



CONFIDENTIAL AND PRIVILEGED

MSE ENVIRONMENTAL, INC.

PHASE I
ENVIRONMENTAL SURVEY

regarding

ALASKA BASIN
ALAMEDA, CALIFORNIA

submitted to

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Hane & Hunt
c/o Watt Industries, Inc.
2716 Ocean Park Boulevard
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prepared by

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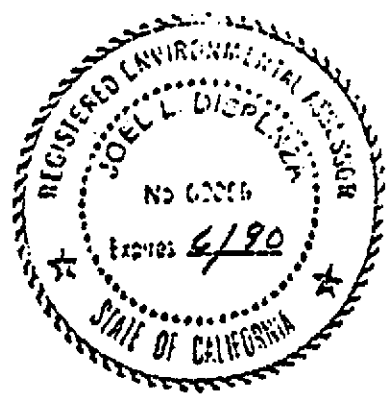
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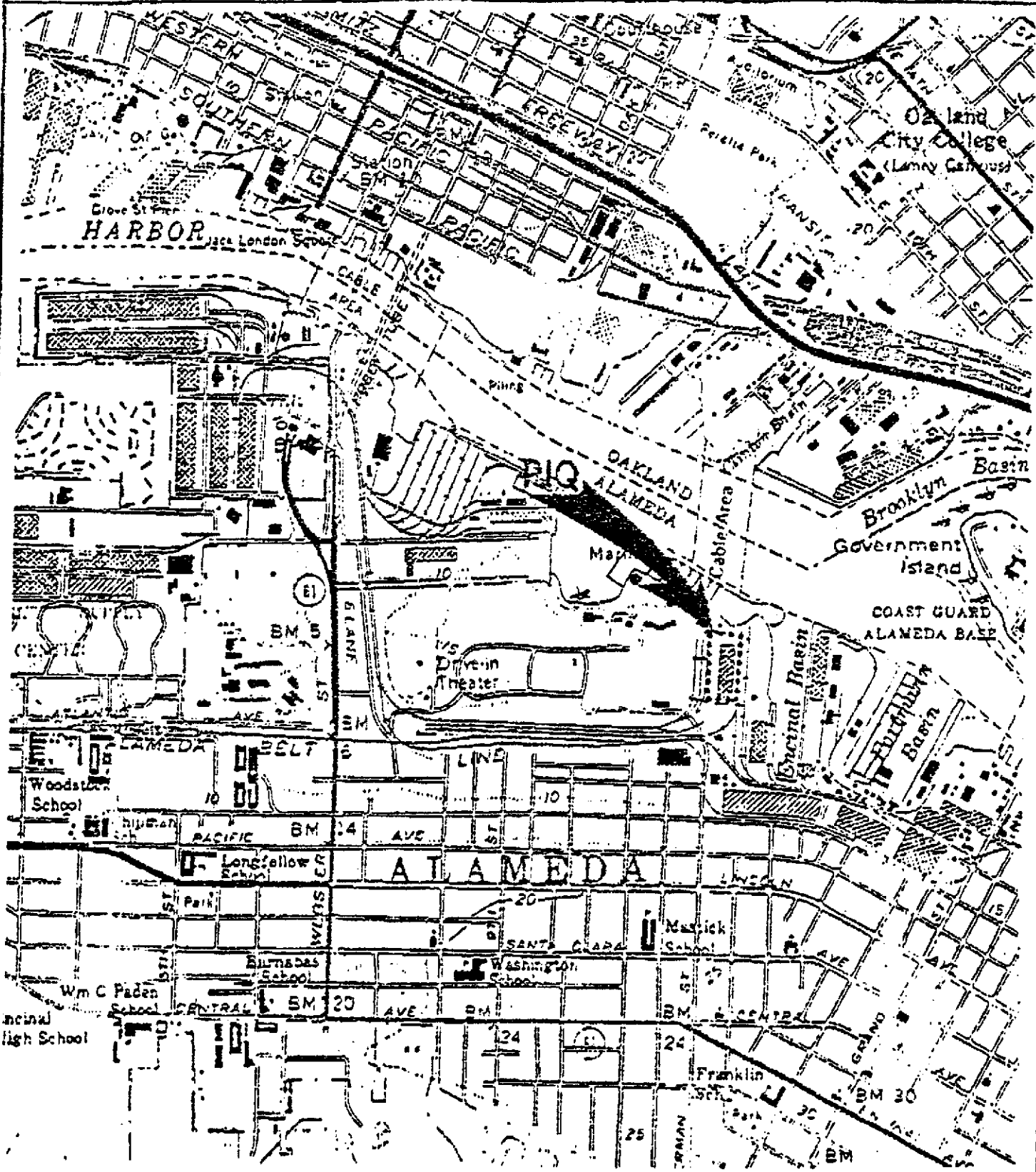


26 January 1990

DRAFT
FOR DISCUSSION PURPOSES ONLY

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COURTESY OF U.S. GEOLOGICAL SURVEY

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FIGURE 2
U.S.G.S. TOPOGRAPHIC MAP
APPROXIMATE PIG LOCATION

SCALE NONE	APPROVED BY	DRAWING NUMBER
DATE		DRAWN BY
		REVISION

1.0 INTRODUCTION

MSE Environmental, Inc. conducted a Phase I Environmental Survey on the Alaska Basin Property in Alameda, California. This survey was performed under contract with the Law Firm of Hane & Hunt, Santa Monica, California, on behalf of their Client, Watt/Smartt, Inc.

2.0 SCOPE OF WORK

The Scope of Work was to determine the existence, if any, and extent of hazardous material deposition on the Property in Question (PIQ). The results of this survey were obtained from site reconnaissance, agency records review, aerial photograph review and personal interviews. The period of data collection began on 10 January 1990 and ended on 24 January 1990.

3.0 SITE OVERVIEW

3.1 Location

The PIQ is located at the north end of Sherman Street in the City of Alameda, County of Alameda, State of California (See Figure 1). The property address has been listed as 2020 Sherman Street, located along the Oakland-Alameda Estuary within the shipping yard of Encinal Terminals. The site is further delineated in the County of Alameda Assessor's Map Book 74, Page 906, Parcel 50.

3.2 Site Description

The PIQ consists of an approximately 5 acre nearly rectangular-shaped parcel of land situated within an industrial shipping wharf area (See Figure 2). A large corrugated steel storage warehouse aligned in a north-south configuration exists along the eastern portion of the property. The warehouse is equipped with nearly two dozen loading docks, and main entrances are located at the north and south ends of the building. Gravel and asphalt driveways and outside storage areas make up the western and northern sections of the PIQ. An asphalt road parallels the southern portion of the property leading into the Encinal Terminals yard to the east of the PIQ.

3.3 Adjacent Properties

The PIQ is bounded to the north by the Oakland-Alameda Estuary, separated from the water by fencing and trees. A wooden fence makes up the western PIQ boundary with the southern portion of the newer Marina Village development on the opposite side of the fence. Marina Village is a large development with waterfront residential, industrial, retail and service structures. The portion of Marina Village adjacent to the PIQ consists of light Industrial buildings and office spaces. The southern PIQ boundary is a mostly vacant lot with several railroad tracks winding across the land. Two railroad spurs lie along the eastern edge of the PIQ providing direct loading access from the PIQ warehouse to the railroad. A chain link and barbed wire fence separates the spurs from a narrow strip of vacant land located further east, while the Encinal Terminals operations center and storage yard exist to the east beyond the strip.

4.0 SITE HISTORY

The land which now comprises the City of Alameda was originally occupied by Indians living amongst the large and distorted oaks which proliferated in a forest-like setting throughout the area. During early spanish holdings a large cattle ranch operated on this peninsular land until the area was included in the Rancho San Antonio land grant made by the Mexican government in the mid-1800's. The fertile soils and ideal climate lead the way to successful farming ventures including numerous fruit orchards, vegetables, grains and dairy operations which continued from the 1850's into the 1900's. In 1902, the Tidal Canal severed Alameda from the east shore of the San Francisco Bay, making Alameda an island. Filling operations have since enlarged the island making it 2 1/2 times larger than its original size. By 1915, houses built closely together began replacing the ruralness of the lush orchards and gardens.

With the completion of the Central Pacific Railroad linking Alameda and Hayward in 1855, a thriving shipping port was created along the Oakland-Alameda Estuary. In 1928, the Alameda Belt Line was completed, servicing industries along the wharf with various spurs and numerous tracks linking sea with shore. Alaska Packers established a successful cannery operation along the wharf within the Alaska Basin area and Encinal Terminals, "where rail, truck and

steamer meet," began a large scale transfer company as early as 1925, holding 13 berths and one transit shed within the same area.

In 1955, a single-story warehouse structure was built on the PIQ by Van Bokkelen-Cole Company within the Alaska Basin and Encinal Terminals area. Over the years, various companies have reportedly utilized the structure for storage including Cal Pac, Del Monte and Georgia Pacific. Encinal Terminals, a general cargo/container port, now maintains over one million square feet of covered transit sheds and warehouses including the warehouse on the PIQ. A wide variety of products have been unloaded, stored and reloaded within the Encinal Terminals operation including steel, lumber, oil, rice, cotton, etc. Both trucks and railroad cars continue to service the PIQ warehouse which is currently utilized for storage by Georgia Pacific.

5.0 ENVIRONMENTAL SETTING

5.1 Regional Physiographic

Located seven miles across the Bay from San Francisco, Alameda is situated on an extension of the East Bay Coastal Plain, separated from the shore of Oakland by a wide channel known as the Oakland Inner Harbor. The Tidal Canal connects the harbor with the Oakland-Alameda Estuary, severing Alameda from the shore and creating an industrial and recreational waterway within an old tidal marsh area. The wharf lies at an elevation approximately 10 feet above sea level, situated on filled land that has been reclaimed from the original marshland.

The PIQ region is located approximately 15 miles northeast of the San Andreas Fault and 2 miles southwest of the Hayward Fault. Both are expected to have 7.0 magnitude earthquakes over the next 100 years. Alameda has changed dramatically from a bayside forest of oaks to a lush garden of orchards and crops to a now nearly solid residential tract housed in an impressive collection of old Victorian homes. Industry continues to thrive along the waterfront of the estuary.

5.2 Soil Conditions

Situated above an old tidal marsh, surface geology in the area has been altered through reclamation and filling operations. A layer of artificial fill consisting of gravel and sand to a depth of 2 to 10 feet below the ground surface (10 feet when close to the waterfront) lies above the original Bay Mud of the old marshland. Bay Mud consists of a soft, dark gray silty clay layer with lenses of sand, layers of peat and high moisture content. Merritt Sand underlies the Bay Mud, exhibiting fine gravel interbedded with layers of silt and clay. The Alameda Formation consisting of sand, silty clay and gravel exists at a depth of 50 to 100 feet below the ground surface.

5.3 Groundwater Conditions

Groundwater information for the PIQ was obtained from water well data maintained by the Water Resources Division of the Alameda County Public Works Department. Well Number 2S/4W 2R1 located approximately 600 feet west of the PIQ has a total well depth of 565 feet. The latest measurement of the well was taken September 1987 and the depth from ground surface to water was recorded at zero feet.

A monitoring well (Number 2S/4W 2R2) drilled to 15 feet in depth is located less than 1,500 feet west of the PIQ within the Marina Village development area. The latest measurement recorded in March 1988 indicated the depth from ground surface to water is 8 feet. An industrial well (Number 2S/4W 12D2) located over 1,500 feet south and east of the PIQ on Buena Vista Avenue and Jay Street, was last measured in June 1989. The total depth of the well is 200 feet and the depth from ground surface to water is 25 feet.

6.0 RESULTS OF INVESTIGATIONS

6.1 Site Inspection

MSE Engineers performed exterior site reconnaissance on the PIQ on 15 January 1990. Access was obtained from the north end of Sherman Street via an unimproved driveway/road heading east to the PIQ and continuing to the Encinal Terminals yard. A sign along the road prior to the PIQ said "Encinal Terminals, Where Rail, Truck and Steamer Meet." A second sign reads "Encinal Warehouses, Inc." Just

south of the PIQ warehouse and entrance road there appears to be an old truck scale pad. The associated scale equipment has been removed except for electrical boxes and various other appurtenances.

A driveway leads along the west side of the warehouse building on the PIQ. A large amount of debris has been dumped and/or stored along the western and northern fence lines of the PIQ. The material consists of landscape cuttings, concrete wall material, large cable spools, soil piles, two gutted modular trailers, wood, household garbage, old carpeting, etc. Several fire hydrants associated with a fire suppression system exist towards the southwest portion of the property near the warehouse.

The warehouse on the PIQ is situated along the eastern portion of the property. The long rectangular structure consists of a concrete foundation and steel beams supporting corrugated steel siding and roofing. Eleven loading bays exist on the eastern side of the building allowing loading onto rail cars parked along the spur extending the entire length of the building. Although the spur right-of-way is overgrown with weeds, two Santa Fe railroad cars were parked alongside the building at the time of inspection. Additional loading bays exist on the western side of the building for use by trucks. The warehouse has entrances on both the north and south side, as well as two offices protruding off the western side of the building. An aboveground liquid propane tank exists on the western side of the building north of the offices, surrounded by crash guard poles.

MSE inspected the interior of the warehouse on 16 January 1990. At the time of inspection, large bundles of cotton were being stored inside by Georgia Pacific, along with a limited number of steel fence posts. A wood truss ceiling structure supports a fire sprinkler and lighting system. Fork lifts are utilized for loading and unloading stored material within the building. Approximately 10 pressurized cylinders of liquified petroleum used to fuel fork lifts were observed inside the building. The cylinders are contained within a crate on the concrete floor.

6.2 Agency Records Review

MSE reviewed files maintained by various agencies for records pertaining to the PIQ. The City of Alameda Fire Department performs routine inspections on the PIQ for fire code and prevention

compliance. Records for 2020 Sherman Street date from 1978 to the present. A 1979 report indicated an oil spill had occurred within the building. Although the spill was cleaned up, it is unknown where the material was finally disposed. A Permit to Store Flammable Liquids was obtained in 1980, presumably for the cylinders of liquified petroleum observed within the building for fueling the forklifts. The file listed several items pertaining to the handling of flammable liquids on the property, such as lack of pouring devices, oil soaked rags, LPG cylinders on the property, etc. At various times, dangerous cargo such as explosives were stored within the PIQ warehouse. At one time, a permit was obtained for high-piled stock over 12 feet within the building.

The Fire Lieutenant informed MSE numerous underground fuel storage tanks were installed along the wharf area at the north end of Sherman Street. Most of the properties where the tanks were installed did not have specific street addresses and therefore, were filed by company name within a file titled "North End of Sherman Street." The file included tanks installed by the Pacific Bridge Company, Pacific Marina, Four Terminals Company, etc. The Lieutenant also mentioned hazardous waste encountered during development of the adjacent Marina Village. A Volkswagon storage and loading yard reportedly existed just west of the PIQ in the past. New VW's were unloaded off the ships and the cosmoline and oils were rinsed off at the yard. Numerous other activities have been conducted within the area both with, and without permits and regulatory compliance. Several underground fuel storage tanks were also found within the development area.

The County of Alameda Environmental Health Department Hazardous Materials Section does not maintain a file for 2020 Sherman Street. However, the Hazardous Materials Section has regulated contaminated sites within the area at the north end of Sherman Street.

The City of Alameda Public Works Department, Building Division had three permits on file for 2020 Sherman Street. A building permit dated 25 May 1955 was issued for construction of a single-story 137' x 560' warehouse building with "corrugated iron siding, timber trusses, built up roofing" and fire sprinkler system. The permit listed Van Bokkelen-Cole Company of Oakland, California, as the owner and contractor. A hand-written notation on the permit referred to "Cal-Pac," presumed to be the building occupant at that

time. In 1957, a permit was obtained for the addition of an office on the building. A 1982 permit for installation of an aboveground liquid propane tank on the PIQ listed the property owner as Encinal Warehouses, Inc.

The County of Alameda Assessors Office showed the PIQ in Map Book 74, Page 906, Parcel Number 50. No street address was listed for this parcel number. It was simply referred to as the "North Harbor" area. Past ownership records indicated the property was transferred to Alameda Marina Village Associates on 22 August 1977. Vintage Properties owned the PIQ from December 1983 to June 1985 when Encinal Real Estate, Inc. was listed as the property owner. The current assessment lists Encinal Real Estate, Inc. as the owner of the PIQ.

The U.S. Coast Guard Marine Safety Office on Government Island was contacted for records pertaining to the transportation and/or storage of hazardous materials within the harbor area. No information was available at the time of this report submittal. Any information of concern will be forwarded in a supplemental report.

6.3 Government Publications Review

MSE reviewed several government publications listing known hazardous waste sites for sites which may potentially impact the PIQ. Generally, only sites on the Alameda side of the Oakland Harbor are discussed. The Environmental Protection Agency (EPA) Superfund CERCLIS lists five sites within Alameda. The Alameda City Bureau of Electricity PCB Substation located at 2004 Webster Street and Best Foods located at 1916 Webster Street are both less than 3/4 mile west of the PIQ. Pennzoil Company located at 2015 Grand Street is 3/4 mile east and south of the PIQ, while the 12th Coast Guard District is located 3/4 mile east and north of the PIQ on Government Island. The fifth site is the Alameda Naval Air Station located at the west end of Alameda, over three miles west of the PIQ. The type of contaminants present at the sites is not known, but all sites are being regulated and monitored by the EPA.

The Resource Conservation and Recovery Act (RCRA) list includes treatment, storage or disposal facilities (TSDF's), generators and transporters of hazardous waste. The list for Alameda includes Encinal Marina Fuel Storage located at the foot of Grand Street less than 3/4 mile east of the PIQ. The Marina is considered a very small

quantity generator of hazardous waste, producing less than 100 kilograms (kg) of hazardous waste per month. The list also includes Del Monte USA located at the corner of Buena Vista Avenue and Sherman Street just south of the PIQ. Del Monte is considered a regular generator producing more than 1,000 kg of hazardous waste per month.

The State of California Office of Planning and Research Hazardous Waste and Substances SITES-LIST includes two sites contaminated with underground fuel storage tank leaks at Alameda Marina Village, 2051 Sherman Street, just west of the PIQ. Other underground fuel tank contaminated sites and the type of contamination, if known, within an approximately one mile radius of the PIQ include the Pennzoil Gas Station at 2015 Grand Street (gasoline), the Alameda Housing Authority at 1916 Webster Street (gasoline), Encinal Marina at 2051 Grand Street (gasoline) and Alameda Fire Station #3 at 1703 Grand Street (diesel). All the sites are regulated by the Water Resources Control Board. The list also includes the Pennzoil Company EPA Superfund site on Grand Street. This site is also under regulatory authority of the State of California Department of Health Services.

The State Water Resources Control Board Report on Releases of Hazardous Substances from Underground Storage Tanks includes the six contaminated sites listed in the SITES-LIST above. The list includes the type and extent of contamination, if known. One of the sites at Marina Village on Sherman Street was reported as contaminated with diesel in September 1998. This site had soil and groundwater contamination and the contaminated soil was excavated and disposed of. Post remedial action monitoring is currently in progress. The other Marina Village site was contaminated with gasoline. The resources affected, and the extent of contamination had not been determined at the time of reporting.

The Expenditure Plan for the Hazardous Substance Cleanup Bond Act of 1984 published by the State of California Department of Health Services Toxic Substances Control Division includes the Alameda Naval Air Station along the western shore of Alameda approximately three miles west of the PIQ and the Port of Oakland Embarcadero Cove, located across the harbor approximately one mile east of the PIQ. The Embarcadero Cove site has soil and groundwater contamination from organochlorine pesticides and solvents. The site

is in compliance with an order issued by the Department of Health Services and is under the regulatory jurisdiction of the same agency.

The Abandoned Site Program Information System (ASPIS) list includes sites which have been reported as contaminated or which have records of complaints filed by individuals concerning hazardous waste handling on site. No sites were listed within the vicinity of the PIQ.

6.4 Aerial Photograph Review

MSE viewed aerial photographs of the PIQ area maintained by Pacific Aerial Surveys in Oakland, California. In a 1947 photograph, the PIQ consisted of a mostly vacant lot with storage containers or temporary sheds existing towards the middle of the property. A pier or dock protruded off the PIQ shoreline into the harbor and one railroad spur was obvious along the eastern edge of the PIQ leading to the dock. By the time of a 1953 photograph, the PIQ appeared plowed or disked and was completely vacant. Two railroad spurs leading to the dock were obvious in the photograph, as well as two additional spurs further east of the PIQ.

The PIQ warehouse was present in a 1959 photograph, as well as what appeared to be storage containers on the western side of the building. Two small wings were also present on the west side of the structure, presumably the offices connected to the warehouse presently. At the time of a 1969 photograph, several small structures appeared to be situated along the southern boundaries of the PIQ near the past truck scales. Many storage crates were present on the property near the warehouse.

In 1971, the southern PIQ area near the scales was vacant. The property to the west of the PIQ appeared to be used as an automobile storage area. By 1979, the pier or dock off the shore of the PIQ was no longer present. Numerous items were stored throughout the property, especially along the property fence lines to the west and north. An abundance of storage containers were present to the west and east of the PIQ in a 1983 photograph. Numerous trucks were parked along the west side of the building on the PIQ. By the time of a 1988 photograph, the overall area exhibited less activity with fewer storage containers, trucks, etc.

7.0 DISCUSSION

Several identified hazardous waste sites including four EPA Superfund sites are within a one mile radius of the PIQ. However, most listings should not pose a threat of contamination due to the distance between the sites and the PIQ. The adjacent Marina Village contaminated sites are currently being investigated and/or monitored. Although the generator of the waste is responsible for cleanup of both on-site and off-site migratory wastes, any migration of contaminants onto the PIQ from off-site sources should be made known even though the identified sites are being regulated by the appropriate agencies for cleanup of wastes and to minimize migration.

An abundance of dumped materials and garbage exist throughout the PIQ. However, most of the materials appeared non-hazardous and should not pose a threat of contamination to the soil and/or groundwater on the PIQ. The above ground liquid propane tank and the liquified petroleum cylinders on the PIQ should be handled and disposed of properly.

Research conducted for the general PIQ area indicates undocumented activities have taken place within the north harbor vicinity for many years. The area has been an active shipping port, storage facility and transfer station for a wide variety of materials and products. Much of the activity did not require specific permits or other regulatory compliance methods due to unstructured streets, the type of activities and the absence of regulation at the time. Therefore, the potential for hazardous materials to have been utilized, stored, transferred, etc. within that area is great. As indicated by several persons knowledgeable about the adjacent Marina Village development, many hazardous materials problems were encountered during the various phases of that project. Therefore, although MSE did not identify any specific hazardous materials waste and/or deposition on the PIQ, the possibility exists for less obvious forms of waste to be present on the property.

8.0 CONCLUSIONS

In order to determine the presence of, and potential for hazardous materials/waste deposition, MSE has focused on performing site

reconnaissance and identifying past land use of the Property in Question and the surrounding area.

The results of the PIQ investigation does not constitute reason to believe that hazardous materials/wastes and/or environmental stress has occurred on the property in recent years. However, there are some unanswered questions as to the possible existence or prior existence of very old underground storage tanks. The time constraints for this report did not allow that intensive research necessary to find answers to all questions uncovered about possible underground tanks and the environmental problems encountered on the adjacent property.

9.0 RECOMMENDATIONS

1) Continue with intensive personal interviews, search of records, (i.e. Personal Records of the Terminal watchman, business licenses, shipping records etc.) for evidence of possible existence of underground storage tanks installed on the PIQ in the 1940-1950 era.

2) Conduct definitive and conclusive research into the stated environmental problems encountered on adjacent property.

If evidence is suggestive, proceed with the following as appropriate.

3) Complete a magnetometer grid study of the PIQ to investigate significant magnetic anomalies. (Tanks)

4) Obtain three (3) groundwater samples from select areas on the PIQ. Analyze samples for select priority pollutants.

10.0 LIMITATIONS

Our professional services have been performed using that degree of care and skill ordinarily exercised, under similar circumstances, by reputable engineers practicing in this or similar localities. No other warranty, either expressed or implied, is made as to the professional advice included in this report.

This report has been prepared for the Law Firm of Hane & Hunt, Santa Monica, California, and their Client, to be used solely in evaluating the impact, if any, of hazardous material deposition on the property. The report has not been prepared for use by other parties and may not contain sufficient technical information for purposes of other parties or other uses.

11.0 REFERENCES

11.1 Published References

Abandoned Site Program Information System (ASPIS), North Coast California Region, Facility Profile Reports, May 1989.

Alameda County Flood Control and Water Conservation District, East Bay Plain Well Location Base Map, Oakland West Quadrangle, Water Well Data.

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State Water Resources Control Board, Report on Releases of Hazardous Substances from Underground Storage Tanks, Report No. 89-2LG, January 1989.

U.S. Environmental Protection Agency Superfund Program CERCLIS List-8, Alameda County, California, Updated 30 November 1989.

U.S. Geological Survey, Oakland West Quadrangle, California 7.5 Minute Series Topographic Map.

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11.2 Personal Communications

Commanding Officer

U.S. Coast Guard
Marine Safety Office
Coast Guard Island

Harbor Master

Pacific Marina
Alameda Marina
Oakland Marina

Ms. Linda Foye

City of Alameda
Public Works Department
Building Division

Mr. Larry Jones

Coldwell Banker
Commercial Real Estate
PIQ Broker

Mr. Ariu Levi

County of Alameda
Environmental Health Department
Hazardous Materials Section

Lt. Steven McKinley

City of Alameda
Fire Department

Mr. Shelley Zach

County of Alameda
Public Works Department
Water Resources

Alameda Free Library

County of Alameda Assessor's Office