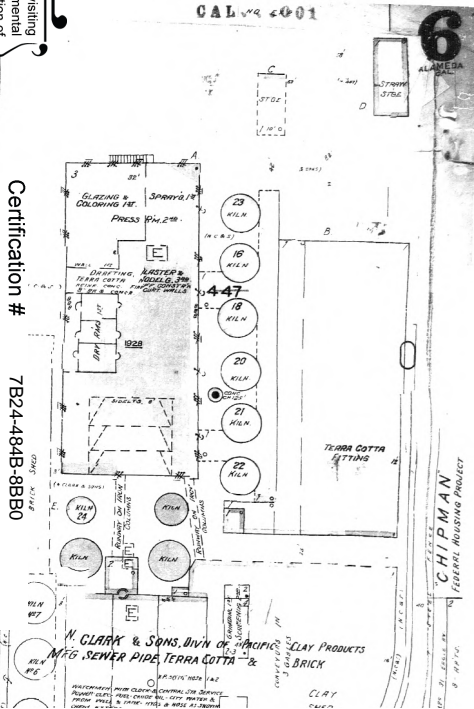
Volume 1, Sheet 27
 Volume 1, Sheet 29
 Volume 1, Sheet 61



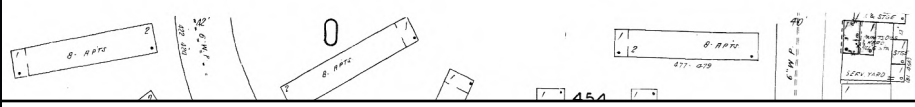
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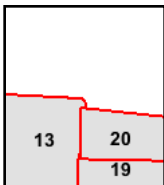
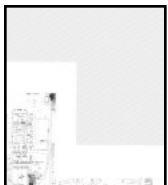
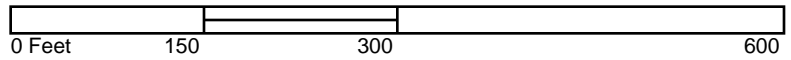
Certification # 7B24-484B-8B80



Site Name: Alameda
 Address: Alameda County
 City, ST, ZIP: Alameda CA 94501
 Client: Belinda P Blackie, PE, REA
 EDR Inquiry: 2674956-3
 Order Date: 1/13/2010 10:46:00 AM
 Certification # 7B24-484B-8B80



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Volume 1, Sheet 6
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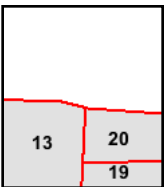
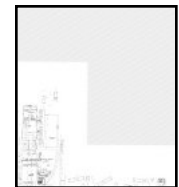


1948 Certified Sanborn Map

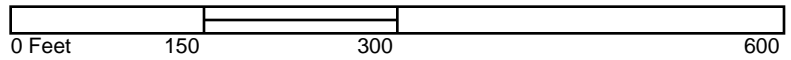
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 City, ST, ZIP: Alameda CA 94501
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Volume 1, Sheet 6
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1897 Certified Sanborn Map

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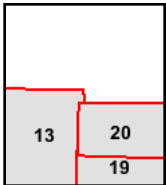
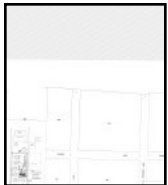
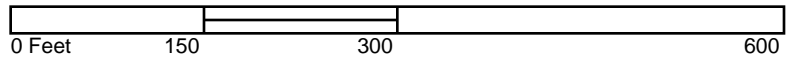


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Volume 1, Sheet 6
 Volume 1, Sheet 7
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Alameda

Alameda County

Alameda, CA 94501

Inquiry Number: 2674956.3

January 13, 2010

Certified Sanborn® Map Report

Certified Sanborn® Map Report

1/13/10

Site Name:

Alameda
Alameda County
Alameda, CA 94501

Client Name:

Belinda P Blackie, PE, REA
1355 Poe Lane
San Jose, CA 95130



EDR Inquiry # 2674956.3

Contact: Belinda Blackie

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- We've increased coverage by adding thousands of new maps from 40 cities for years 1994-2007.
- A new Map Key and Sheet Thumbnails let you reference sheet numbers, year and volume of original Sanborn Map panels used for this report.

For more information about the new enhancements to the Certified Sanborn Map Report, contact your EDR representative at 800-352-0050.

Sanborn Sheet Thumbnails

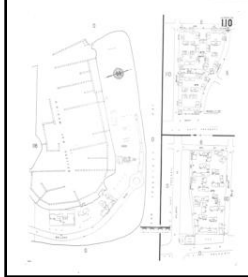
This Certified Sanborn Map Report is based upon the following Sanborn Fire Insurance map sheets.



1987 Source Sheets



Volume 1, Sheet 27



Volume 1, Sheet 110

1950 Source Sheets



Volume 1, Sheet 6

1948 Source Sheets

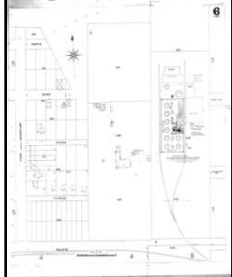


Volume 1, Sheet 6

1897 Source Sheets



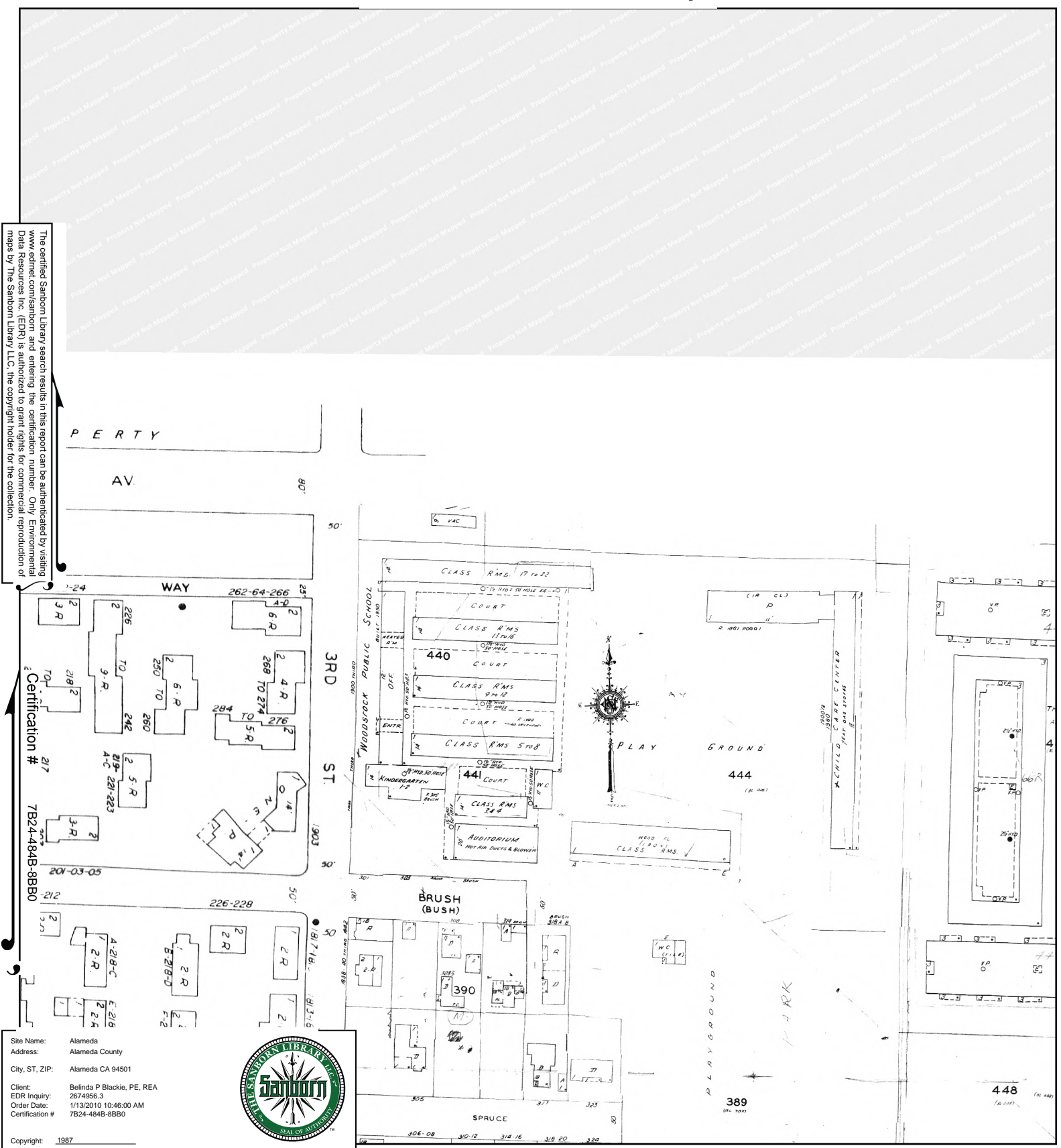
Volume 1, Sheet 5



Volume 1, Sheet 6

1987 Certified Sanborn Map

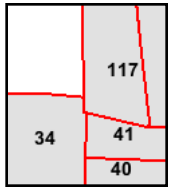
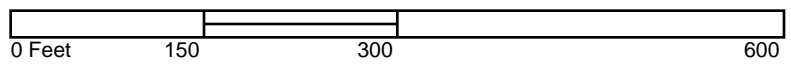
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Site Name: Alameda
 Address: Alameda County
 City, ST, ZIP: Alameda CA 94501
 Client: Belinda P Blackie, PE, REA
 EDR Inquiry: 2674956-3
 Order Date: 1/13/2010 10:46:00 AM
 Certification # 7B24-484B-8B80



This Certified Sanborn Map combines the following sheets (thumbnails on page 3).



Volume 1, Sheet 37
 Volume 1, Sheet 110

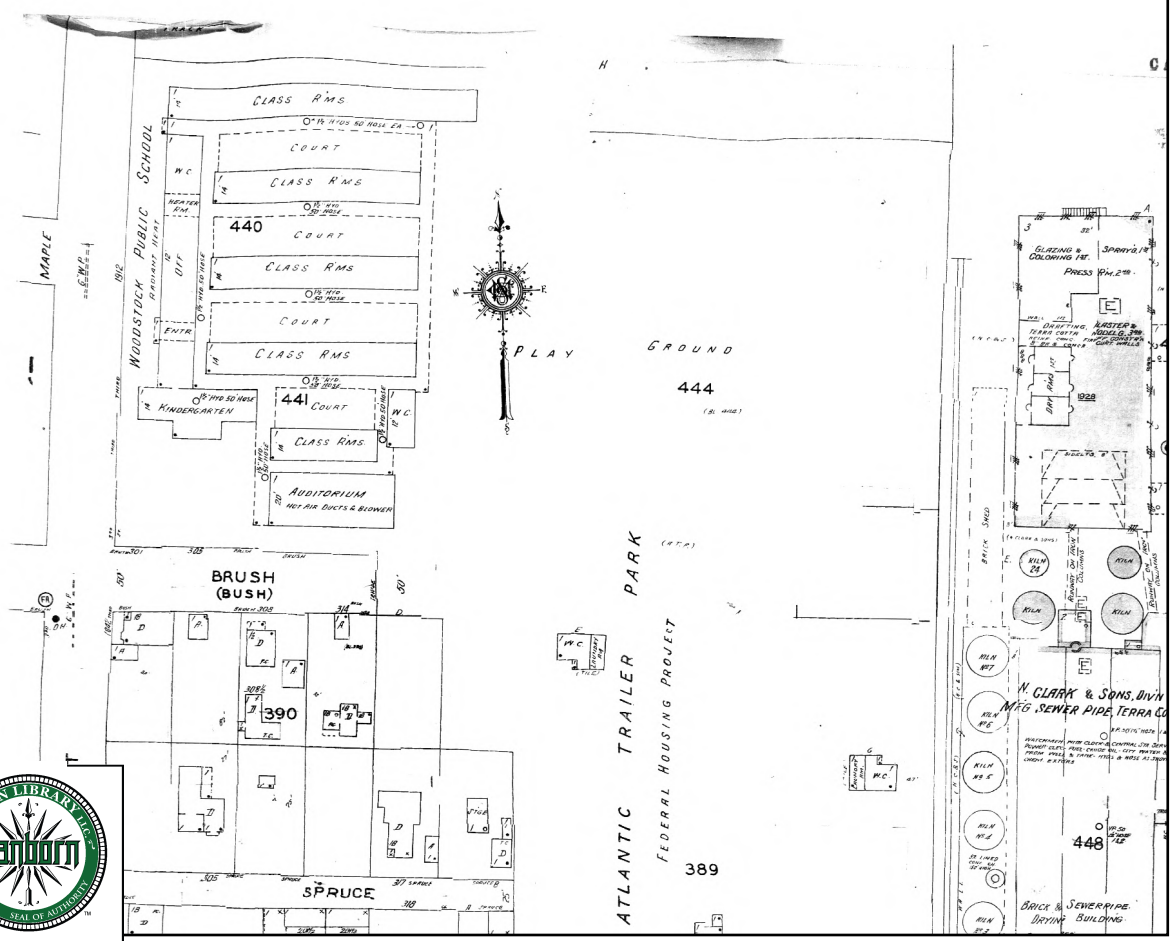


1950 Certified Sanborn Map

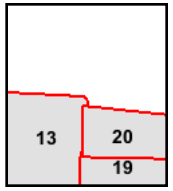
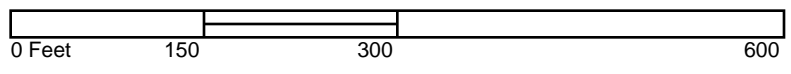
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Certification # 7B24-484B-8BB0

Site Name: Alameda
 Address: Alameda County
 City, ST, ZIP: Alameda CA 94501
 Client: Belinda P Blackie, PE, REA
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 Order Date: 1/13/2010 10:46:00 AM
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Volume 1, Sheet 6

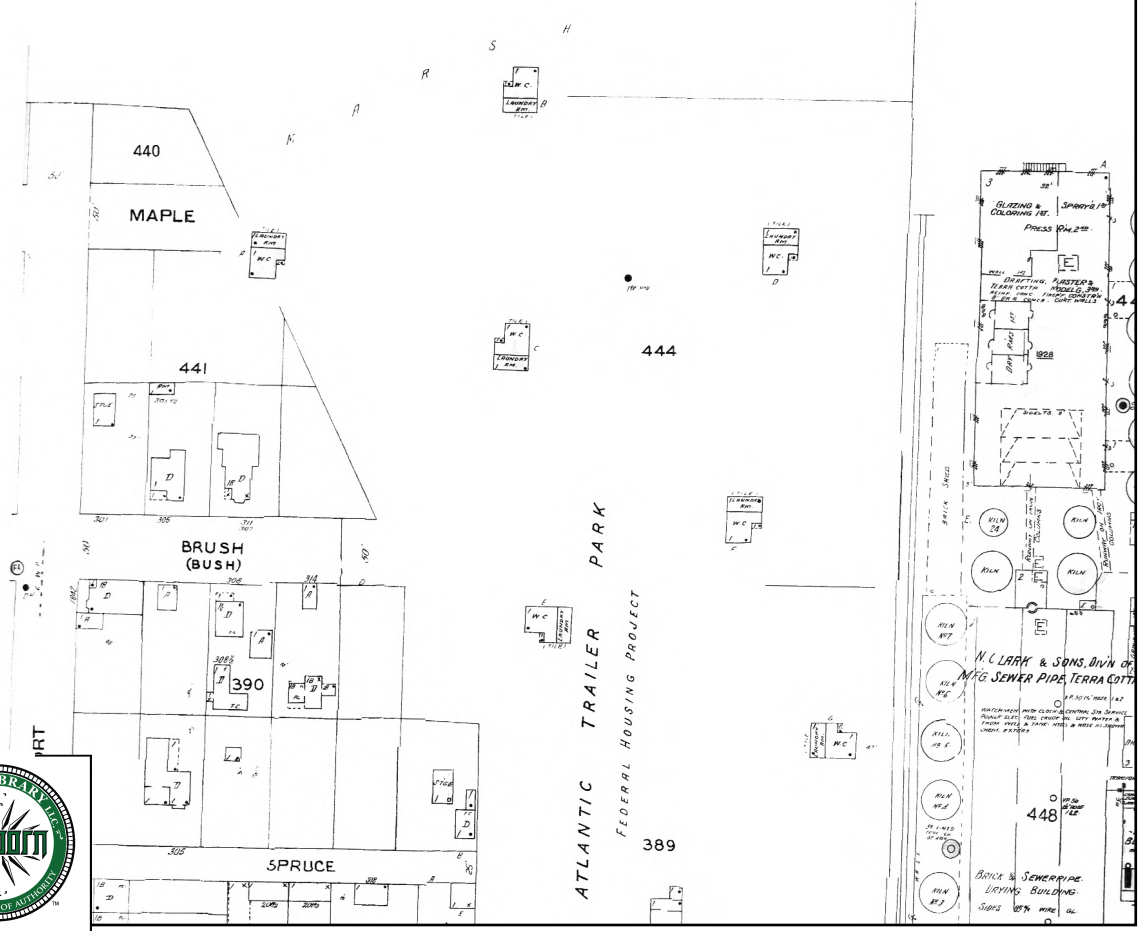


1948 Certified Sanborn Map

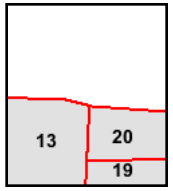
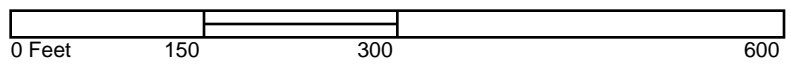
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Site Name: Alameda
 Address: Alameda County
 City, ST, ZIP: Alameda CA 94501
 Client: Belinda P Blackie, PE, REA
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Volume 1, Sheet 6



1897 Certified Sanborn Map

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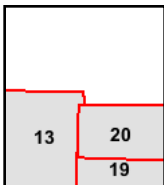
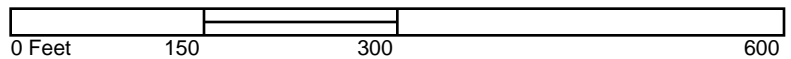
Certification # 7B24-484B-8BB0

Site Name: Alameda
 Address: Alameda County
 City, ST, ZIP: Alameda CA 94501
 Client: Belinda P Blackie, PE, REA
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Volume 1, Sheet 5
 Volume 1, Sheet 6

