

C A T E L L U S



ALCO
HAZMAT

94 JUN 13 PM 2:40

June 10, 1994

Alameda County Health Agency
Division of Hazardous Materials
Department of Environmental Health
80 Swan Way, Room 350
Oakland, California 94621

Attention: Ms. Susan Hugo
Senior Hazardous Materials Specialist

Subject: Phase I Environmental Site Assessment for 40th Street Right-of-Way
Emeryville, CA

Dear Susan:

Please find enclosed a copy of the above-referenced report for your use. If you have any questions regarding this project, please contact me at (415) 974-3705.

Sincerely,

Kimberly A. Brandt
Environmental Specialist

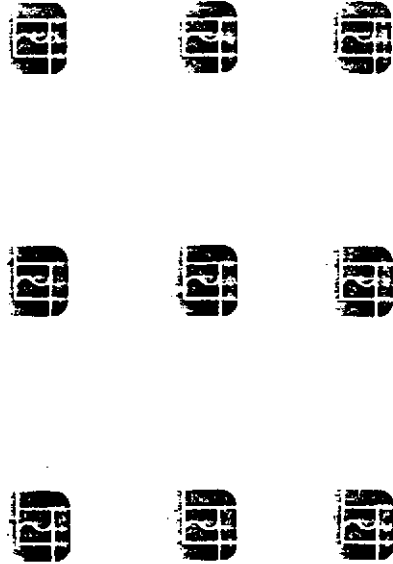
enclosure

corresp/hugo2.ltr

CATELLUS DEVELOPMENT CORPORATION

201 MISSION STREET, 30TH FLOOR · SAN FRANCISCO, CALIFORNIA 94105 · TEL 415 974-4500 FAX 415 974-4613

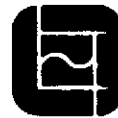
ALCO
HAZMAT
94 JUN 13 PM 2:40



**Phase I
Environmental Site Assessment
40th Street Right-of-Way
Emeryville, California**

**June 29, 1993
1649.00-15**

**Prepared for
Catellus Development Corporation
201 Mission Street
San Francisco, California 94105**



LEVINE-FRICKE



LEVINE-FRICKE

REGISTERED PROFESSIONAL ENGINEERS AND GEOLOGISTS

June 29, 1993

LF 1649.00-15

Kimberly Brandt
Catellus Development Corporation
201 Mission Street
San Francisco, California 94105

Subject: Phase I Environmental Site Assessment Report
40th Street Right-of-Way
Emeryville, California

Dear Kim:

Enclosed is a copy of our report summarizing the findings of our Phase I Environmental Site Assessment of the subject property. We have incorporated your review comments as requested.

If you have any questions concerning this report, please call me.

Sincerely,

Cynthia Barclay, R.E.A.
Senior Project Geologist

Enclosures

1900 Powell Street, 12th Floor
Emeryville, California 94608
510/652-4500
510/652-2210

CONTENTS

	<u>PAGE</u>
LIST OF FIGURES	ii
1.0 INTRODUCTION	1
2.0 SCOPE OF WORK	1
3.0 PHYSICAL CHARACTERISTICS OF THE SITE AND VICINITY	3
3.1 Regional Topography/Geology	3
3.2 Hydrogeologic Setting	3
4.0 HISTORY OF THE SITE AND VICINITY	3
4.1 City Directories and Sanborne Fire Insurance Maps Review	3
4.2 Aerial Photograph Review	4
5.0 SITE RECONNAISSANCE	7
5.1 Site Visit	7
5.2 Drive-By Reconnaissance	9
6.0 REVIEW OF REGULATORY RECORDS	9
6.1 Fuel Leak Cases	10
6.1.1 AC Transit, 1140 45th Street, Emeryville	11
6.1.2 California Linen Rental, 989 41st Street, Oakland	11
6.1.3 City of Emeryville, 4300-4310 San Pablo Avenue, Emeryville	12
6.1.4 Damele Property, 4401 Market Street, Oakland	13
6.1.5 Les Paul, 1199 Park Avenue, Emeryville	14
6.1.6 San Francisco Bread Company, 4070 San Pablo Avenue, Emeryville	14
6.2 Toxic Release Cases	15
7.0 SUMMARY AND CONCLUSIONS	16
8.0 RECOMMENDATIONS	17
9.0 LIMITATIONS	18
REFERENCES	20

LIST OF FIGURES

- 1 Site Location Map
- 2 Site Plan
- 3 Fuel Leak Cases Location Map
- 4 Toxic Cases Location Map

June 29, 1993

LF 1649.00-15

**PHASE I ENVIRONMENTAL SITE ASSESSMENT
40TH STREET RIGHT-OF-WAY
EMERYVILLE, CALIFORNIA**

1.0 INTRODUCTION

As requested by Catellus Development Corporation ("Catellus"), Levine-Fricke, Inc. ("Levine-Fricke"), performed a Phase I Environmental Site Assessment (ESA) of the 40th Street Right-of-Way located between San Pablo Avenue and Adeline Street in Emeryville, California ("the Site"; Figure 1). This report presents the scope and findings of the ESA. A summary of the findings and conclusions are presented in Section 7.0. As you requested, Levine-Fricke did not access the property directly (except for portions of the paved parking area) or speak with anyone currently occupying or owning the property during the performance of the Phase I ESA.

The major objective of the ESA was to identify possible environmental concerns at the Site related to the use, storage, spillage, discharge, and disposal of hazardous substances, focusing on sources of hazardous substances that could potentially degrade site soil or ground-water quality. The assessment entailed a review of past and present land use and operating practices at the Site and a review of regulatory agency lists and data bases to identify reported chemical releases, if any, at nearby properties.

The limitations of the ESA are presented in Section 8.0.

2.0 SCOPE OF WORK

A review was conducted of the Site's historical and current uses, and of selected site physical features. This involved reviewing aerial photographs for the years 1947, 1949, 1957, 1959, 1969, 1973, 1977, 1981, 1985, 1988, and 1992; reviewing available city directories and Sanborne Fire Insurance maps; and reviewing the United States Geological Survey topographic map covering the Site (Oakland West Quadrangle, 1959, photorevised 1980).

Levine-Fricke personnel visited the area surrounding the Site to observe general site and area features. The visit was conducted to identify, by observing from the perimeter, the

on-site use, storage, handling, discharge, and disposal of potentially hazardous substances and to check for visible evidence of possible releases of hazardous substances at the Site. This visit included a walk-around tour of the perimeter of the Site and a drive-by reconnaissance of the surrounding properties.

Records related to the Site were reviewed and interviews with agency personnel concerning the Site were conducted. The following regulatory agency lists and data bases were reviewed for release cases reported in the vicinity of the Site:

- California Department of Toxic Substances Control (DTSC) Expenditure Plan for the Hazardous Substances Cleanup Bond Act of 1984 (revised January 1989) and Update to the 1989 Expenditure Plan (January 1990)
- Governor's Office of Planning and Research, Hazardous Waste and Substances Sites List (November 1990)
- U.S. Environmental Protection Agency (EPA) Comprehensive Environmental Response, Compensation, and Liability Information System (printed January 1992)
- California Regional Water Quality Control Board (RWQCB) Underground Fuel Leak List for the North Bay Region (March 1993)
- RWQCB North Bay Counties Toxic Case List (March 1993)
- DTSC CalSites List, printed November 1992
- RWQCB List of Sites Regulated Under the Toxic Pits Cleanup Act (July 1989)
- California Integrated Waste Management Board (IWMB) Solid Waste Information System List of Active Landfills and List of Inactive Landfills (both October 1990)
- RWQCB and Alameda County Health Services Agency (ACHA) records

The scope of work also included the evaluation of the data collected and the preparation of this report.

3.0 PHYSICAL CHARACTERISTICS OF THE SITE AND VICINITY

The Site is approximately 0.75 to 1.0 acre and contains two buildings and a portion of an asphalt parking area. One building is located on the western portion of the Site along San Pablo Avenue, and the other building is located in the eastern portion near Adeline Street.

3.1 Regional Topography/Geology

The Site is located on an alluvial plain marginal to and approximately 1 mile east of the San Francisco Bay. The Site is essentially level, with an approximate elevation of 40 feet above mean sea level.

The Site is underlain by Holocene alluvial deposits, primarily unconsolidated, fine sand, silt, and clayey silt with occasional thin beds of coarse sand (Helley et al 1979).

3.2 Hydrogeologic Setting

Data obtained from investigations performed at properties in the vicinity of the Site indicate that the regional ground-water flow ranges from the southwest to the northwest (Levine-Fricke 1993; Subsurface Consultants 1992). The depth to ground water in the vicinity of the Site appears to be approximately 7 to 12 feet below the ground surface, with seasonal fluctuations of several feet (Levine-Fricke 1993; Subsurface Consultants 1992).

4.0 HISTORY OF THE SITE AND VICINITY

This site history has been compiled based on a review of city directories, Sanborne Fire Insurance maps, and aerial photographs.

4.1 City Directories and Sanborne Fire Insurance Maps Review

To evaluate the past occupancy of the buildings on the Site and immediately adjacent to the Site, Levine-Fricke consulted Sanborne Fire Insurance maps for the years 1903, 1907, 1911, 1932, and 1951, and city directories covering the years 1936 and 1967. City directories for other years were either unavailable or had listings by business instead of address.

The 1903 Sanborne map indicated that a small structure, probably a residence, was located on the Site near San Pablo Avenue. The remainder of the Site was vacant, and adjacent

properties were vacant or had residences on them. The small structure was no longer present on the Site in the 1907 Sanborne map. The surrounding areas were essentially unchanged.

The 1911 Sanborne map showed several railroad tracks converging on the southern portion of the Site, while the rest of the Site remained undeveloped. On the 1932 Sanborne map, the Site was essentially unchanged but two businesses were present immediately south of the railroad tracks that crossed the Site. Western Dairy Equipment was shown in a building located at 3994 San Pablo Avenue, and R.A. Simpson Manufacturing Company (manufacturer of butter molds and cutters, and woodworking) was shown in a building located at 3969 Adeline Street.

The 1936 city directory indicated that the Pyroil Company was located at 4000 San Pablo Avenue, which is the current address of the fuel station currently located in the western portion of the Site. R.A. Simpson Manufacturing was still listed at 3969 Adeline Street. Fredericksburg Brewing Company was listed at 3994 San Pablo Avenue.

The 1951 Sanborne map showed that the fuel station was present on the western end of the Site along San Pablo Avenue (its present location). The address was listed as 4000 San Pablo Avenue. R.A. Simpson Manufacturing was still shown south of the Site; however, the building at 3994 San Pablo Avenue appeared to be occupied by a wholesale store. The property immediately north of the Site was undeveloped.

The 1967 city directory indicated that Rey's Texaco Service was located on the Site at 4000 San Pablo Avenue and a depot for Santa Fe Railroad was also listed on the Site. No listing for 3994 San Pablo Avenue was found in the directory, and the building at 3969 Adeline Street was occupied by M.A. Notch Corporate Exporters.

4.2 Aerial Photograph Review

Aerial photographs for the years 1947, 1949, 1957, 1959, 1969, 1973, 1977, 1981, 1985, 1988, and 1992 were reviewed for this report.

1947 Photograph

In the 1947 photograph, the Site appeared to be primarily undeveloped and unpaved with several railroad tracks crossing the southern portion of the Site and the adjacent area to the

south. What appeared to be low shrubs or grasses were visible on portions of the Site. The area immediately north of the Site also appeared to be undeveloped and unpaved. The areas north of the unpaved parcel appeared to be developed primarily for residential purposes. Two very large buildings were visible south of the railroad tracks. The areas surrounding the Site to the west, south, and east appeared to be developed primarily for commercial or industrial uses.

1949 Photograph

A fuel station was visible on the western portion of the Site in the 1949 photograph. This station appeared to include one structure, with paved parking areas on the west, south, and east sides. The remainder of the Site and surrounding areas appeared essentially unchanged from the 1947 photograph.

1957 Photograph

In the 1957 photograph, a warehouse building was visible in the center of the Site, behind the fuel station, near Adeline Street. The railroad tracks were still present in the southern portion of the Site, and areas surrounding the tracks appeared to be unpaved. The property immediately north of the Site appeared to have been paved, and several vehicles and other materials were stored on the property.

1959 Photograph

In the 1959 photograph, the Site appeared to be essentially unchanged from what was observed in the 1957 photograph. Storage of an unknown material, dark in appearance, was visible in front of the warehouse building (on the Adeline Street side).

1969 Photograph

In the 1969 photograph, the Site was essentially unchanged from the 1959 photograph. One of the large buildings located south of the railroad tracks (south of the Site) was no longer present near San Pablo Avenue. An area with possible drums or small storage tanks was visible at the northeast end (on the Adeline Street side) of the other large building located south of the tracks.

1973 Photograph

The dark material previously visible in front of the warehouse building was no longer visible, although numerous vehicles

were located in this area in the 1973 photograph. A large (possibly water) stain was also visible in the area near the vehicles. A large warehouse building was visible on the adjacent property immediately north of the Site.

1977 Photograph

In the 1977 photograph, dark staining was visible surrounding the warehouse and on the property immediately north of the Site. The pattern of staining appeared to correspond with areas where trucks and other vehicles were parked and entered or exited the properties. Areas of dark staining were also visible in front of the fuel station.

1981 Photograph

In the 1981 photograph, the areas with notable staining in the 1977 photograph did not appear to be as darkly stained. Numerous vehicles appeared to be stored behind the fuel station. The remainder of the Site appeared essentially unchanged. An area with multiple drums or small storage tanks was visible on the north side of a large building located across Adeline Street from the Site.

1985 and 1988 Photographs

Moderately dark staining was visible around the fuel station in the 1985 photograph. Fewer vehicles were present near the warehouse than were observed in the 1981 photograph, with areas of moderately dark staining visible. The Site and surrounding areas were essentially unchanged in the 1988 photograph.

1992 Photograph

In the 1992 photograph, heavy, dark staining was visible behind and in front of the fuel station. Only a few vehicles were present in front of the warehouse and no significant staining was visible. The tracks on the southern portion of the Site and the area to the south appeared to have been removed or paved over. The large building south of the tracks also was removed. The drums or small tanks previously located adjacent to the north side of the building located across Adeline Street were no longer visible.

5.0 SITE RECONNAISSANCE

On May 25 and June 11, 1993, Levine-Fricke personnel conducted a site visit to the perimeter of the Site and a drive-by reconnaissance of the adjacent properties and the surrounding area. The actual boundaries of the Site were not readily apparent in the field; therefore, the following descriptions and placement of identified features are approximate.

5.1 Site Visit

At the time of the site visit, the Site consisted of a fuel station located along San Pablo Avenue, a warehouse building located behind this station facing Adeline Street, and a portion of an asphalt-paved parking lot (Figure 2). The fuel station was operating and had numerous vehicles parked in and around the station building in various stages of disrepair. The paved surfaces in and around the station and many of the automobiles appeared to be moderately to heavily oil stained. The area behind the station building was heavily stained with oil and a 55-gallon drum with a hand pump, possibly containing oil or fuel, was visible in this area. Vent pipes, apparently connected to underground storage tanks (USTs), were observed to extend from the ground surface to above the roof line at the southeast corner of the building. The position of the associated tanks could not be assessed because of the presence of the vehicles. Fill pipe covers were visible in front of the station, near the northwest corner.

Levine-Fricke contacted the ACHA to review records available for the Site. According to a 1991 inspection form, the fuel station located on the Site has six USTs, including:

- 7,000-gallon diesel UST
- 6,000-gallon regular gasoline UST
- 4,000-gallon unleaded gasoline UST
- 2,000-gallon unleaded gasoline UST
- 3,500-gallon super unleaded gasoline UST
- 550-gallon waste oil UST

Reportedly, these tanks were precision tested in August 1991 and all of the USTs passed. In August 1992, gasoline (61 parts per billion) was detected in a well (LF-7) located downgradient from the Site on the Yerba Buena Project Site, across San Pablo Avenue. The concentrations detected in the well were thought to originate from an off-site source in the

direction of the gasoline station, based on the reported west to southwest direction of ground-water flow at the Yerba Buena Project Site. No gasoline or associated compounds were detected in well LF-7 in February 1993.

An inspection of the fuel station was conducted by ACHA personnel in April 1993. The inspector noted that areas of the Site had waste oil on the surface and unlabeled hazardous waste containers. The inspector listed several required actions to be completed by the operators of the facility, including:

- eliminate the discharge of waste oil to surfaces of the Site
- provide the ACHA with evidence of proper disposal of hazardous wastes and with proper monitoring of the USTs
- obtain a five-year operating permit for the USTs.

Levine-Fricke contacted the inspector, Mr. Brian Oliva, to find out if additional work had taken place at the fuel station, but he stated no further information was available (personal communication with Robert Solotar, June 9, 1993).

The warehouse building was located directly behind the fuel station and was occupied by Anderson Linoleum and Carpet Sales at the time of the site visit (Figure 2). The entrance to the warehouse faced Adeline Street, and consisted of loading docks and doors. The area directly in front of the loading docks was concrete paved with the remainder of the area paved with asphalt. The cover to a monitoring well was observed immediately adjacent to the concrete-paved area along the site boundary (Figure 2). A 55-gallon drum labeled MW-1, and apparently containing water from the monitoring well, was observed on the adjacent property immediately north of Site (Tire Center, Inc., 4070 San Pablo Avenue). Mr. Donald Moore was listed on the label of the drum (telephone number 415-882-1548). The Tire Center site is listed by the RWQCB as a fuel leak case (under the name of the San Francisco Bread Company); therefore, the monitoring well could be associated with the investigation of the fuel leak case. No numbered address was identified for the warehouse, and the address posted on the fence (40th and Adeline streets) was not found on any of the agency lists checked. No significant staining was observed in the vicinity of the warehouse.

The parking area portion of the Site did not contain visible structures (Figure 2). Railroad tracks were visible crossing San Pablo Avenue and the adjacent sidewalk. Portions of the tracks appeared to have been paved over in-place or removed and the roadway or sidewalk surface repaved. The asphalt paving appeared to be in good condition without significant staining. A concrete-paved area with a slightly raised platform (approximately 6 inches) was observed immediately adjacent to the approximate southeast corner of the Site (or possibly on the Site, depending on the exact boundary location). The ends of two possible tank fill-pipes and a possible vent pipe (cut off at the ground surface) were observed north of the platform (Figure 2).

5.2 Drive-By Reconnaissance

A drive-by reconnaissance survey of the surrounding area indicated that the area is a mixture of commercially developed and residentially developed land. The Site is bordered to the north by commercial and residential buildings, to the east by Adeline Street, to the south by parking lots, and to the west by San Pablo Avenue. The parking lots to the south appeared to be associated with the King Midas Club at 3992 San Pablo Avenue.

6.0 REVIEW OF REGULATORY RECORDS

Levine-Fricke reviewed pertinent records concerning the Site and reported fuel-leak and toxics cases in the area (see summary of agency lists in Section 2.0) to identify potential on-site and off-site sources of hazardous substances that might affect site soil or ground-water quality.

The RWQCB fuel leak list was reviewed for cases within a 0.5-mile radius of the Site. In our experience, releases from underground fuel tanks generally have not been observed to affect shallow ground water at distances greater than 0.5 mile from the source.

The other lists (the RWQCB toxic case list, the DTSC CalSites list, the RWQCB list of sites regulated under the Toxic Pits Cleanup Act, and the IWMB list of active landfills) were reviewed for cases within a 1-mile radius of the Site. This larger review radius was selected because hazardous substances associated with sites on these lists may be more toxic or may migrate further than underground fuel releases. The DTSC CalSites list was reviewed only for sites that the DTSC has classified as requiring further investigation.

The Site was not found on the lists reviewed. Twenty-seven fuel leak cases have been reported within 0.5 mile of the Site (Figure 3), and 19 toxics or CalSites cases have been reported within 1 mile of the Site (Figure 4). No federal Superfund sites under the jurisdiction of the RWQCB have been reported within 1 mile of the Site.

6.1 Fuel Leak Cases

The 27 reported fuel leak cases identified within an approximately 0.5-mile radius of the Site are as follows:

- 1 AC Transit, 1140 45th Street, Emeryville
- 2 California Linen Rental, 989 41st Street, Oakland
- 3 City of Emeryville, 4300-4310 San Pablo Avenue, Emeryville
- 4 Damele Property, 4401 Market Street, Oakland
- 5 Les Paul, 1199 Park Avenue, Emeryville
- 6 San Francisco Bread Company, 4070 San Pablo Avenue, Emeryville
- 7 Arco, 731 W. MacArthur Boulevard, Oakland
- 8 Bay Area Warehouse, 4001 Hollis Street, Emeryville
- 9 Belous Property, 3423 Harlan Street, Oakland
- 10 Berkeley Farms, 1313 53rd Street, Emeryville
- 11 Berkeley Farms, 4550 San Pablo Avenue, Emeryville
- 12 California Hotel, 3501 San Pablo Avenue, Oakland
- 13 City of Emeryville, 1333 Park Avenue, Emeryville
- 14 City of Paris Cleaners, 3516 Adeline Street, Oakland
- 15 Clawson High School, 3420 Peralta/3315 Magnolia, Oakland
- 16 Del Monte Plant #35, 4202 Hollis Street, Emeryville
- 17 Drayage Property, 1350 34th Street, Oakland
- 18 Former Shell, 1420 45th Street, Emeryville
- 19 Plywood Lumber & Sales, 4050 Horton Street, Emeryville
- 20 Ransome Company, 4030 Hollis Street, Emeryville
- 21 R.D. Miner, 750 37th Street, Oakland
- 22 Rifkin Realty Partners, 4549 Horton Street, Emeryville
- 23 Shell, 4250 Horton Street, Emeryville
- 24 Shell, 3420 San Pablo Avenue, Oakland
- 25 Thrifty Oil, 3400 San Pablo Avenue, Oakland
- 26 Union Bank, 1461 Park Avenue, Emeryville
- 27 Unknown, 4543 Horton Street, Emeryville

Levine-Fricke's review of the RWQCB list indicated that 21 of the 27 identified fuel leak cases were located downgradient or crossgradient and over 0.25 mile from the Site with respect to ground-water flow direction (as reported in agency fuel leak case files; Figure 3). On the basis of their orientations and distances from the Site, it is unlikely that the 21 downgradient or crossgradient sites have affected soil or ground-water quality beneath the subject Site.

Six of the 27 identified fuel leak cases (1 through 6 listed above) were located upgradient or crossgradient (within 0.25 mile) from the Site (Figure 3). Summaries of these six cases are presented below.

6.1.1 AC Transit, 1140 45th Street, Emeryville (Case 1)

The AC Transit site is located approximately 1,200 feet north-northwest of the Site and is crossgradient or downgradient with respect to the reported ground-water flow direction (northwest) measured at the AC Transit site.

According to information in the RWQCB files, five USTs (three 12,000-gallon diesel, one 12,000-gallon oil, and one 2,000-gallon gasoline UST) reportedly were present on the AC Transit site in October 1986, when initial soil sampling indicated petroleum hydrocarbon concentrations (up to 82,000 part per million [ppm]) in the fill material surrounding the tanks. On the basis of those results, the five USTs were removed in December 1986. Monitoring wells reportedly were installed in the vicinity of the former tanks; however, sampling results were not available in the files reviewed. In addition, two additional tanks (one abandoned tank and one waste oil tank) were identified and removed near an old maintenance building on the site in 1987. Petroleum-affected soils reportedly were removed from the excavation and the hole was subsequently backfilled with clean material. A soil sampling program was conducted in 1988 and bioremediation was proposed to address remediation of excavated soil affected by petroleum hydrocarbons. No further information regarding the condition of the AC Transit site is available in the RWQCB files.

On the basis of its orientation and distance from the Site, it is unlikely that compounds originating from the AC Transit site have impacted the soil or ground-water quality beneath the subject Site.

6.1.2 California Linen Rental, 989 41st Street, Oakland (Case 2)

The California Linen Rental (CLR) site is located approximately 500 feet east of the Site and is upgradient with respect to the reported ground-water flow direction (northwest to west) in the vicinity of the Site.

According to information in the RWQCB files, three USTs (one 550-gallon gasoline, one 2,500-gallon #5 oil, and one 10,000-gallon gasoline UST) were removed from the CLR site in February 1989. Petroleum-affected soils with concentrations

up to 310 ppm total petroleum hydrocarbons as gasoline (TPHg), 900 ppm total petroleum hydrocarbons as diesel (TPHd), and 14,000 ppm oil and grease reportedly were detected in the tank excavations. Concentrations of benzene, toluene, ethylbenzene, and xylenes (BTEX compounds) also were detected in soil (up to 0.24 ppm benzene) in the 550-gallon and 10,000-gallon UST excavations.

On the basis of these soil sampling results, three monitoring wells were installed at the CLR site. Results reportedly indicated that petroleum hydrocarbons concentrations in two of the three wells monitored from 1989 through March 1992 ranged from below detection limits to 0.05 ppm TPHd.

The third monitoring well, MW-1, reportedly had concentrations of BTEX that increased from 2.8 ppm to 17 ppm benzene and 2.4 ppm to 18 ppm toluene from October 1989 to March 1992, respectively. Ethylbenzene and xylene concentrations also fluctuated throughout the period. In a quarterly report dated April 17, 1992, and submitted to the ACHA, Miller Environmental Company, Inc., recommended that ground-water remediation be initiated based on the concentrations detected in well MW-1. No further information regarding the condition of the CLR site was available in the RWQCB files.

On the basis of its orientation and distance from the Site, it is possible that compounds originating from the CLR site could have impacted the soil or ground-water quality beneath the subject Site.

6.1.3 City of Emeryville, 4300-4310 San Pablo Avenue, Emeryville (Case 3)

The City of Emeryville (COE) site is located approximately 500 feet north of the Site and is crossgradient with respect to the reported ground-water flow direction (northwest) measured at the City of Emeryville site.

According to information in the RWQCB files, the COE site was formerly occupied by a service station and car wash. A Phase I and II environmental assessment performed in 1989 and 1990 indicated that soil and ground water beneath the site had been affected by petroleum hydrocarbons (up to 120 ppm TPH in soil and up to 1.8 ppm TPH in ground water). Information regarding the former service station reportedly indicated that three 550-gallon gasoline USTs formerly were located at the site. Two of the tanks reportedly were located beneath the sidewalk adjacent to the service station, and therefore, the tanks were the responsibility of the COE.

Additional investigation performed in 1990 included the installation of six monitoring wells. The additional soil sampling indicated petroleum hydrocarbon concentrations up to 490 ppm. The ground-water sampling indicated concentrations of TPHd up to 2.8 ppm, and BTEX compounds up to 10.8 ppm (combined). Periodic sampling results through December 1991 indicated that petroleum hydrocarbon concentrations appeared to slightly decrease over the monitored period. No further information regarding the condition of the COE site was available in the RWQCB records.

On the basis of its orientation and distance from the Site, it is unlikely that compounds originating from the COE site have impacted the soil or ground-water quality beneath the subject Site.

6.1.4 Damele Property, 4401 Market Street, Oakland (Case 4)

The Damele Property site is located approximately 1,500 feet east-northeast of the Site and is upgradient with respect to the reported ground-water flow direction (northwest to west) in the vicinity of the Site.

According to information in the RWQCB files, four USTs were removed from the Damele site in June 1990 (one 1,000-gallon and three 500-gallon gasoline USTs). Petroleum hydrocarbon odors and staining were observed in the four excavations, and backfill and additional soils were removed at the time of the UST removals. Six discrete soil samples and two composite soil samples were collected from the tank excavation pits and soil stockpiles (approximately 100 cubic yards), respectively. Concentrations detected in the discrete soil samples reportedly ranged from 160 ppm up to 870 ppm TPHg, and from 0.99 ppm up to 5 ppm benzene. On the basis of those sample results, ACHA reportedly approved the closure of the excavations using the material previously removed from the UST excavations. The tank closure report prepared by W.A. Craig, Inc. (dated January 15, 1991), recommended that one or more ground-water monitoring wells be installed at the Damele site. No further information regarding the condition of the CLR site was available in the RWQCB files.

On the basis of its distance from the Site and the reported concentrations of compounds (petroleum hydrocarbons and BTEX) released, it is unlikely that compounds originating from the Damele site have impacted the soil or ground-water quality beneath the subject Site.

6.1.5 Les Paul, 1199 Park Avenue, Emeryville (Case 5)

The Les Paul site is located approximately 300 feet north-northwest of the Site and is downgradient or crossgradient with respect to the reported ground-water flow direction (northwest to west) in the vicinity of the Site.

According to information in the RWQCB files, a UST was removed from the Les Paul site before December 1988, and petroleum-affected soils associated with the excavation also were removed. In a letter to Les Paul from the ACHA (dated December 2, 1988), the ACHA requested a written report documenting sampling results, which were reported verbally to be up to 3,500 ppm total petroleum hydrocarbons and up to 800 ppm oil and grease. The ACHA also requested that monitoring wells be installed at the Site. A subsequent ACHA letter to the City of Emeryville (dated January 19, 1989) referenced ownership of the former UST removed from the Les Paul site. The owner of the Les Paul site claimed the UST belonged to the City. No further information regarding the condition of the Site was available in the RWQCB files.

On the basis of its orientation and distance from the Site, it is unlikely that compounds originating from the Les Paul site have impacted the soil or ground-water quality beneath the subject Site.

6.1.6 San Francisco Bread Company, 4070 San Pablo Avenue, Emeryville (Case 6)

The San Francisco Bread Company (SFBC) site is located approximately adjacent to and north of the Site, in a downgradient or crossgradient direction with respect to the reported ground-water flow direction (northwest to west) in the vicinity of the Site. The site currently is occupied by the Tire Center, Inc.

According to records contained in the RWQCB and ACHA files, the SFBC site was previously a truck maintenance facility and two USTs reportedly were located on the site in 1987. The two 10,000-gallon USTs reportedly contained gasoline and diesel. A September 5, 1989 letter from the ACHA to the SFBC referenced a UST removal project conducted at the SFBC site and stated that soil removed from the tank excavation could be disposed of as nonhazardous. The 1989 letter also requested installation of three ground-water monitoring wells at the SFBC site. An August 14, 1990 letter from the ACHA to the SFBC stated that the SFBC site was being considered for

involvement with a "pilot" waste minimization program. No further information on the condition of the SFBC site was contained in the RWQCB or ACHA files.

On the basis of its location with respect to the Site (immediately adjacent) and the lack of information regarding the extent of the release, if any, of petroleum hydrocarbons from the USTs removed from the site, it is possible that compounds originating from the SFBC site have affected soil or ground-water quality beneath the subject Site.

6.2 Toxic Release Cases

The 19 reported toxic release cases identified within an approximately 1.0-mile radius of the Site are as follows:

- 1 Dunne Quality Paints, 1007 41st Street, Oakland
- 2 1056 48th Street, Emeryville
- 3 Another Tree Emeryville Project, South of Marketplace, Emeryville
- 4 Chevron Asphalt Plant & Terminal, 1520 Powell Street, Emeryville
- 5 Chevron Emeryville Terminal, Powell and Landregan Streets, Emeryville
- 6 Del Monte Plant #35, 1250 Park Avenue, Emeryville
- 7 E-Z-est Products, 2528 Adeline Street, Oakland
- 8 Electrical Coatings, 1421 Park Avenue, Emeryville
- 9 Marriot Site/Parcel 2, 4300 Eastshore Highway, Emeryville
- 10 Michel & Pelton, 5743 Landregan Street, Emeryville
- 11 Myers Container Corporation, 4300 Shellmound, Emeryville
- 12 Northwestern Venetian Blind, 1218 24th Street, Oakland
- 13 PG&E Materials Distribution Center, 4525 Hollis Street, Emeryville
- 14 PIE Nationwide, 5500 Eastshore Freeway, Emeryville
- 15 Proposed USPS Branch, 6121 Hollis Street, Oakland
- 16 Schnitzer Steel Products, Adeline Street (exact address unknown but over 0.25 mile away from the subject Site), Oakland
- 17 Sherwin-Williams
- 18 Westinghouse, 5899 Peladeau, Emeryville
- 19 Yerba Buena, Yerba Buena Avenue and Hollis Street, Oakland/Emeryville

Levine-Fricke's review of the RWQCB and CalSites lists indicated that 18 of the 19 identified toxic release cases were located downgradient or crossgradient from the Site with respect to ground-water flow direction, as reported in agency case files (Figure 4). On the basis of their orientations and

distances from the Site, it is unlikely that these 18 downgradient or crossgradient sites have affected soil or ground-water quality beneath the subject Site.

One of the 19 identified fuel leak cases (Dunne Quality Paints) was located upgradient from the Site (Figure 4). A summary of this case is presented below.

Dunne Quality Paints, 1007 41st Street, Oakland (Case 1)

The Dunne Quality Paints ("Dunne") site is located approximately 700 feet east of the Site and is upgradient with respect to the reported ground-water flow direction (northwest to west) in the vicinity of the Site.

According to information in the RWQCB and ACHA files, eight 1,000-gallon aboveground resin tanks were removed in 1986 and an unspecified number of USTS were removed from the Dunne site in 1988. Ground-water samples collected from monitoring wells installed at the Dunne site reportedly did not contain detectable concentrations of the compounds analyzed. The East Bay Municipal Utilities District (EBMUD) sent a letter to Dunne Quality Paints (dated February 19, 1991) stating that EBMUD believed contaminated soils encountered during EBMUD's work in the vicinity of the Dunne site were associated with the Dunne site. Dunne denied any responsibility for these soils, and referenced other releases in the vicinity of the Site. EBMUD referred to the compounds detected during its work as "Stoddard compounds," a common solvent, and suggested that these compounds were also present at the Dunne site. No further information regarding the condition of the Dunne site or the extent of the problem detected by EBMUD was contained in the RWQCB or ACHA files.

On the basis of its distance from the Site and the analysis results reportedly indicating no detectable concentrations of compounds, it is unlikely that compounds originating from the Dunne site have affected soil or ground-water quality beneath the subject Site.

7.0 SUMMARY AND CONCLUSIONS

As reported above, the Site is approximately 0.75 to 1.0 acre in size, and consists of a fuel station, a warehouse, and part of a parking lot.

The Site was not listed on any of the agency lists reviewed. Twenty-seven fuel leak cases were identified within a 0.5-mile radius of the Site and 19 toxic cases were identified within a 1.0-mile radius. No specific information was identified that indicated soil or ground-water quality beneath the Site had been affected by off-site sources of environmental concerns; however, two of the fuel leak cases (California Linen Rental and San Francisco Bread Company) were identified as having the potential to affect soil and ground-water quality at the Site.

During the perimeter site visit and ACHA record review performed for the Phase I ESA, the following potential environmental concerns were identified at the Site:

- The fuel station has been present on the Site since at least 1936; however, very little information regarding the history of operations was available. Six USTs reportedly exist at the fuel station; however, limited records exist regarding their past or current condition.
- Heavy oil staining was observed on surfaces in and around the fuel station during a site visit by Levine-Fricke personnel. Stains also were noted by the ACHA inspector during an April 1993 inspection.
- An apparent ground-water monitoring well was observed in front of the warehouse; however, no information regarding the purpose of or results from the well was obtained from the agencies contacted.
- A possible UST may be present immediately adjacent to the southeast corner of the Site. No further information regarding the potential presence of the UST was available from the agencies contacted.

8.0 RECOMMENDATIONS

On the basis of the observations made during the perimeter site visit and agency record review, Levine-Fricke recommends that a comprehensive site visit be conducted as soon as access to the Site can be negotiated.

Because of the fuel station's lengthy history at the Site, the likelihood of potential environmental concerns is high. Records regarding the current condition and status of the USTs located at the fuel station should be obtained from the ACHA as soon as they are available. If records regarding the USTs are not available or are inconclusive regarding the past and

present condition of the USTs, tank integrity testing and possible soil and ground-water sampling may be necessary to evaluate the potential effects of the USTs on soil and ground-water quality beneath the Site.

The owner of the monitoring well located in front of the warehouse at the Site should be identified and contacted regarding the purpose of and results from the well. If insufficient records exist regarding analytical results for ground water collected from the well and if access to the well can be obtained, additional sampling and analysis may be required to evaluate ground-water quality beneath the Site.

To further evaluate the possible presence of a UST along the southeast border of the Site, a geophysical survey of the vicinity of the potential tank may be conducted if access to the property is obtained. Because the actual boundary of the Site was difficult to determine in the field, it may be necessary to survey and mark the southern boundary of the Site to assess whether the possible tank is actually on the Site or on an adjacent property. In addition, the possible fill-pipe ends could be uncovered further and a rod might be extended down through the possible vent pipe to identify more accurately the presence of a tank. If a tank is identified, removal of the tank and/or soil and ground-water sampling in the vicinity of the tank may be necessary to assess the possible effect of the tank and its contents on soil and ground-water quality.

To further assess the potential for off-site fuel release cases to have affected the Site, additional records regarding the effects of those releases should be requested from the respective responsible parties. If records are not available, sampling of soil and/or ground water along the upgradient boundary of the Site may be necessary.

If requested by Catellus, Levine-Fricke can prepare a work plan to address these concerns.

9.0 LIMITATIONS

The scope of work for this Phase I ESA did not include collection or analysis of environmental samples; assessment of the potential presence of asbestos in building materials; assessment of electrical equipment for the potential presence of polychlorinated biphenyls; assessment of natural hazards such as naturally occurring asbestos, radon gas, or methane gas; assessment of the potential presence of radionuclides;

assessment of nonchemical hazards, such as the potential for damage from earthquakes or floods; or assessment of the potential presence of endangered species or wildlife habitats. Neither did this ESA include an assessment of the compliance status of the Site or of the businesses operating at the Site.

As requested by Catellus, Levine-Fricke did not access the property directly or speak with anyone currently occupying or owning the property during the performance of the Phase I ESA.

The observations and conclusions presented in this report are professional opinions based on the scope of activities and information obtained through the ESA described above. Opinions presented herein apply to site conditions at the time of our study, and cannot apply to site conditions or changes of which we are not aware, or that we have not had the opportunity to evaluate. It must be recognized that any conclusions drawn from these data rely on the integrity of the information available to Levine-Fricke at the time of the investigation, and that a full and complete determination of environmental risks cannot be made. Soil and/or ground-water sampling and analysis would provide additional documentation of site conditions, and an additional level of confidence with respect to potential environmental risks at the Site.

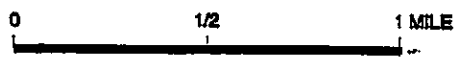
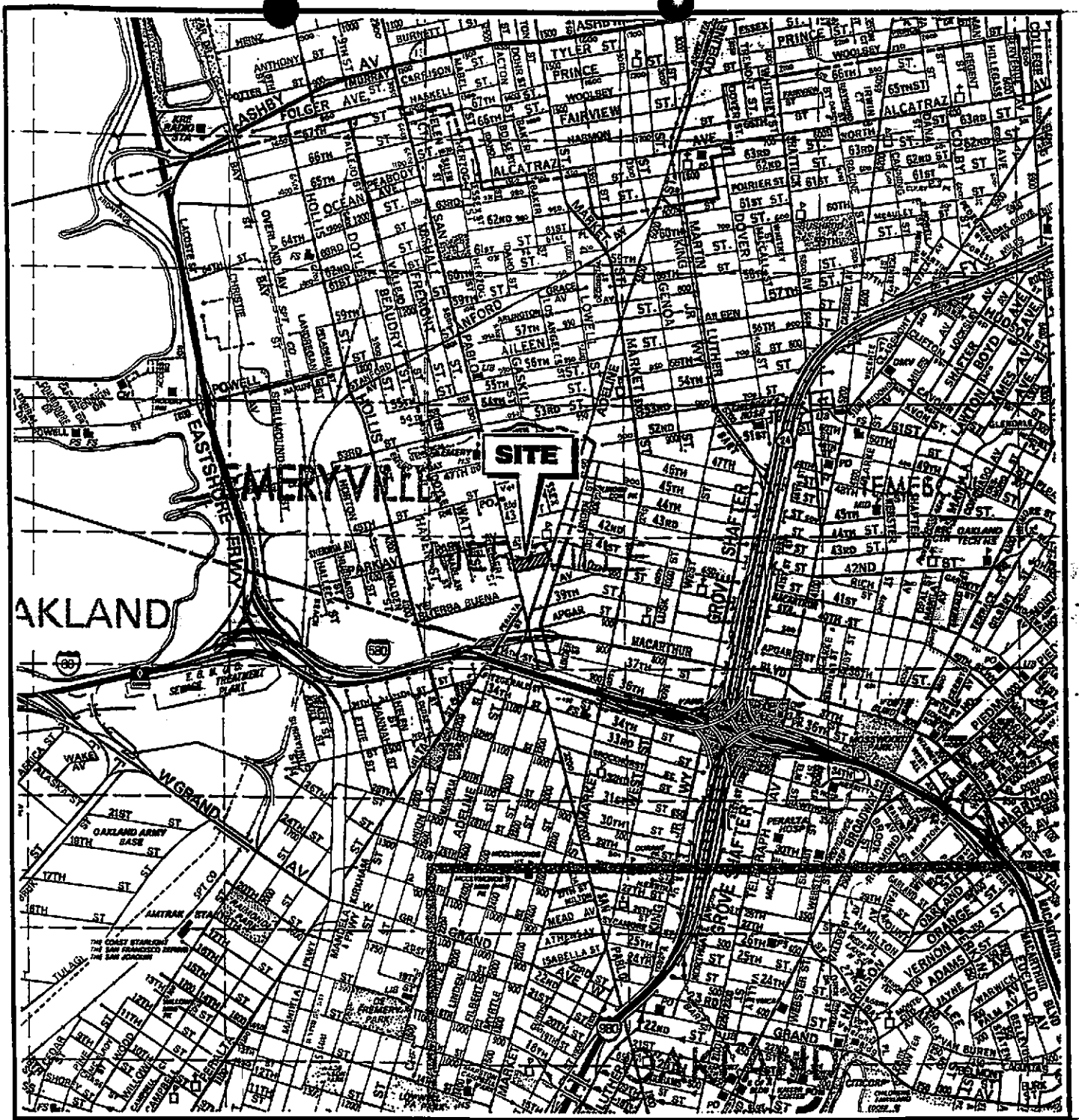
This report is exclusively for the use of Catellus Development Corporation. Any reliance on this report by a third party shall be at such party's sole risk.

REFERENCES

Helley, E.J., and Lajoie, K.R. 1979. Flatland deposits of the San Francisco Bay Region, California - their geology and engineering properties, and their importance to comprehensive planning. U.S. Geological Survey Professional Paper 943.

Levine-Fricke, Inc. 1993. Quarterly Monitoring Report for the Period from January 1 through March 31, 1993, Former Ransome Property, Yerba Buena Project Site, Emeryville, California. April 12, 1993.

Subsurface Consultants, Inc. 1992. September and December 1991 Monitoring Results, Groundwater Monitoring Wells, 4300 San Pablo Avenue, Emeryville, California. January 16, 1992.



MAP SOURCE:
 Thomas Bros. Map
 Alameda and Contra Costa Counties
 1882 Edition

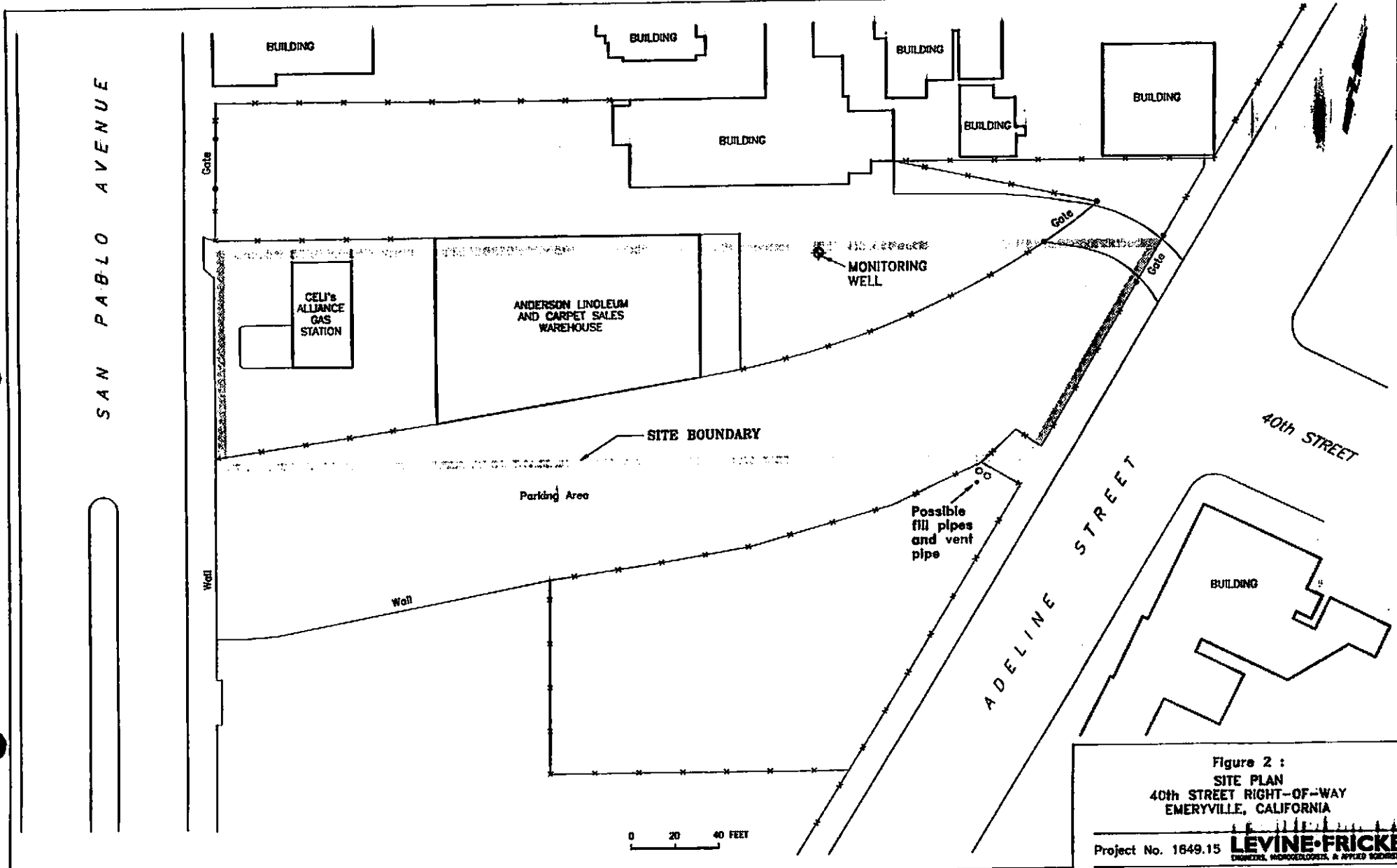
Figure 1: SITE LOCATION MAP
YERBA BUENA PROJECT SITE

Project No. 1649.15

1649STVC.CER:MPM 061493

LEVINE-FRICKE
 ENGINEERS, HYDROGEOLOGISTS, & APPLIED SCIENTISTS

LOCATION MAP



0 20 40 FEET

Figure 2 :
 SITE PLAN
 40th STREET RIGHT-OF-WAY
 EMERYVILLE, CALIFORNIA

Project No. 1649.15

LEVINE-FRICKE
 ENGINEERS, GEOLOGISTS, & APPLIED SCIENTISTS



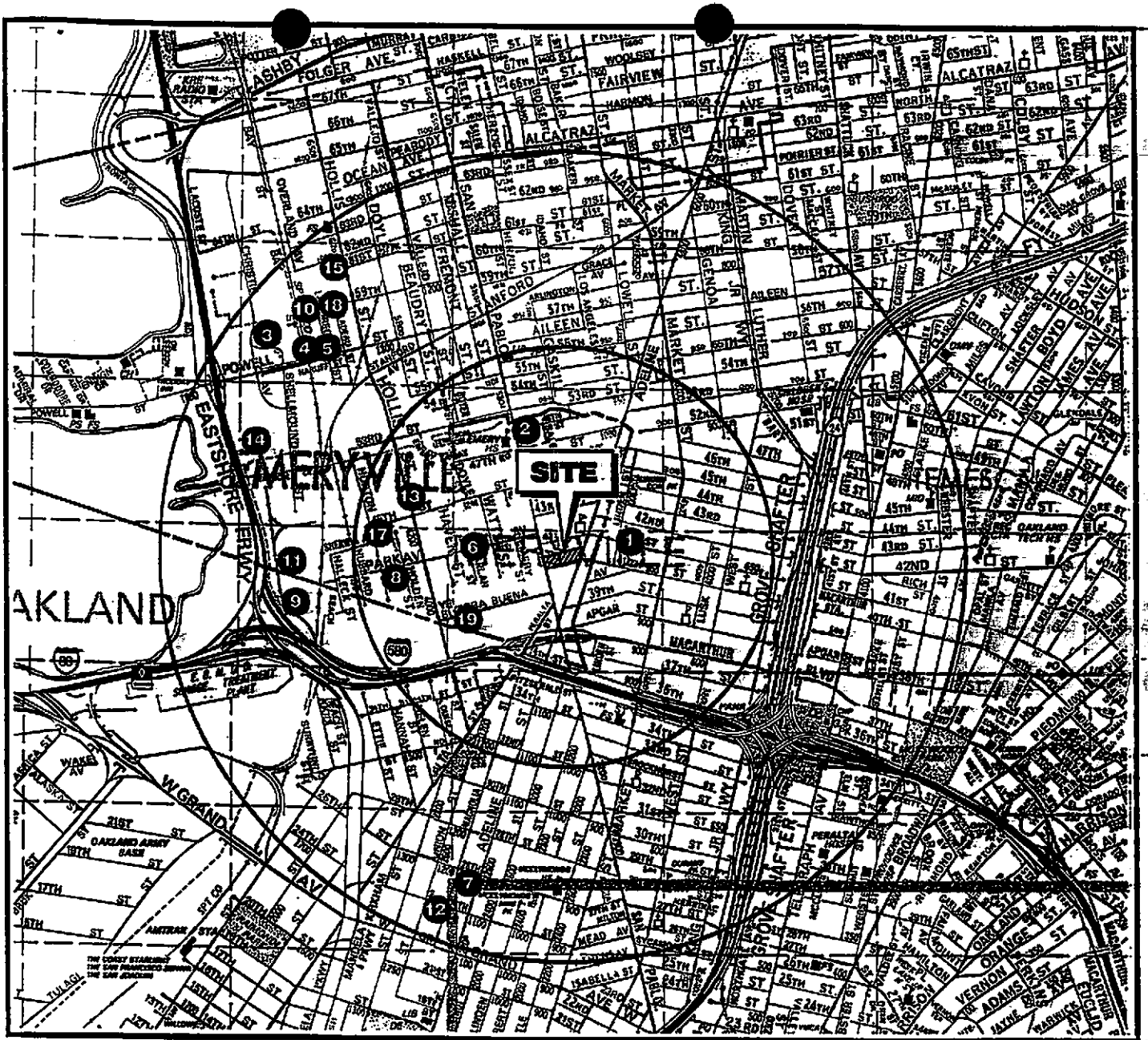
FUEL LEAK CASES

- | | |
|--|--|
| <ol style="list-style-type: none"> 1. AC Transit, 1140 45th Street 2. California Linen Rental, 989 41st Street 3. City of Emeryville, 4300-4310 San Pablo Avenue 4. Damela Property, 4401 Market Street 5. Les Paté, 1199 Park Avenue 6. San Francisco Bread Company, 4070 San Pablo Avenue 7. Arco, 731 W. MacArthur Boulevard 8. Bay Area Warehouse, 4001 Hollis Street 9. Balous Property, 3423 Harlan Street 10. Berkeley Farms, 1313 83rd Street 11. Berkeley Farms, 4550 San Pablo Avenue 12. California Hotel, 3501 San Pablo Avenue 13. City of Emeryville, 1333 Park Avenue 14. City of Paris Cleaners, 3516 Adaline Street | <ol style="list-style-type: none"> 15. Clawson High School, 3420 Peralta/3315 Magnolia 16. Del Monte Plant #35, 4202 Hollis Street 17. Drayage Property, 1350 34th Street 18. Former Shell, 1420 45th Street 19. Plywood Lumber & Sales, 4050 Horton Street 20. Ransome Company, 4030 Hollis Street 21. R.D. Miner, 750 37th Street 22. Rifkin Realty Partners, 4549 Horton Street 23. Shell, 4250 Horton Street 24. Shell, 3420 San Pablo Avenue 25. Thrifty Oil, 3400 San Pablo Avenue 26. Union Bank, 1481 Park Avenue 27. Unknown, 4543 Horton Street |
|--|--|



MAP SOURCE:
 Thomas Bros. Map
 Alameda and Contra Costa Counties
 1982 Edition

**Figure 3 : FUEL LEAK CASES LOCATION MAP
 YERBA BUENA PROJECT SITE**



TOXIC CASES

- | | |
|--|---|
| <ol style="list-style-type: none"> 1. Dunne Quality Paints, 1007 41st Street 2. 1056 48th Street 3. Another Tree Emeryville Project, South of Marketplace 4. Chevron Asphalt Plant & Terminal, 1520 Powell Street 5. Chevron Emeryville Terminal, Powell and Landreagan Streets 6. Del Monte Plant #35, 1250 Park Avenue 7. E-Z-est Products, 2528 Adeline Street 8. Electrical Coatings, 1421 Park Avenue 9. Marriott Site/Parcel 2, 4300 Eastshore Highway 10. Michel & Petron, 5743 Landreagan Street | <ol style="list-style-type: none"> 11. Myers Container Corporation, 4300 Shellmound 12. Northwestern Venetian Blind, 1218 24th Street 13. PG&E Materials Distribution Center, 4625 Hollis Street 14. PIE Nationwide, 5500 Eastshore Freeway 15. Proposed USPS Branch, 6121 Hollis Street 16. Schnitzer Steel Products, Adeline Street 17. Sharwin Williams 18. Westinghouse, 5899 Peladeau 19. Yerba Buena, Yerba Buena Avenue and Hollis Street |
|--|---|



MAP SOURCE:
Thomas Bros. Map
Alameda and Contra Costa Counties
1992 Edition

**Figure 4: TOXIC CASES LOCATION MAP
YERBA BUENA PROJECT SITE**