

APPENDIX HAZ – PHASE I ENVIRONMENTAL SITE ASSESSMENT



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August 26, 2016

Mr. Sam Bautista
City of South San Francisco
Engineering Division
315 Maple Avenue
South San Francisco, CA 94080

**Subject: Transmittal of Environmental Site Assessment
Former South San Francisco Redevelopment Agency Parcels
North of Chestnut Avenue
South San Francisco, CA 94080
CSS Project No: 6897**

Dear Mr. Bautista:

CSS Environmental Services, Inc. (CSS) is pleased to submit the following Environmental Site Assessment (ESA) report for the former South San Francisco Redevelopment Agency parcels north of Chestnut Avenue in South San Francisco, California 94080, herein referred to as the Site. The objective of this ESA was to identify historical or current activities at the Site and surrounding properties which could have contributed to, or may currently contribute to, the degradation of the Site's soil and/or groundwater to the extent that they represent a recognized environmental condition. This ESA was prepared with considerations set forth in the ASTM designation E1527-13 document describing standard practices for Phase I ESAs. CSS has noted any significant variances to ASTM in the report. This ESA represents the opinions of CSS and is subject to the limitations and uncertainties statement included.

Through this ESA, CSS has determined that no recognized environmental condition is present at the Site. Two Site parcels are identified as having potential environmental conditions at the Site. These potential environmental conditions do not present the risk of bringing a possible enforcement action upon the Site owner; rather they present the risk of creating an environmental condition that might limit future development scenarios such as residential use or the development of groundwater resources, or the presence of hazardous materials that may require special disposal during any future development. Please refer to the attached ESA for details.

If you have any questions or comments regarding this report, please do not hesitate to call the undersigned at (415) 883-6203.

Sincerely,
CSS ENVIRONMENTAL SERVICES, INC.

DRAFT

Aaron N. Stessman, PE
Principal Engineer

Enclosure



CSS ENVIRONMENTAL SERVICES, INC.

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Prepared for

**The City of South San Francisco
Engineering Division
315 Maple Avenue
South San Francisco, California 94080**

Prepared By

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CSS ENVIRONMENTAL SERVICES, INC.

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EXECUTIVE SUMMARY

This Phase I Environmental Site Assessment (ESA) was performed by CSS Environmental Services, Inc. (CSS) in order to evaluate whether a *recognized environmental condition* exists at parcels of land owned by the former South San Francisco Redevelopment Agency north of Chestnut Avenue in South San Francisco, herein referred to as the Site.

The term *recognized environmental condition* is defined by the American Society for Testing and Materials (ASTM) as follows:

“In defining a standard of good commercial and customary practice for conducting an environmental site assessment of a parcel of property, the goal of the processes established by this practice is to identify *recognized environmental conditions*. The term *recognized environmental conditions* means the presence or likely presence of any *hazardous substances* or *petroleum products* on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, ground water, or surface water of the property. The term is not intended to include *de minimis* conditions that generally do not present a material risk of harm to public health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. Conditions determined to be *de minimis* are not *recognized environmental conditions*.”

The term *potential environmental condition* is applied by CSS to *de minimis* conditions that, while they do not present the risk of bringing a possible enforcement action upon the Site owner, they present the risk of creating an environmental condition that might limit future development scenarios such as residential use or the development of groundwater resources, or the presence of hazardous materials that may require special disposal during any future development.

The Phase I ESA was performed by CSS in consideration of standard practice for Environmental Site Assessments as described in ASTM designation E 1527-13. CSS has noted any significant variances to ASTM in the report. Based on information gathered through the ESA, no *recognized environmental condition* is identified. CSS’s relevant findings regarding *potential environmental conditions* are summarized below. The reader is referred to the body of this document for more detail.

The Site has a long history of use, and the following historical uses of the Site are identified as *potential environmental conditions* for the purposes of the Phase I ESA based upon the Site history review described in Section 3 of this ESA. Each of these has been further evaluated in the environmental records review of Section 5:

- Agricultural Use (1925 and earlier),
- Electric Passenger Railroad Use (1903-1949),
- Automobile Sales and Service (1956-2011),



- Golf Practice Course/Range (1965-1981),
- Automobile Parking Lot (1965-2009) and
- Contractor Staging (1998-2006).

A reconnaissance of the Site and vicinity was conducted on July 27, 2016. No *potential environmental conditions* were identified during the Phase I ESA for the Site based upon the site reconnaissance described in Section 4 of this ESA.

During the environmental records review portion of this ESA, described in Section 5, *potential environmental conditions* were identified for the following Site Parcels:

Parcel 1, Former Ron Price Motors, 1 Chestnut Avenue. This former automobile sales and service facility operated fuel USTs (1 diesel, 2 gasoline, and 1 waste oil) until they were permanently closed by removal in May of 1991. The San Mateo Environmental Health Services Division inspected their removal and found the “tanks in general good condition, no holes.” Environmental records relating to the removal of USTs, subsequent fuel contaminated soils remediation and groundwater monitoring were identified. The Site received a “no further action” letter and was closed by SMEHSD in 1996. In addition, a Phase I ESA was conducted for Parcel 1 and a Limited Phase II ESA was also conducted, both in 2007. The following *potential environmental conditions* are identified for Parcel 1 as a result of the environmental records review:

- Based on the age of the building lead-based paint and asbestos may have been used in its construction, a lead and asbestos survey is recommended if the building is slated for renovation or demolition.
- Low levels of petroleum hydrocarbons may be found in soils and pavement on the property which may prohibit their recycling/reuse and may require special disposal during future development.

Parcel 3, 1010 El Camino Real. Parcel 3 does not appear in the environmental records database. In 2005 a Phase I ESA and a Limited Phase II ESA were conducted for Parcel 3. The following *potential environmental condition* is identified for Parcel 3 as a result of the environmental records review:

- Parcel 3 may be impacted with historical aerially deposited lead from vehicle emissions along the adjoining heavily traveled El Camino Real. Lead was found in surface soils at a concentration of 280 mg/Kg exceeding the environmental screening level (ESL) of 80 mg/Kg for residential use but below the commercial land use ESL of 320 mg/Kg.
- In addition, petroleum hydrocarbons in the diesel range (TPH-DRO) were found here at a maximum concentration of 360 mg/Kg. The residential land use ESL for TPH-DRO is 240 mg/Kg and its commercial land use ESL is 1,200 mg/Kg.
- Lead and TPH-DRO present in surface soils at Parcel 3 represent a *potential environmental condition* as their concentrations exceed their respective residential ESLs. Further investigation of the source, nature and extent of lead and TPH-DRO and the removal of any objectionable materials from Parcel 3 may be required if residential redevelopment is desired. The presence of lead and TPH-DRO in soils may additionally prohibit their recycling/reuse and may require



special disposal during any future development.

During the environmental records review portion of this ESA, described in Section 5, *potential environmental conditions* at the Site were identified due to adjoining or vicinity sites. The risk of off-site sources impacting the Site is not one of bringing a possible enforcement action upon the Site owner, as regulatory agencies do not pursue innocent landowners whose underlying groundwater has been impacted by an off-site source. Rather, the risk is of creating an environmental condition at the Site that might limit future development scenarios such as residential use or the development of groundwater resources. None of these *potential* environmental conditions due to off-site sources is considered likely to pose a significant risk of creating a *recognized environmental condition* to the Site.

San Francisco Water Department, Current BART Right-Of-Way. This property adjoins Site Parcel 3 to the west and Site Parcel 2 to the east and the presumed source(s) of contamination is upgradient with respect to assumed groundwater flow. In about 2012 the San Francisco Water Department installed a multi-level monitoring well on their property east of El Camino Real and discovered tetrachloroethylene (PCE, a typical dry cleaning solvent) contamination in groundwater. San Mateo County has directed voluntary investigations to determine the source of contamination by a number of former dry cleaners in the vicinity including Norge Village at 1155 El Camino Real, Carriage Cleaners at 1121 El Camino Real, and My Cleaners at 1053 El Camino Real.

Former Acutech Auto, 45 Chestnut Ave. This property adjoins the Site Parcel 1 (1 Chestnut Ave) to the east. Soil contamination from gasoline range hydrocarbons was discovered during the removal of USTs in November 1991. A groundwater monitoring well was installed on the property where groundwater was encountered at a depth of about 23 feet. The site's environmental consultant assumed the groundwater flow direction at this site is easterly toward Colma Creek and away from the Site. Based on the results of subsequent monitoring San Mateo County closed the site and issued a letter of no further action in 2003. Their closure documents note that "An unknown amount of hydrocarbon impacted soil remains in the subsurface at the site in the vicinity of the former tank pit around 13 to 14-feet bgs. City of South San Francisco Building Department has been notified that should excavation or development of the property be proposed that may encounter impacted soil or groundwater, San Mateo County Environmental Health Division must be notified as required by Government Code Section 65850.2.2." The former tank pit is located within a few feet of Site Parcel 1. Should development of Site Parcel 1 include excavation along its eastern property line, subsurface soils and/or groundwater may be found to contain petroleum hydrocarbon compounds from 45 Chestnut Avenue likely resulting in special disposal of excavated soils.

These conclusions are based on the information gathered and described in this report, and are subject to the exclusions of Section 1.3 and the limitations and uncertainties presented in Appendix F.



1.0 INTRODUCTION

This report presents the results of a Phase I Environmental Site Assessment (ESA) of parcels of land owned by the City of South San Francisco Redevelopment Agency located north of Chestnut Avenue and east of El Camino Real in South San Francisco. The general location of the parcels is shown on the attached Figure 1, and in detail on Figure 2. In this report, CSS has numbered the parcels 1 through 3 for convenience and they are collectively referred to as the Site. The objective of the ESA was to identify historical or current activities at the Site and surrounding properties which could have contributed to, or currently contribute to, the degradation of the environmental quality of the Sites's soil and/or groundwater, thereby representing a *recognized environmental condition*.

The term *recognized environmental condition* is defined by the American Society for Testing and Materials (ASTM) as follows:

“In defining a standard of good commercial and customary practice for conducting an environmental site assessment of a parcel of property, the goal of the processes established by this practice is to identify *recognized environmental conditions*. The term *recognized environmental conditions* means the presence or likely presence of any *hazardous substances* or *petroleum products* on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, ground water, or surface water of the property. The term is not intended to include *de minimis* conditions that generally do not present a material risk of harm to public health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. Conditions determined to be *de minimis* are not *recognized environmental conditions*.”

The term *potential environmental condition* is applied by CSS to *de minimis* conditions that, while they do not present the risk of bringing a possible enforcement action upon the Site owner, they present the risk of creating an environmental condition that might limit future development scenarios such as residential use or the development of groundwater resources, or the presence of hazardous materials that may require special disposal during any future development.

1.1 Purpose

This report was prepared by CSS Environmental Services, Inc. (CSS) for The City of South San Francisco Engineering Division for their purposes in the prospective sale of the Site. The City intends to transfer the properties to a Successor Agency to the Former Redevelopment Agency of South San Francisco at a fair market value and place some of the properties on the open market. The South San Francisco Redevelopment Agency along with all 400 California redevelopment agencies was dissolved by order of the California Supreme Court in a decision issued on December 29, 2011. Together the City intends future development of the properties as a mixed-use, transit oriented



development and open space. The goal of the Phase I ESA is to identify any environmental contamination and remediation for the Site.

1.2 Scope of Work

The Phase I ESA was performed by CSS in consideration of standard practice for Environmental Site Assessments as described in ASTM designation E 1527-13. The purpose of this practice is to define good commercial and customary practice in the United States of America for conducting an ESA of a parcel of commercial real estate with respect to the range of contaminants within the scope of the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) and petroleum products. As such this is intended to permit a user to satisfy one of the requirements to qualify for the innocent landowner defense to a CERCLA liability.

The scope of work for the Phase I ESA included aerial photograph reviews; reviews of historic Sanborn insurance maps; a review of site setting sources; a site reconnaissance; an interview with a site owner representative; a review of information contained in regulatory agency lists, interviews with regulatory agency representatives, and reviews of regulatory agency documents through the GeoTracker and Envirostor databases and the libraries of CSS.

1.3 Exclusions

The ASTM Phase I ESA standard practice excludes the assessment of the following potential environmental hazards as they are excluded from CERCLA and should nevertheless entitle the user to the innocent purchaser defense, assuming that other requirements of the defense are met:

- Asbestos Containing Materials
- Lead Based Paint
- Radon
- Mold
- Lead in Drinking Water

Determining the precise boundaries of the Site is outside of the scope of this ESA although every care has been made to ensure that the assessment of *potential environmental conditions* and *recognized environmental conditions* extends to most recent configuration of the parcels. A drawing prepared by Sandis for the City of South San Francisco dated May 18, 2016 and entitled “Proforma ALTA/NSPS Survey” is considered by this ESA to represent the Site. The Site properties are shown in general detail on the attached Figure 2 Site Parcels. CSS has numbered the parcels 1 through 3 for convenience. A more specific legal description of the properties is provided in Section 1.5 below.

1.4 Report Organization

The ESA is described in Sections 1 through 7. Site location and vicinity maps are presented on Figures 1 and 2 found in Appendix A. Appendix A also contains site reconnaissance photographs from the July 27, 2016 site visit. Appendix B of this ESA contains historical information including aerial photographs, historic photographs, topographic maps, and Sanborn Fire Insurance Company



maps. The Environmental Data Resources, Inc. (EDR) DataMap™ 1 Chestnut Ave report of Site and vicinity sites appearing under various regulatory lists are included as Appendix C. Selected information gathered from agency environmental record reviews are included as Appendix D. Owner interview records are presented in Appendix E and the limitations and uncertainties to which this report is subject are provided as Appendix F.

1.5 Site Location and Legal Description

The Site is located in the Colma Creek valley and is entirely within the limits of the City of South San Francisco in San Mateo County, California. A site location map is included as Figure 1 and a more detailed Site Parcels map is included as Figure 2. Aerial views of the Site are also included in Appendix A.

The boundary of the Site is located north of Chestnut Avenue, west of Mission Road and east of El Camino Real. The Bay Area Rapid Transit (BART) right-of-way, owned by City and County of San Francisco Water Department passes east of Parcels 1 and 2 and west of Parcel 3.

CSS understands the Site includes the following San Mateo County Assessor Parcel Numbers (APNs), with approximate parcel acreages reported:

- | | | |
|---------------------------------|-----------------------------|---------|
| • Parcel 1, 1 Chestnut Ave | APN 011-322-030 | 1.65 AC |
| • Parcel 2, No Address | APN 093-312-060/093-312-050 | 8.54 AC |
| • Parcel 3, 1010 El Camino Real | APN 011-326-030 | 0.56 AC |

Every care has been made to ensure that the assessment of potential environmental conditions extends to the most recent configurations of the Site, as described herein. A drawing prepared by Sandis for the City of South San Francisco dated May 18, 2016 and entitled “Proforma ALTA/NSPS Survey” is considered by this ESA to represent the Site.

Site vicinity landmarks include the El Camino Real (Highway 82) west of the Site and the channeled Colma Creek which crosses the Site. The underground Bay Area Rapid Transit (BART) railway divides the Site. The San Francisco Bay is located about 1½-miles east and San Francisco International Airport about 2-miles southeast, of the Site.



2.0 SITE DESCRIPTION

2.1 Current and Future Land Uses

Parcel 1 is developed with a commercial building and paved parking lot presently used by Pet Club as a retail pet supply business. Parcels 2 and 3 are undeveloped except for minor paved parking areas. Photographs of various Site features are shown in Photos 1 through 23 of Appendix A.

2.2 Adjoining Properties

A reconnaissance of the area surrounding the site was conducted on July 27, 2016 and included observation of the surrounding sites, as could be observed without encroaching on private property. Parcel 1 and Parcel 3 are located on the north side of Chestnut Avenue. Antoinette Land separates Parcel 1 and Parcel 2. East and north of Parcel 1 and north of Parcel 2 are apartment buildings. Colma Creek and the adjoining Centennial Way Trail meander through Parcel 2. Northwest of Parcel 2 and north of Parcel 3 is Kaiser Hospital and its associated parking garage. East of Parcel 2 is Mission Road. The BART right-of-way passes between Parcel 2 and Parcel 3. The tracks for BART are underground near the Site; however an above ground BART vent facility is present with a paved access road. West of Parcel 3 is El Camino Real; a primary vehicular arterial of the San Francisco Peninsula which is mostly commercial oriented but also has multi-family developments along its frontages.



2.3 Geologic and Hydrogeologic Setting

The city of South San Francisco is located on the San Francisco Bay Peninsula in a region dominated by Quaternary sediments and bedrock of the Jurassic/Cretaceous Franciscan Assemblage.

The Site is located in the low-lying Colma Creek valley southwest of the base of the southern slope of Signal Hill which itself is located in the San Bruno Mountain foothills. Native surface sediments consist locally of Holocene alluvium and bay sediments consisting primarily of silty sand, silt or sandy silt Quaternary in age. These sediments may overlie unconsolidated, well sorted fine to medium-grained sands of the extensive Pleistocene Colma Formation. Bedrock of the Franciscan Assemblage can be expected to be encountered within 100 feet below ground surface. This formation is comprised primarily of highly folded and fractured sedimentary and metamorphic rock.

Major faults in the vicinity of the Site include the northwest trending Hillside Fault approximately 1-mile north of the site, the San Bruno Fault approximately 1-mile south of the Site, and the San Andreas Fault located about 2-miles southwest of the Site.

The Site lies at an average elevation of about 40 feet above mean sea level. Area topography slopes gently to the southeast in general and toward Colma Creek locally. West of the Site the El Camino Real is situated on a bench which rises more steeply above the Site. Parcel 3 of the Site, fronting El Camino Real, is sloped steeply to the east. The channeled Colma Creek crosses the Site, passing diagonally from the west side of Parcel 2 as it travels to the southeast. Colma Creek empties to the San Francisco Bay about 2 miles east-southeast of the Site.

The shallow groundwater flow direction reported for a number of Site vicinity sites is toward the Colma Creek channel. The depth to groundwater is approximately 20 feet.

The portions of the Site immediately adjoining Colma Creek and northeast of Colma Creek appear to be located within the FEMA 100-year flood zone.

2.4 Meteorological Information

The daily high and low temperatures (annual averages) in South San Francisco zip code 94080 are 65° F and 50° F, respectively. The average annual precipitation is 20.1 inches. Meteorological information was obtained from Weather.com.



3.0 SITE HISTORY

3.1 Chain of Title

A chain of title search was not performed as part of the scope of this ESA however CSS has some knowledge of the recent title history. Parcel 1 is thought to have been acquired from Ron Price in 2008. Parcel 2 and Parcel 3 are thought to have been acquired from the San Francisco Public Utilities Commission (SFPUC) in 2008. Parcel 3 is thought to have previously been owned by Charles and Lana Petrocchi, who swapped this Parcel with the SFPUC for property south of Chestnut Avenue in about 2006.

3.2 Historical Records Review

To establish the history of the Site and vicinity the resources noted below were consulted. Copies of many of these records may be found attached in Appendix B.

- Historic records (Hist) were reviewed at the historical archives of the South San Francisco Public Library and included photographs, maps, journals, newspaper articles and a transcribed 1981 interview with a life-time resident, Amadeo Sola, who recalled local events and South San Francisco features dating to the early 1900's. A number of historic photos are reproduced and annotated in Appendix B.
- Aerial photographs (Aerial Photos) from 1943, 1946, 1956, 1965, 1968, 1974, 1982, 1993, 1998, 2005, 2006, 2009, 2010 and 2012 covering the Site, and representative portions of vicinity properties, were reviewed by CSS and are attached in Appendix B.
- Historic topographic maps (Topo Maps) from 1896, 1899, 1915, 1939, 1947, 1950, 1956, 1968, 1973, 1980, 1995, 1996 and 2012 including representative portions of the Site and surrounding areas were also reviewed by CSS and are attached in Appendix B.
- Sanborn Fire Insurance Company maps (Sanborn Maps) do not cover the Site. Limited coverage of vicinity properties in CSS's library were reviewed for the years 1925, 1950, 1956 and 1970.
- City Directories (City Directories) with listings on Chestnut Avenue for the years 1970, 1977, 1980, 1985, 1992, 1995, 1999, 2003, 2008 and 2013 were reviewed by CSS and are attached in Appendix B.
- An Environmental Site Assessment of a 1.12 Mile Corridor Owned by the San Francisco Public Utilities Commission was prepared by CSS Environmental Services dated October 7, 2005. The ESA was prepared for the South San Francisco Redevelopment Agency and supported their purchase of a number of Site parcels. This document was reviewed by CSS.
- A Phase I Environmental Site Assessment of 1 Chestnut Avenue was prepared by Basics Environmental dated September 28, 2007 for Ron Price Motors. This document was reviewed by CSS.
- A Phase I Peer Review and Limited Phase II Environmental Site Assessment was prepared by CSS Environmental Services dated December 3, 2007 for the South San Francisco Planning

Division. This document was reviewed by CSS.

The observations from these resources regarding the history of the Site are detailed in the table below.

Date-Source	Observations
Circa 1776-Hist	The historic El Camino Real, "The King's Highway" passes on or near the Site. Its path appears to follow the present El Camino Real south of the Site and Mission Road north of the Site. The Historic El Camino Real was built in the 18th century to help protect Spanish landholdings in California and link the Catholic missions, pueblos and presidios that existed between San Diego and Sonoma. 18 th century Spanish missions were located in San Francisco, Santa Clara and San Jose.
1863-Hist	Southern Pacific Railroad (SP) constructed a rail line and operated steam engine passenger service on their property (Present BART right-of-way) adjoining the Site between about 1863 and 1928. Later, SP transported freight on this rail line. Stations served by SP near the Site (as reported in 1903) included Holy Cross Station (about 1-mile north of the Site), and Baden Station (very near and possibly on the Site near the present Mission Road and Oak Ave intersection)
1896 and 1899- Topo Maps	This historical topographic maps show the "Southern Pacific RR" line that is adjoining and west of the Site. "Baden Sta." is labeled on the map. Baden Station appears to be at the present Mission Road at Oak Avenue intersection and is thought to be very near and possibly on the Site. Oak Ave and Mission Road are the only roads shown in the Site vicinity at this time. Mission Road appears to follow its present course at the northeast side of the Site, then along the present Antoinette Lane and along the present El Camino Real south of the Site. Structures are shown on these topo maps and none appear to be on Site. A branch rail line (probably the original South San Francisco Land and Improvement Company rail line constructed in about 1891) is shown heading east from Baden Station into South San Francisco along the current location of Railroad Avenue.
1903-Hist <i>Also see Historic Photo 1</i>	Rail service was extended into San Mateo by the United Railroads of San Francisco including construction of a dual track railway on the Site. This rail line will be known for many years as the 40 line. The portion of the railway along the Site was described in 1906 as "built through a private right of way" and was immediately adjacent and west of the Southern Pacific (SP) Railroad (present BART subway Right-of-way owned by the City of San Francisco). Photo 1 shows typical 40 line and SP line trains passing along their parallel rights of way.
1915-Topo Map	This historical topographic map shows now further developments near the Site including El Camino Real along its present course as are streets at the present locations of Mission Road, Oak Street and Willow Street (which once extended to Mission Road). The United Interurban railway can be seen adjoining the SP Railroad shown in the 1899 Topo Map, and passes through the Site. Compared to that map, further substantial developments are now present in downtown South San Francisco.
1916-Hist <i>Also see Historic Photo 2</i>	The South San Francisco Railroad (see 1899) was rerouted from Railroad Avenue to Grand Avenue and along a new extension of Grand Avenue to Mission Road meeting the San Francisco and San Mateo Electric Railway (nee United Railroads of San Francisco) west of Mission Road and the SP line at a new station known as Leipsic Station. Leipsic Station is thought to have been north of the Site. A historic undated photograph of Leipsic Station can be found in Appendix A.

Date-Source	Observations
1919-Hist	A reorganization of the United Railroads of San Francisco results in the Market Street Railway taking the San Francisco and San Mateo Electric Railway.
1925-Sanborn Maps and Hist, Circa 1930 Hist. Photos <i>See Sanborn Map 1, Map 1A, and Historic Photo 3 of Appendix A</i>	An April 1925 Sanborn Map does not cover the Site, presumably because it is undeveloped. El Camino Real and Mission Road meet at a “Y” intersection just south of the Site. Historic Photo 3 shows a view from Mission Road toward El Camino Real near the Site from about this time. A portion of the Market Street Railway south of the site is shown as the “Market Street Ry. (Electric)” and is approximately 100-feet in width. Adjoining this to the east is the “Southern Pacific R.R. (Valencia Colma Branch).” The present Orange Park south of the Site is noted as “Park Reserve” and is described as “Flat Ground Partly Covered With Thick Brush”. South of the Site at the former intersection of El Camino Real and Mission Road, the Sanborn map shows a “Standard Oil of California – South San Francisco Service Station”. Northwest of the Site, across El Camino Real the Sanborn Map shows the “Baden Farm”. According to an oral history, the property north of the current location of Chestnut Avenue included marshes (near Colma Creek) and farmland.
1928-Hist	In 1928, after providing nearly 60-years of service, the Southern Pacific railroad adjoining the Site, became a secondary line, transporting freight instead of passengers. The SP line will eventually become the current BART Right-of-way.
1943-Aerial Photo	This aerial photograph shows the entire Site. Colma Creek appears to be at its present location. Mission Road can be seen east of the northern portion of the Site and following the present Antoinette Lane to intersect with El Camino Real south of the Site. The parallel Site Market Street Railway and adjoining SP rail lines can be seen winding between Mission Road and El Camino Real. The Site appears primarily as marshland south of Colma Creek and farmland north of Colma Creek.
1946-Aerial Photo	The Site appears unchanged from 1943. Chestnut Ave appears to be a trail or unpaved road.
1947-Topo Map and Hist	The Site appears undeveloped. The Colma Creek channel appears in its present location. Mission Road cuts through the Site along what is now Antoinette Lane. Chestnut Ave appears to be a dirt trail or unimproved road. The Site’s rail line is noted as the San Francisco Municipal Railroad, parallel and west of the Southern Pacific Railroad. No named railroad stations are noted.
1949-Hist	The San Francisco Municipal Railway, who succeeded the Market Street Railway as the Site railway owner in 1944, ceased all service to the San Francisco Peninsula and its use is abandoned.
1950-Sanborn Maps <i>See Sanborn Maps 2 and 2A</i>	Only portions of properties south of the Site are shown. Chestnut does not yet extend across the south end of the Site to El Camino Real, or it may be unimproved or a trail. Mission Road meets El Camino Real at a “Y” intersection south of the Site. At this time the former location of the Standard Oil service station south of the Site is shown as the construction yard of R.G. Clifford Construction Co. with areas noted as for welding, plating, storage, tractor house, and garage. South of the Site the Southern Pacific Railroad is shown as Colma Branch and Orange Park which is noted on the Sanborn Map as “Park Reserve” and “flat ground covered with thick brush.”

Date-Source	Observations
Circa early 1950's-Hist	<p>Chestnut Avenue is extended to El Camino Real and the former intersection of Mission Road and El Camino Real is significantly changed. Mission Road is aligned along the present Antoinette Lane as before but now ends at a "T" intersection at Chestnut Avenue instead of continuing to El Camino Real. An automobile service and fueling station is constructed on the corner lot immediately southeast of the new intersection of Chestnut and El Camino Real at 998 El Camino Real. Operators over the years included Union Oil, South City Gas and Auto Repair, and Petrocchi Bros. The former location of Standard Oil of California Service Station in 1925, later R.G. Clifford Construction Co (see 1950 Sanborn), is now over 100 feet south of Chestnut Avenue near Twelvemile Creek, following the reconfiguration of the intersection. The Station appears to have been at the present locations of the South City Car Wash at 988 El Camino Real (east of the present car wash facility) and at the present location of Burger King at 972 El Camino Real south of the Site.</p>
1956-Aerial Photo, Sanborn Map, Topo Map and Hist	<p>The aerial photo and topo map shows a clear view of the new configuration of El Camino Real and the extension of Chestnut Avenue to El Camino Real described above, however the Sanborn map does not reflect these changes and Sanborn coverage does not include the Site. Colma Creek appears in its present channel alignment throughout the air photo and topo map extents.</p> <p>There appears to be development occurring on the 1 Chestnut Ave parcel of the Site in the aerial photo and the topo map shows a structure. Historical records indicate that property is the future Ron Price Motors facility, incorporated in 1956.</p> <p>The Market Street railway is no longer shown on the topo map, only the adjoining Southern Pacific railway. Orange Memorial Park is shown on the topo map.</p> <p>The Sanborn Map continues to show structures at the former location of the Standard Oil of California Service Station but it no longer bears the R.G. Clifford Construction Co identifier seen in 1950.</p> <p>East of the Site appear agricultural fields and an athletic field (baseball diamond) can be seen in the aerial photo.</p>
1965-Aerial Photo and Hist	<p>The following changes are seen in the Siter vicinity in 1965 as compared to 1956. The north end of the Site Parcel 2, straddling Colma Creek, appears to be in use as a practice golf course. The Site building at 1 Chestnut Ave is present as are buildings on adjoining parcels to the north and east.</p> <p>A structure is visible on the Site north of the northeast corner of El Camino Real and Chestnut Avenue on Site Parcel 3 which fronts El Camino. Later, the Dante Cecchini Realty office (incorporated in 1983) is located here with address 1010 El Camino Real.</p> <p>The Bell Market Center, located west across El Camino Real from the Site is now present.</p>
1968-Topo Map	<p>This topo map shows the developments in the vicinity of the Site seen in the 1965 air photo.</p>
1973-Topo Map	<p>Kaiser Hospital has been constructed northwest of the Site as compared to 1968, and the Chestnut Shopping Center is now present south of the Site. A service station building at 998 El Camino Real (southeast of the intersection of Chestnut and El Camino is shown as existing from the 1956 photo revision.</p>

Date-Source	Observations
1974-Aerial Photo	A presumed golf driving range or clubhouse structure is present at the north end of the Site Parcel 2. Mission Road continues to appear following the present course of Antoinette Lane. The Site's 1 Chestnut Ave parcel (Parcel 1) is clearly paved and has parked automobiles. The southern portion of Site Parcel 2 across Antoinette Lane from Site Parcel 1 (Ron Price Motors) and north to the end of Antoinette Lane appears paved with parked vehicles. Chestnut Shopping Center is now present to the south across Chestnut Ave from the Site.
1980-Topo Map	Mission Road has been modified to its present alignment east of Colma Creek where it intersects with Chestnut Avenue. Its old alignment is now Antoinette Lane which dead ends just south of Colma Creek.
1981-Hist	In a transcribed 1981 interview with a life-time SSF resident, Amadeo Sola described a golf range located at the northern end of the Site. In the 1965 aerial photo the area (northern portion of Site Parcel 2) appears as a practice course with visible sand traps.
1982-Aerial Photo	The appearance of the northern end of Site Parcel 2 is no longer consistent with a golf driving range or practice course. Across Antoinette Lane to the west of 1 Chestnut are numerous parked vehicles. An apartment complex adjoining the Site to the north of Site Parcel 2 has been constructed and the Kaiser Hospital parking structure is now present to the northwest.
1985-City Directory	1 Chestnut Avenue is listed in the city directory under Ron Price Volkswagen and Subaru and Regal Auto Body.
1992-City Directory	1 Chestnut Avenue is listed in the city directory under Ron Price Volkswagen and Mazda and Regal Price Auto Body.
1993-Aerial Photo	The Site appears unchanged from 1982. South of the Site the South City Car Wash at 988 El Camino Real can be seen. Burger King at 972 El Camino Real has been developed south of the car wash. Comparing earlier air photos, the former location of the Standard Oil of California station from 1925, appears to be at the present locations of the South City Car Wash (east of the present car wash facility) and at the present location of Burger King.
1996-Topo Map	This topo map shows the Site and vicinity as urban without details of structures. The SP railroad is no longer indicated.
1998-Aerial Photo and Hist	Numerous automobiles are parked on the southern portion of Site Parcel 2 west of Antoinette Lane. Otherwise the Site and vicinity appear largely unchanged from 1993. North of this and south of Colma Creek there appears to be contractor equipment stored on the Site. BART Times reported that construction began on the BART-SFO extension project taking BART subway rail service from Colma Station to San Francisco International Airport along the former Southern Pacific right-of-way adjoining the Site.
2005-Aerial Photo and Phase I ESA	The current BART vent facility is present adjoining Site; otherwise the Site appears largely unchanged since 1998. Ron Price Motors is present and in operation at 1 Chestnut Ave. Across Antoinette Lane and north about 100 yards the southern portion of Site Parcel 2 is paved and used for vehicle parking by Ron Price Motors. North of this to Colma Creek the Site is unpaved but graded and appears in use by a number of contractors for equipment staging and storage yards. North of Colma Creek the Site appears overgrown except for a small unused parking lot at the very north end of Site Parcel 2. The Site's Parcel 3 fronting El Camino Real has two billboards and a small building housing the Dante Cecchini Realty office at 1010 El Camino Real.
2006-Aerial Photo	Contractor equipment storage on Site Parcel 2 northwest of Antoinette Lane is no longer evident.

Date-Source	Observations
2006-2008-Hist	The Redevelopment Agency of the City of South San Francisco purchases Site properties from the San Francisco Public Utilities Agency; these include the former San Francisco Municipal Railway. In 2008 they also purchase the 1 Chestnut Ave parcel and leased it back to Ron Price Motors for a period of three years.
2009-Aerial Photo	Contractor equipment storage and Ron Price Motors vehicle parking west and northwest of Antoinette Lane are no longer evident. The former gas station at 998 El Camino Real (most recently South City Gas) appears to have been demolished.
2009-Hist	The Site's Parcel 1 at 1 Chestnut Ave parcel is leased to Red Cart Market, Inc doing business as Pet Club Stores. This is the current use of this parcel. The Dante Checchini Realty office building and billboards previously on Site Parcel 3 at 1010 El Camino Real does not appear to be present.
2010-Aerial Photo	The Site appears unchanged from 2009.
2012-Aerial Photo	The Site appears unchanged from 2010.

3.2.1 Summary of Historical Site Uses

Through this historical review it is thought that Site historical uses have included the following:

- **Circa 1776, Historic Highway.** The historic El Camino Real, "The King's Highway" passes on or near the Site. Its path follows the present El Camino Real south of the Site, along the present Antoinette Lane, then along Mission Road north of the Site. The Historic El Camino Real was built in the 18th century to help protect Spanish landholdings in California and link the catholic missions, pueblos and presidios that existed between San Diego and Sonoma. 18th century Spanish missions were located in San Francisco, Santa Clara and San Jose.
- **Circa 1925 and earlier, Agricultural Use.** Portions of the Site were reportedly farms.
- **1903-1949, Electric Passenger Railroad Use.** Electric passenger train service was operated on dual track railway along the Site in succession by United Railroads of San Francisco, the Market Street Railway, and the San Francisco Municipal Railway. This rail line was known for many years as the 40 line. The portion of the railway along the Site was described in 1906 as "built through a private right of way" and was immediately adjacent and west of the Southern Pacific (SP) Railroad (present BART subway Right-of-way). An SP station (Baden Station) is thought to have been on or near the Site at the present intersection of El Camino Real and Oak Ave. No railway maintenance yards were identified on or near the Site.
- **Circa 1956-2011, Automobile Sales and Service.** The Parcel 1 building is constructed. For many years Ron Price Motors automobile sales and service facilities were present on the Site Parcel 1 at 1 Chestnut Avenue. Ron Price Motors also maintained a parking lot on the southernmost portion of Site Parcel 2 west of Antoinette Lane, presumably under lease from the SFPUC.
- **Circa 1965-1981, Golf Practice Course/Range.** A practice golf course and/or driving range was located at the northern end of Site Parcel 2, north of Antoinette Lane and Colma Creek.

- **Circa 1965-2009, Commercial Office.** At Site Parcel 3 (1010 El Camino Real), near the northeast corner of El Camino Real and Chestnut Avenue, a structure was present fronting on El Camino Real. This was Dante Cecchini Realty's office from 1983 to 2009.
- **Circa 1965-2009, Automobile Parking Lot.** North of Chestnut Avenue and west of Antoinette Lane the southernmost portion of the Site Parcel 3 is paved and is used by Ron Price Motors for automobile parking.
- **Circa 1998-2006, Contractor Staging.** On Site Parcel 3 Immediately north of the paved area (see 1965-2009 above) and south of Colma Creek a number of contractors used unpaved portions of the Site for equipment staging and storage yards. This appears to coincide with the advent of construction of the BART subway on a linear parcel adjoining the Site.

3.2.2 Summary of Historical Adjoining Property Uses

Based upon the site history reviews, *adjoining property* historical uses have included the following:

- **1863-circa 1980's, Railroad Use.** Steam and later diesel engine passenger and freight train service on the Southern Pacific Railroad (present BART) adjoining the Site.
- **1903-1949, Electric Passenger Railroad Use.** Electric passenger train service was operated on dual track railway along the Site in succession by United Railroads of San Francisco, the Market Street Railway, and the San Francisco Municipal Railway. This rail line was known for many years as the 40 line. The portion of the railway along the Site was described in 1906 as "built through a private right of way" and was immediately adjacent and west of the Southern Pacific (SP) Railroad (present BART subway Right-of-way). The linear portion of the former railway running along the Site is presently owned by the City of South San Francisco (not the City of South San Francisco Redevelopment Agency.)
- **Pre-1925-1956, Agricultural Use.** A number of properties adjoining the Site were in agricultural use until about 1956.
- **Pre-1925-Present, Residential Use.** Various properties adjoining the Site have been in residential use since prior to 1925.
- **Pre-1925-circa 1950's, Automobile Service Station.** An automobile service station is located south of the Site. This Standard Oil station was located at the former intersection of El Camino Real and Mission Road in about 1925 but by 1950 was a contractor's yard. Its former location is thought to be presently occupied by portions of the present South City Car Wash at 988 El Camino Real and Burger King at 972 El Camino Real.
- **Circa 1950-Present, Portion of an Automobile Service Station.** Chestnut Avenue is extended to El Camino Real and the former intersection of Mission Road and El Camino Real is significantly changed. Mission Road is rerouted to the east of Colma Creek. An automobile service and fueling station (South City Gas & and Auto Repair) is constructed at 998 El Camino Real south of Site Parcel 3 and later a car wash facility (South City Car Wash) is constructed at 988 El Camino Real. Operators of the service station included Union Oil, South City Gas and Auto Repair, and Petrocchi Bros. The structures at 998 El Camino Real were removed in about 2009.
- **Circa 1973-Present, Medical Facility.** Kaiser Hospital (1200 El Camino Real) operates west and north of the Site. Its parking garage, south of the hospital, west of the northern portion of

- Site Parcel 2, and north of Site Parcel 3, appears to have been constructed between around 1982.
- **Circa 1965-Present, Commercial Use.** East of Site Parcel 1 at 45 Chestnut Avenue is a commercial office, formerly Accutech Auto and presently the Westborough Pet Hospital.
 - **Circa 1965-Present, Retail Sales.** The Bell Market Center, west of the Site across El Camino Real contains retail shops.
 - **Circa 1965-Present, Residential Use.** Apartments adjoin the Site north and east of the 1 Chestnut parcel and north of northern end of the Site.
 - **Circa 1973-Present, Retail Sales.** The Chestnut Shopping Center, south of Site Parcel 1 across Chestnut Avenue contains retail shops.

3.3 Potential Environmental Conditions Related to Site History Review

Based upon the Site History Review, the following Site uses are retained as being of concern for a potential environmental condition at the Site:

- **Electric Passenger Railroad Use (1903-1949)** – Railroads are frequently the subject of investigation for contaminants including those associated with waste oils: petroleum hydrocarbons, heavy metals, polychlorinated biphenyls (PCBs), and semi-volatile organic compounds (SVOCs) due to the former practice of spraying waste oil for weed control. This potential environmental condition was evaluated in a 2005 Phase II ESA performed at Parcel 2 and Parcel 3 described in Section 5. The Phase II included the collection and analysis of surface soil samples for such potential contaminants.
- **Agricultural Use (1925 and earlier), Golf Practice Course/Range (1965-1981)** – Agricultural chemical use associated with agriculture and the maintenance of a golf practice course/range on could represent a *recognized environmental condition*. The specific history of agricultural chemical usage during this period is not known, however, historically, persistent organochlorine pesticides with long half-lives such as Dieldrin and Aldrin, DDT and DDE, and Lindane were in wide agricultural use until the 1970's and, based on the history of agricultural use, such pesticides may be present in Site soils and sediments, particularly on Parcel 2. Due to their widespread use these chemicals are practically ubiquitous to agricultural soils and sediments. In trace concentrations they are rarely the cause of mandated clean-up actions. This potential environmental condition was evaluated in a 2005 Phase II ESA performed at Parcel 2 and Parcel 3 described in Section 5. The Phase II included the collection and analysis of surface soil samples for such organo-chlorine pesticides.
- **Automobile Service Facility (Circa 1956-2011)** – The Ron Price Motors facility on Site Parcel 1 could represent a *recognized environmental condition*. Use of petroleum hydrocarbon compounds, their wastes, and related hazardous materials may have been released to Site soils and/or groundwater by surface spills or leaks from underground storage tanks (USTs). Contaminants associated with this use include petroleum hydrocarbons, heavy metals, and SVOCs. This was evaluated through the Environmental Records Survey in Section 5. A 2007 Phase II ESA for Site Parcel 1 is also described in Section 5.



- **Automobile Parking and Contractor Staging (Circa 1974-2009)** – Automobile parking (c1974-2009) and construction equipment parking (c1998-2006), particularly in unpaved areas, present a potential environmental condition due to possible leaking vehicle fluids onto Site soils. Contaminants associated with this use include petroleum hydrocarbons, heavy metals, and SVOCs. This potential environmental condition was evaluated in a 2005 Phase II ESA performed at Parcel 2 and Parcel 3 described in Section 5. The Phase II included the collection and analysis of surface soil samples for such potential contaminants.

4.0 SITE RECONNAISSANCE

A reconnaissance of the Site and visual survey of properties in the vicinity was conducted on July 27, 2016 in order to assess whether there were any site features that might indicate the presence of an environmental condition. Prominent Site and vicinity features are shown on the aerial photo of Figure 2 and selected scenes of the Site at the time of the site reconnaissance may be found in Photos 1 through 23 of Appendix A.

4.1 Site Observations During Site Reconnaissance

Much of the Site is presently vacant. CSS saw no evidence of remaining railroad tracks from the former railroad use of the Site (San Francisco Municipal Railway) and adjoining BART (SP Railroad) right-of-way. Surface soils observed along the Site are generally well compacted and include fine-grained native silts, sand and loam and import aggregate base fill. Improvements to the Site include:

- Parcel 1 at 1 Chestnut Avenue has a Pet Club store. The parcel is improved with an approximately 27,000 square foot single story commercial building. The building is constructed of concrete and wood framing on a concrete slab foundation with concrete and stucco exterior walls. The lot is paved and contains landscaped areas. Utilities including water, electric, natural gas and sewage service are present.
- The southern portion of Parcel 2 is improved with a paved parking lot and fencing. Electric lighting is present for the parking lot. The lot appears unused.
- The bicycle and pedestrian Centennial Way Trail crosses the Site along Colma Creek. The trail is paved and electric lighting is present. A pedestrian bridge extends across Colma Creek near Mission Road.
- At the north end Parcel 2 near Mission Road is a small paved parking lot. The lot has a fence and closed gate at its entrance from Mission Road and appears unused.
- Near the south end of Parcel 3 is a narrow section of pavement facing El Camino Real. The Parcel is otherwise overgrown and has a very steep grade change from its frontage on El Camino Real down to the lower elevation of Parcels 1 and 2.

The following indicators of a potential environmental condition due to the usage or release of hazardous materials or petroleum products were *not* visually or physically observed to be present at the Site during CSS's site reconnaissance:

- Storage Tanks or drums
- Strong pungent or noxious odors,
- Pools or sumps containing liquids likely to be hazardous substances or petroleum products,
- Electrical or hydraulic equipment known or likely to contain PCBs,
- Stains or corrosion on floors, walls or ceilings other than by water,
- Pits, ponds or lagoons,
- Stained soil or pavement, other than from incidental dripping vehicle fluids,
- Stressed vegetation,



- Liquid discharges other than stormwater to drains, ditches or streams,
- Indications of fill or grading which suggest a trash or other solid waste disposal source,
- Groundwater monitoring wells, or
- Septic Systems.

The developed portions of the Site and vicinity were observed to be served by commercial utilities (gas, electric, and water) and by a municipal sewer system.

4.2 Adjoining Property Observations During Site Reconnaissance

The Site and adjoins portions of the BART subway, an electric train line that extends from San Francisco to just south of the San Francisco International Airport. The tracks for BART are underground through the Site area; however a venting facility is present which is accessed via a paved roadway from Antoinette Lane across from the 1 Chestnut Ave parcel. Title to this property is listed as “SF Water Department”. A BART Station is located about ½-mile north of the north end of the Site. A linear parcel west of BART is the former San Francisco Municipal Railway circa 1903-1949. It is presently owned by the City of South San Francisco and not the South San Francisco Redevelopment Agency. This parcel is vacant with no indications of the former electric railway.

Site vicinity features include the following:

Significant developments adjoining the Site include the following:

EAST:	Immediately East of Parcel 1 (1 Chestnut Ave) are a veterinary hospital (45 Chestnut) and an apartment building (41 Chestnut). To the east the Parcel 2 is adjoined by Mission Road and government office buildings.
WEST:	Parcel 1 is adjoined to the west by Antoinette Lane and the BART right-of-way. Parcel 3 is adjoined to the west by El Camino Real and commercial properties including Bell Market Center, Parcel 2 is adjoined by the BART right-of-way including a vent structure.
SOUTH:	South of the Site is Chestnut Avenue, and the Chestnut Shopping Center. The former 998 El Camino Real gas station property is vacant.
NORTH:	North of Parcel 1 are apartment buildings including the Antoinette Apartments (924 Antoinette Lane). North of Parcel 2 are apartments (1107 Mission Road). Kaiser Hospital parking garage is north of Parcel 3 on El Camino Real.

4.3 Potential Environmental Conditions Related to Site Reconnaissance

Around the Site there is some evidence of trash debris (e.g. paper, empty cans, bottles, and plastic containers) especially on Site Parcel 3. There are covered soil piles on an adjoining property near the BART vent station. Examination by CSS during the site reconnaissance did not reveal evidence of



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hazardous materials releases, e.g. soil staining, related to these materials.

Potential environmental conditions were evaluated in a 2005 Limited Phase II Environmental Site Assessment (Phase II ESA) of Parcel 2 and Parcel 3 and a 2007 Limited Phase II ESA of Parcel 1. These included the collection and analysis of near surface soil samples for Parcels 2 and Parcel 3 and 5-foot samples for Parcel 1. Analyses included a wide range of potential contaminants. The results of that Phase II are discussed in further detail in Section 5.



5.0 ENVIRONMENTAL RECORDS SURVEY

CSS engaged the services of Environmental Data Resources, Inc. (EDR) to conduct searches of selected federal, state and local environmental information databases for sites or conditions of potential hazardous materials releases at, or in the vicinity of, the Site. The records searched and search distances were specified to a one-quarter to one-mile distance from the Site depending upon the type of record and encompassed more than 50 databases providing information on vicinity sites with underground tanks, landfills, mine operations, cleanup sites, hazardous materials and wastes, and similar topics. An EDR Radius Map™ Report with GeoCheck (EDR Report) was generated, dated July 22, 2016, EDR Report ID #4681925.2s, and is included in Appendix C. The government records searched are describing on pages GR-1 through GR-45 of the EDR Report. Only Parcel 1 of the subject Site appears in the EDR Report.

Searches for records were also made through the California State Water Resources Control Board's GeoTracker web-based geographic information system database of groundwater contamination sites to assess the existence of conditions of potential environmental concern relating to the Site or vicinity properties. A GeoTracker map of the Site vicinity and printouts for various vicinity sites are included in Appendix D. The GeoTracker website is available at <http://geotracker.waterboards.ca.gov>.

Environmental records were identified for the Site's Parcel 1 – 1 Chestnut Avenue which is discussed below. In addition, prior Phase I and Limited Phase II ESA's for all three parcels were reviewed and the findings of those reports are discussed. A number of vicinity or adjoining properties with environmental records, most identified by review of the EDR Report and later researched on GeoTracker, are also discussed below.

The city of South San Francisco is known as the Industrial City. It is therefore not surprising that more than 60 sites are identified by the EDR Report within the one-quarter, one-half or one-mile search distance from the Site. Many of the sites listed in the environmental database are listed strictly due to their storage and/or disposal of hazardous wastes. Generation and disposal of hazardous wastes indicates hazardous materials use but does not necessarily indicate that there has been a release of hazardous materials to the environment. Those sites of most interest to the Site are those adjoining the Site or those with documented releases to groundwater which may lay up-gradient of the Site with respect to groundwater flow. Based upon the records from Site vicinity sites, shallow groundwater flow follows local topography at a shallow gradient and is generally toward the Colma Creek channel from the west and south-southeast east of Colma Creek at a generally shallow gradient.

5.1 Results of Environmental Records Review for the Subject Property

The following hazardous materials release sites or suspected sites with existing environmental conditions were identified during the environmental records review on the Site:



1. **Parcel 1, Former Ron Price Motors, 1 Chestnut Avenue.** This former automobile sales and service facility occupied 1 Chestnut Avenue (currently Pet Club). This facility formerly operated fuel USTs (1 diesel, 2 gasoline, and 1 waste oil) until they were permanently closed by removal in May of 1991. The San Mateo Environmental Health Services Division inspected their removal and found the “tanks in general good condition, no holes.” The facility had a Hazardous Materials Business Plan on file with the SMEHSD describing their use and proper disposal practices for hazardous materials typical of the automobile service and repair performed there. They received clean SMEHSD inspection reports annually for over 10 years. The property appears on GeoTracker as a completed cleanup site closed effective 1/8/96. A copy of this record is attached in Appendix D.

In September 2007, Basics Environmental completed a Phase I ESA of the property for Ron Price Motors. They identified *de minimus* conditions: the removed fuel and waste oil USTs that received closure, noting that low levels of petroleum hydrocarbons were detected in soils near the former USTs. Following the removal of USTs a groundwater monitoring well was installed near the waste oil UST excavation pit. Groundwater was found at a depth of about 20 feet. Groundwater was monitored for four consecutive quarters from the single well and no detectable concentrations of petroleum hydrocarbon compounds were found. Metals were detected at low levels. The monitoring well was destroyed under permit in 1995 and in 1996 SMEHSD closed the site cleanup case.

Basics identified *recognized environmental conditions* consisting of staining of concrete surfaces in various locations at the facility. They recommended the performance of subsurface sampling to evaluate the stains and conditions near underground hydraulic lifts within the service department.

Basics also noted that based on the age of the building lead-based paint and asbestos may have used in its construction, they recommended an asbestos survey if the building is slated for renovation or demolition.

In 2007 CSS prepared a report “Results of Phase I Peer Review and Limited Phase II Environmental Site Assessment” for the property. The Limited Phase II ESA included drilling borings at the locations noted by Basics as *recognized environmental conditions*, collecting soil samples from depths of about 5-feet and testing the soil samples for hydrocarbon contaminants, halogenated volatile organic compounds (typical solvents), polynuclear aromatic semi-volatile compounds and metals typically associated with waste oils. All results were below environmental screening levels (ESLs) for residential land use. CSS concluded that no *recognized environmental condition* is found at this property related to the surface staining.

Low levels of petroleum hydrocarbons may be found in soils and pavement on the property which may prohibit their recycling/reuse and may require special disposal during future development.

2. **Parcel 2.** Parcel 2 does not appear in the environmental records database. In 2005 CSS prepared a report “Environmental Site Assessment of a 1.12 Mile Corridor Owned by the San Francisco Public Utilities Commission in South San Francisco” supporting the City of South San Francisco Redevelopment Agency’s prospective purchase of this and other properties then owned by the SFPUC. That report identified historic uses of the property for electric passenger railroad use (1903-1949), agricultural use (1925 and earlier), as a golf practice course/range (1965-1981) and automobile parking and contractor staging (Circa 1965-2005) as potential environmental concerns for typical railroad contaminants, agricultural chemicals and motor vehicle fluids. CSS performed a limited Phase II ESA, consisting of the collection of four shallow soil samples (2-4 inches in depth) from the property. The samples were composited by the laboratory and analyzed for:
- Total Extractable Petroleum Hydrocarbons (TEPH), with Silica Gel clean-up (for the removal of non-petroleum organics), by EPA 8015M. Results were reported for diesel range organics (DRO defined as carbon numbers 10-28) and for the heavier motor oil range petroleum hydrocarbons.
 - Semi-Volatile Organic Compounds (SVOCs) by EPA 8270C. SVOCs include polynuclear aromatic compounds such as the more hazardous constituents of middle distillate and heavy petroleum hydrocarbons such as diesel and motor oil.
 - Organochlorine Pesticides by EPA 8081.
 - Polychlorinated Biphenyls (PCBs) by EPA 8082.
 - Resource Conservation and Recovery Act (RCRA) metals by EPA 6010B/7471A. The tested metals include those 8 metals for which there is an associated hazardous waste toxicity characteristic:
 - Arsenic,
 - Barium,
 - Cadmium,
 - Chromium (total),
 - Lead,
 - Selenium,
 - Silver, and
 - Mercury
 - Hexavalent Chromium (aka, Chrome VI) by EPA 7196A. This test was later added to the suite of analyses after receiving initial total chrome results from the RCRA metals test. The hexavalent form of chromium has more hazardous properties than the more common trivalent form of chromium. The RCRA metals test (EPA 6010B) reports only total chrome and does not distinguish between its various forms.

Based on the results from 2005, CSS identified a potential environmental condition “TEPH-DRO (diesel range hydrocarbon) was found in surface soils at a concentration of 120 mg/Kg, slightly in excess of the (then promulgated) residential and commercial ESL of 100 mg/Kg. This ESL is based upon the protection of drinking water resources from leaching, which may be subject to enforcement action from regulatory agencies. The component ESL considered protective of human health in a residential setting however is 400 mg/Kg, so residential or



commercial redevelopment is not precluded based upon the detected concentration.” Since the time of their report, the residential ESL for TEPH-DRO has been revised to 240 mg/Kg, so no *recognized environmental condition* is found at Parcel 2.

3. **Parcel 3, 1010 El Camino Real.** Parcel 3 does not appear in the environmental records database. In 2005 CSS prepared a report “Environmental Site Assessment of a 1.12 Mile Corridor Owned by the San Francisco Public Utilities Commission in South San Francisco” supporting the City of South San Francisco Redevelopment Agency’s prospective purchase of this and other properties. Parcel 3 was then owned by the Petrocchi Family. That report identified historic uses of the property as the site of a potential electric passenger railroad station (1903-1949), potential agricultural use (1925 and earlier), and automobile parking, with potential environmental concerns for typical railroad contaminants, agricultural chemicals and motor vehicle fluids. CSS performed a limited Phase II ESA, consisting of the collection of eight shallow soil samples (2-4 inches in depth) from the property. The samples were composited in two groups by the laboratory and analyzed for the same list of potential contaminants as they applied at Parcel 2.

Based on the results from 2005, CSS identified a potential environmental condition at Parcel 3 where “lead was found in surface soils at concentrations (280 mg/Kg) exceeding the ESL of 150 mg/Kg for residential use....Further investigation of the source, nature and extent of lead and the removal of any objectionable materials from these parcels may be required if future residential development is desired. Parcel 3 may be impacted with historical aerially deposited lead from vehicle emissions along the adjoining heavily traveled El Camino Real.” Since the time of their report the ESLs for lead have been revised to 80 mg/Kg for residential land use and 320 mg/Kg for commercial land use.

In addition petroleum hydrocarbons in the diesel range (TPH-DRO) were found here at a maximum concentration of 360 mg/Kg. The residential land use ESL for TPH-DRO is 240 mg/Kg and its commercial land use ESL is 1,200 mg/Kg.

Lead and TPH-DRO present in surface soils at Parcel 3 represent a *potential environmental condition* as their concentrations exceed their respective residential environmental screening levels. Further investigation of the source, nature and extent of lead and TEPH-DRO and the removal of any objectionable materials from these parcels may be required if residential redevelopment is desired. The presence of lead and TPH-DRO in soils may prohibit their recycling/reuse and may require special disposal during any future development.



5.2 Results of Environmental Records Review for the Adjoining Properties

The following hazardous materials release sites or suspected sites with existing environmental conditions were identified during the environmental records review as adjoining the Site:

1. **San Francisco Water Department, Current BART Right-Of-Way.** This property adjoins the Site Parcel 2 to the west and Site Parcel 3 to the east and the presumed source(s) of contamination is upgradient with respect to assumed groundwater flow. In about 2012 the San Francisco Water Department installed a multi-level monitoring well on their property east of El Camino Real and discovered tetrachloroethylene (PCE, a typical dry cleaning solvent) contamination in groundwater. San Mateo County has directed voluntary investigations to determine the source of contamination by a number of former dry cleaners including Norge Village at 1155 El Camino Real, Carriage Cleaners at 1121 El Camino Real, and My Cleaners at 1053 El Camino Real. The risk of off-site sources impacting the Site is not one of bringing a possible enforcement action upon the Site owner, as regulatory agencies do not pursue innocent landowners whose underlying groundwater has been impacted by an off-site source. Rather, the risk is of creating an environmental condition at the Site that might limit future development scenarios such as residential use or the development of groundwater resources. None of these potential environmental conditions due to off-site sources is considered likely pose a significant risk of an environmental condition to the Site.
2. **Former Accutech Auto, 45 Chestnut Ave.** This property adjoins the Site Parcel 1 (1 Chestnut Ave) to the east. Soil contamination from gasoline range hydrocarbons was discovered during the removal of USTs in November 1991. A groundwater monitoring well was installed on the property where groundwater was encountered at a depth of about 23 feet. The site's environmental consultant assumed the groundwater flow direction at this site is easterly toward Colma Creek and away from the Site. Based on the results of subsequent monitoring San Mateo County closed the site and issued a letter of no further action in 2003. Their closure documents note that "An unknown amount of hydrocarbon impacted soil remains in the subsurface at the site in the vicinity of the former tank pit around 13 to 14-feet bgs. City of South San Francisco Building Department has been notified that should excavation or development of the property be proposed that may encounter impacted soil or groundwater, San Mateo County Environmental Health Division must be notified as required by Government Code Section 65850.2.2." The former tank pit is located within a few feet of Site Parcel 1. Should development of Site Parcel 1 include excavation along its eastern property line, subsurface soils and/or groundwater may be found to contain petroleum hydrocarbon compounds from 45 Chestnut Avenue likely resulting in special disposal of excavated soils. The risk of off-site sources impacting the Site is not one of bringing a possible enforcement action upon the Site owner, as regulatory agencies do not pursue innocent landowners whose underlying soil or groundwater has been impacted by an off-site source. Rather, the risk is of creating an environmental condition at the Site that might limit future development scenarios such as residential use or the development of groundwater resources.

5.3 Results of Environmental Records Review for Vicinity Properties

The following hazardous materials release sites or suspected sites, researched on GeoTracker, with existing environmental conditions were identified during the environmental records review as within about ¼-mile of the Site and upgradient with respect to groundwater flow. Copies of selected agency environmental records may be found in Appendix F.

1. **Grand Avenue Gas, 1086 Grand Avenue.** This site is located at the northeast corner of Mission Road and Grand Avenue and about 100 yards northeast of the north end of the Site Parcel 2 where both the Site and the gas station site are east of Colma Creek. The reported depth to groundwater at this site is about 28 feet and its reported flow direction is to the east-northeast toward the San Francisco Bay, away from the Site. A former fueling and service station was operated at this location until 2011. During UST removals in 2011 gasoline related petroleum hydrocarbons were detected in site soils and later groundwater. The site is currently an active leaking underground fuel tank (LUFT) cleanup site under the lead of San Mateo County. The risk of off-site sources impacting the Site is not one of bringing a possible enforcement action upon the Site owner, as regulatory agencies do not pursue innocent landowners whose underlying groundwater has been impacted by an off-site source. Rather, the risk is of creating an environmental condition at the Site that might limit future development scenarios such as residential use or the development of groundwater resources. *None* of these *potential* environmental conditions due to off-site sources is considered *likely* pose a significant risk of an environmental condition to the Site.
2. **Contreras Painting, 1090 Grand Avenue.** This site is located northeast of the northeast corner of Mission Road and Grand Avenue and less than ¼-mile northeast of the north end of the Site Parcel 2 where both the Site and the Contreras Painting site are east of Colma Creek. The site adjoins the Grand Avenue Gas site. The reported depth to groundwater at this site is about 16 feet and its reported flow direction is to the eastward toward the San Francisco Bay, away from the Site. A residential property, subsurface investigations were performed to delineate contamination from the alleged unauthorized discharge of paint and solvent onto the exposed ground surface beginning in 2002. The site had four groundwater monitoring wells and groundwater flow was reported to the south-southeast with a depth to groundwater of about 10 feet. The constituents of concern at this site were mineral spirits, gasoline range hydrocarbons and associated volatile compounds. In 2011 the environmental enforcement case was closed by the SMEHSD who issued a letter of no further action. As the site's reported groundwater flow direction is not towards the Site and the leaking UST case has been closed by the SMEHSD, this site is not considered to pose a significant risk of an environmental condition to the Site.

3. **Former Chevron Station 9-1626, 1198 Mission Road.** This site is located about ¼-mile north of the north end of the Site where both the Site Parcel 2 and the former Chevron station site are east of Colma Creek. The reported depth to groundwater at this site is about 25 feet and its flow direction is to the northwest toward Colma Creek. A fueling and service station were operated at this location between about 1950 and 1986 when five USTs (4 gasoline and 1 waste oil UST) were removed from the site. Subsequently an environmental investigation, monitoring, and, in 1995, a site remediation program were performed by the facility operator under the lead of the SMEHSD. In 2006 the environmental enforcement case was closed by the SMEHSD and issued a letter of no further action. As the site's reported groundwater flow direction is away from the Site and the leaking UST case has been closed by the SMEHSD, this site is not considered to pose a significant risk of an environmental condition to the Site.

5.4 Potential Environmental Conditions Related to Environmental Records Survey

Potential environmental conditions are identified at the Site as a result of the environmental records survey including the EDR Report, GeoTracker record search, and review of prior environmental assessments.

1. **Parcel 1, Former Ron Price Motors, 1 Chestnut Avenue.** This former automobile sales and service facility occupied 1 Chestnut Avenue (currently Pet Club). This facility formerly operated fuel USTs (1 diesel, 2 gasoline, and 1 waste oil) until they were permanently closed by removal in May of 1991. The San Mateo Environmental Health Services Division inspected their removal and found the "tanks in general good condition, no holes." The facility had a Hazardous Materials Business Plan on file with the SMEHSD describing their use and proper disposal practices for hazardous materials typical of the automobile service and repair performed there. They received clean SMEHSD inspection reports annually for over 10 years. The property appears on GeoTracker as a completed cleanup site closed effective 1/8/96. A copy of this record is attached in Appendix D.

In September 2007, Basics Environmental completed a Phase I ESA of the property for Ron Price Motors. They identified *de minimus* conditions: the removed fuel and waste oil USTs that received closure, noting that low levels of petroleum hydrocarbons were detected in soils near the former USTs. Following the removal of USTs a groundwater monitoring well was installed near the waste oil UST excavation pit. Groundwater was found at a depth of about 20 feet. Groundwater was monitored for four consecutive quarters and no detectable concentrations of petroleum hydrocarbon compounds were found. Metals were detected at low levels. The monitoring well was destroyed under permit in 1995 and in 1996 SMEHSD closed the site cleanup case.



Basics identified *recognized environmental conditions* consisting of staining of concrete surfaces in various locations at the facility. They recommended the performance of subsurface sampling to evaluate the stains and conditions near underground hydraulic lifts within the service department. In 2007 CSS performed a Limited Phase II ESA investigation of these areas that included drilling borings and collecting soil samples. All results were below environmental screening levels (ESLs) for residential land use. CSS concluded that no *recognized environmental condition* is found at this property related to the surface staining.

Basics also noted that based on the age of the building lead-based paint and asbestos may have used in its construction, they recommended a lead and asbestos survey if the building is slated for renovation or demolition.

Low levels of petroleum hydrocarbons may be found in soils and pavement on the property which may prohibit their recycling/reuse and may require special disposal during future development.

2. **Parcel 3, 1010 El Camino Real.** Parcel 3 does not appear in the environmental records database. In 2005 CSS prepared a report “Environmental Site Assessment of a 1.12 Mile Corridor Owned by the San Francisco Public Utilities Commission in South San Francisco” supporting the former City of South San Francisco Redevelopment Agency’s prospective purchase of this and other properties. Parcel 3 was then owned by the Petrocchi Family. That report identified historic uses of the property as the site of a potential electric passenger railroad station (1903-1949), potential agricultural use (1925 and earlier), and automobile parking as potential environmental concerns for typical railroad contaminants, agricultural chemicals and motor vehicle fluids. CSS performed a limited Phase II ESA, consisting of the collection of four shallow soil samples (2-4 inches in depth) from the property.

Based on the results from 2005, a *potential environmental condition* is identified at Parcel 3: lead was found in surface soils at concentrations (280 mg/Kg) exceeding the current ESL of 80 mg/Kg for residential use. The detected concentrations do not exceed the lead ESL of 320 mg/Kg for commercial use. Further investigation of the source, nature and extent of lead and cadmium and the removal of any objectionable materials from these parcels may be required if future development is desired. Parcel 3 may be impacted with historical aerially deposited lead from vehicle emissions along the adjoining heavily traveled El Camino Real.”

In addition, petroleum hydrocarbons in the diesel range (TPH-DRO) were found here at a maximum concentration of 360 mg/Kg. The residential land use ESL for TPH-DRO is 240 mg/Kg and its commercial land use ESL is 1,200 mg/Kg.

Lead and TPH-DRO present in surface soils at Parcel 3 represents a *potential environmental condition* as they are present at concentrations exceeding their residential ESLs. Further investigation of the source, nature and extent of lead and TEPH-DRO and the removal of any



objectionable materials from Parcel 3 may be required if residential redevelopment is desired. The presence of lead and TPH-DRO in soils may additionally prohibit their recycling/reuse and may require special disposal during any future development.

A *potential environmental condition* is identified through the environmental records survey: several adjoining or vicinity hazardous materials release sites were identified with the potential to create an environmental condition at the Site as a result of surface, e.g. surface water, or subsurface, e.g. groundwater, transport of contaminants from these facilities. None of these is considered likely to present a *recognized environmental condition* to the Site. These facilities, described in more detail earlier in this section, are as follows:

- **San Francisco Water Department, Current BART Right-Of-Way.** This property adjoins Site Parcel 3 to the west and Site Parcel 2 to the east and the presumed source(s) of contamination is upgradient with respect to assumed groundwater flow. In about 2012 the San Francisco Water Department installed a multi-level monitoring well on their property east of El Camino Real and discovered tetrachloroethylene (PCE, a typical dry cleaning solvent) contamination in groundwater. San Mateo County has directed voluntary investigations to determine the source of contamination by a number of former dry cleaners in the vicinity including Norge Village at 1155 El Camino Real, Carriage Cleaners at 1121 El Camino Real, and My Cleaners at 1053 El Camino Real.
- **Former Acutech Auto, 45 Chestnut Ave.** This property adjoins the Site Parcel 1 (1 Chestnut Ave) to the east. Soil contamination from gasoline range hydrocarbons was discovered during the removal of USTs in November 1991. A groundwater monitoring well was installed on the property where groundwater was encountered at a depth of about 23 feet. The site's environmental consultant assumed the groundwater flow direction at this site is easterly toward Colma Creek and away from the Site. Based on the results of subsequent monitoring San Mateo County closed the site and issued a letter of no further action in 2003. Their closure documents note that "An unknown amount of hydrocarbon impacted soil remains in the subsurface at the site in the vicinity of the former tank pit around 13 to 14-feet bgs. City of South San Francisco Building Department has been notified that should excavation or development of the property be proposed that may encounter impacted soil or groundwater, San Mateo County Environmental Health Division must be notified as required by Government Code Section 65850.2.2." The former tank pit is located within a few feet of Site Parcel 1. Should development of Site Parcel 1 include excavation along its eastern property line, subsurface soils and/or groundwater may be found to contain petroleum hydrocarbon compounds from 45 Chestnut Avenue likely resulting in special disposal of excavated soils.



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The risk of off-site sources impacting the Site is not one of bringing a possible enforcement action upon the Site owner, as regulatory agencies do not pursue innocent landowners whose underlying groundwater has been impacted by an off-site source. Rather, the risk is of creating an environmental condition at the Site that might limit future development scenarios such as residential use or the development of groundwater resources. None of these *potential environmental conditions* due to off-site sources is considered likely to pose a significant risk of creating a *recognized environmental condition* to the Site.



6.0 SITE OWNER INTERVIEW

During the ESA an interview was conducted by CSS on August 19, 2016 with Mr. Michael Lappen, Economic Development Coordinator for the City of South San Francisco, as the Site property owner representative. Mr. Lappen was aware of the Site history having been involved in the purchase of Site parcels from the SFPUC and Ron Price. He recalled the former use of Parcel 1 at 1 Chestnut Avenue by Ron Price Motors and their former USTs and hazardous materials storage as well as the hydrocarbon stained pavement surfaces there. He also recalled the presence of metals in surface soils at Parcel 3 at 1010 El Camino Real.

No additional *potential environmental conditions* were identified at the Site as result of the Site owner interview.



7.0 SUMMARY AND CONCLUSIONS

CSS has performed a Phase I Environmental Site Assessment of the Site in consideration of the scope and limitations of ASTM Practice E1527-13. Determining the precise boundaries of the Site is outside of the scope of this ESA although every care has been made to ensure that the assessment of *potential environmental conditions* and *recognized environmental conditions* extends to the most recent configuration of the parcels. A drawing prepared by Sandis for the City of South San Francisco dated May 18, 2016 and entitled “Proforma ALTA/NSPS Survey” is considered by this ESA to represent the Site. The Site properties are shown in general detail on the attached Figure 2 Site Parcels. CSS has numbered the parcels 1 through 3 for convenience. A more specific legal description of the properties is provided in Section 1.5.

The Site has a long history of use, and the following historical uses of the Site are identified as *potential environmental conditions* for the purposes of the Phase I ESA based upon the Site history review described in Section 3 of this ESA. Each of these has been further evaluated in the environmental records review of Section 5:

- Agricultural Use (1925 and earlier),
- Electric Passenger Railroad Use (1903-1949),
- Automobile Sales and Service (1956-2011),
- Golf Practice Course/Range (1965-1981),
- Automobile Parking Lot (1965-2009) and
- Contractor Staging (1998-2006).

A reconnaissance of the Site and vicinity was conducted on July 27, 2016. No *potential environmental conditions* were identified during the Phase I ESA for the Site based upon the site reconnaissance described in Section 4 of this ESA.

During the environmental records review portion of this ESA, described in Section 5, *potential environmental conditions* were identified for the following Site Parcels:

Parcel 1, Former Ron Price Motors, 1 Chestnut Avenue. This former automobile sales and service facility operated fuel USTs (1 diesel, 2 gasoline, and 1 waste oil) until they were permanently closed by removal in May of 1991. The San Mateo Environmental Health Services Division inspected their removal and found the “tanks in general good condition, no holes.” Environmental records relating to the removal of USTs, subsequent fuel contaminated soils remediation and groundwater monitoring were identified. The Site received a “no further action” letter and was closed by SMEHSD in 1996. In addition, a Phase I ESA was conducted for Parcel 1 and a Limited Phase II ESA was also conducted, both in 2007. The following *potential environmental conditions* are identified for Parcel 1 as a result of the environmental records review:

- Based on the age of the building lead-based paint and asbestos may have been used in its construction, a lead and asbestos survey is recommended if the building is slated for renovation or demolition.

- Low levels of petroleum hydrocarbons may be found in soils and pavement on the property which may prohibit their recycling/reuse and may require special disposal during future development.

Parcel 3, 1010 El Camino Real. Parcel 3 does not appear in the environmental records database. In 2005 a Phase I ESA and a Limited Phase II ESA were conducted for Parcel 3. The following *potential environmental condition* is identified for Parcel 3 as a result of the environmental records review:

- Parcel 3 may be impacted with historical aerially deposited lead from vehicle emissions along the adjoining heavily traveled El Camino Real. Lead was found in surface soils at a concentration of 280 mg/Kg exceeding the environmental screening level (ESL) of 80 mg/Kg for residential use but below the commercial land use ESL of 320 mg/Kg.
- In addition, petroleum hydrocarbons in the diesel range (TPH-DRO) were found here at a maximum concentration of 360 mg/Kg. The residential land use ESL for TPH-DRO is 240 mg/Kg and its commercial land use ESL is 1,200 mg/Kg.
- Lead and TPH-DRO present in surface soils at Parcel 3 represent a *potential environmental condition* as their concentrations exceed their respective residential ESLs. Further investigation of the source, nature and extent of lead and TEPH-DRO and the removal of any objectionable materials from Parcel 3 may be required if residential redevelopment is desired. The presence of lead and TPH-DRO in soils may additionally prohibit their recycling/reuse and may require special disposal during any future development.

During the environmental records review portion of this ESA, described in Section 5, *potential environmental conditions* at the Site were identified due to adjoining or vicinity sites. The risk of off-site sources impacting the Site is not one of bringing a possible enforcement action upon the Site owner, as regulatory agencies do not pursue innocent landowners whose underlying groundwater has been impacted by an off-site source. Rather, the risk is of creating an environmental condition at the Site that might limit future development scenarios such as residential use or the development of groundwater resources. None of these *potential* environmental conditions due to off-site sources is considered likely to pose a significant risk of creating a *recognized environmental condition* to the Site.

San Francisco Water Department, Current BART Right-Of-Way. This property adjoins Site Parcel 3 to the west and Site Parcel 2 to the east and the presumed source(s) of contamination is upgradient with respect to assumed groundwater flow. In about 2012 the San Francisco Water Department installed a multi-level monitoring well on their property east of El Camino Real and discovered tetrachloroethylene (PCE, a typical dry cleaning solvent) contamination in groundwater. San Mateo County has directed voluntary investigations to determine the source of contamination by a number of former dry cleaners in the vicinity including Norge Village at 1155 El Camino Real, Carriage Cleaners at 1121 El Camino Real, and My Cleaners at 1053 El Camino Real.



Former Acutech Auto, 45 Chestnut Ave. This property adjoins the Site Parcel 1 (1 Chestnut Ave) to the east. Soil contamination from gasoline range hydrocarbons was discovered during the removal of USTs in November 1991. A groundwater monitoring well was installed on the property where groundwater was encountered at a depth of about 23 feet. The site's environmental consultant assumed the groundwater flow direction at this site is easterly toward Colma Creek and away from the Site. Based on the results of subsequent monitoring San Mateo County closed the site and issued a letter of no further action in 2003. Their closure documents note that "An unknown amount of hydrocarbon impacted soil remains in the subsurface at the site in the vicinity of the former tank pit around 13 to 14-feet bgs. City of South San Francisco Building Department has been notified that should excavation or development of the property be proposed that may encounter impacted soil or groundwater, San Mateo County Environmental Health Division must be notified as required by Government Code Section 65850.2.2." The former tank pit is located within a few feet of Site Parcel 1. Should development of Site Parcel 1 include excavation along its eastern property line, subsurface soils and/or groundwater may be found to contain petroleum hydrocarbon compounds from 45 Chestnut Avenue likely resulting in special disposal of excavated soils.

These conclusions are based on the information gathered and described in this report, and are subject to the exclusions of Section 1.3 and the limitations and uncertainties presented in Appendix F.



8.0 OPINION OF COSTS FOR POTENTIAL ENVIRONMENTAL CONDITIONS

During the conduct of this Phase I ESA, *potential environmental conditions* were identified for Site Parcel 1 and Site Parcel 3 where environmental remediation may be necessary during development. Contamination may be found in soils and/or pavement on these properties which may prohibit their recycling/reuse and may require special disposal during future development. This section presents an opinion of costs associated with the potential environmental conditions.

Parcel 1, Former Ron Price Motors, 1 Chestnut Avenue. This Phase I ESA identifies the following *potential environmental conditions* for Parcel 1:

- Based on the age of the building lead-based paint and asbestos may have used in its construction, a lead and asbestos survey is recommended if the building is slated for renovation or demolition.
- Low levels of petroleum hydrocarbons may be found in soils and pavement on the property which may prohibit their recycling/reuse and may require special disposal during future development.

Cleanup costs considered for this Parcel include the performance of a lead and asbestos survey, and the potential abatement of lead and asbestos prior to building demolition. Costs also include testing, transportation and special disposal of contaminated pavement, debris and soil that may be encountered during building demolition and subsurface excavation for redevelopment. In our opinion the costs associated with these activities for Parcel 1 is in the range of \$230,000 to \$600,000.

Parcel 3, 1010 El Camino Real. This Phase I ESA identifies the following *potential environmental conditions* for Parcel 3:

- Lead and TPH-DRO present in surface soils at Parcel 3 represent a *potential environmental condition* as their concentrations exceed their respective environmental screening levels for residential land use. Further investigation of the source, nature and extent of lead and TEPH-DRO and the removal of any objectionable materials from Parcel 3 may be required if residential redevelopment is desired. The presence of lead and TPH-DRO in soils may additionally prohibit their recycling/reuse and may require special disposal during any future development.

Cleanup costs considered for this Parcel include the performance further investigation, and the testing, transportation and special disposal of contaminated pavement, debris and soil that may be encountered during subsurface excavation for redevelopment. In our opinion the costs associated with these activities for Parcel 3 is in the range of \$80,000 to \$240,000.



REFERENCES

American Society for Testing and Materials, Designation E1527-13 *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process*, 2014.

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CSS Environmental Services, Inc., *Environmental Site Assessment of a 1.12 Mile Corridor Owned by the San Francisco Public Utilities Commission in South San Francisco, California 94080*, October 7, 2005.

CSS Environmental Services, Inc., *Results of Phase I Peer Review and Limited Phase II Environmental Site Assessment of the Property at 1 Chestnut St, South San Francisco, California CSS Project No:6511*, December 3, 2007.

Environmental Data Resources, Inc., *EDR Radius Map™ Report with GeoCheck®: City of South San Francisco Phase I Update with Historical Aerial Photograph Report, Historical Topographic Map Report, and Sanborn MapReport SFPUC 1.12 Mile Corridor, South San Francisco, CA*, July, 2016.

Lawrence Berkeley National Laboratory, *Protocol for Determining Background Concentrations of Metals In Soil at LBNL*, August 1995.

San Mateo County Health Services Agency, Environmental Health Services Division (SMEHSD) *Various Agency Files reviewed*, May 26, 2005.

Sandis Civil Engineers, *Proforma Alta/NSPS Survey Map*, May 18, 2016.

South San Francisco Public Library, *various resources*, 2005-2016.

South San Francisco Historical Society, *various resources*, 2005-2016.

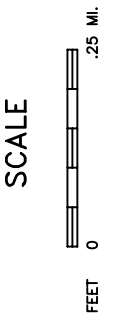
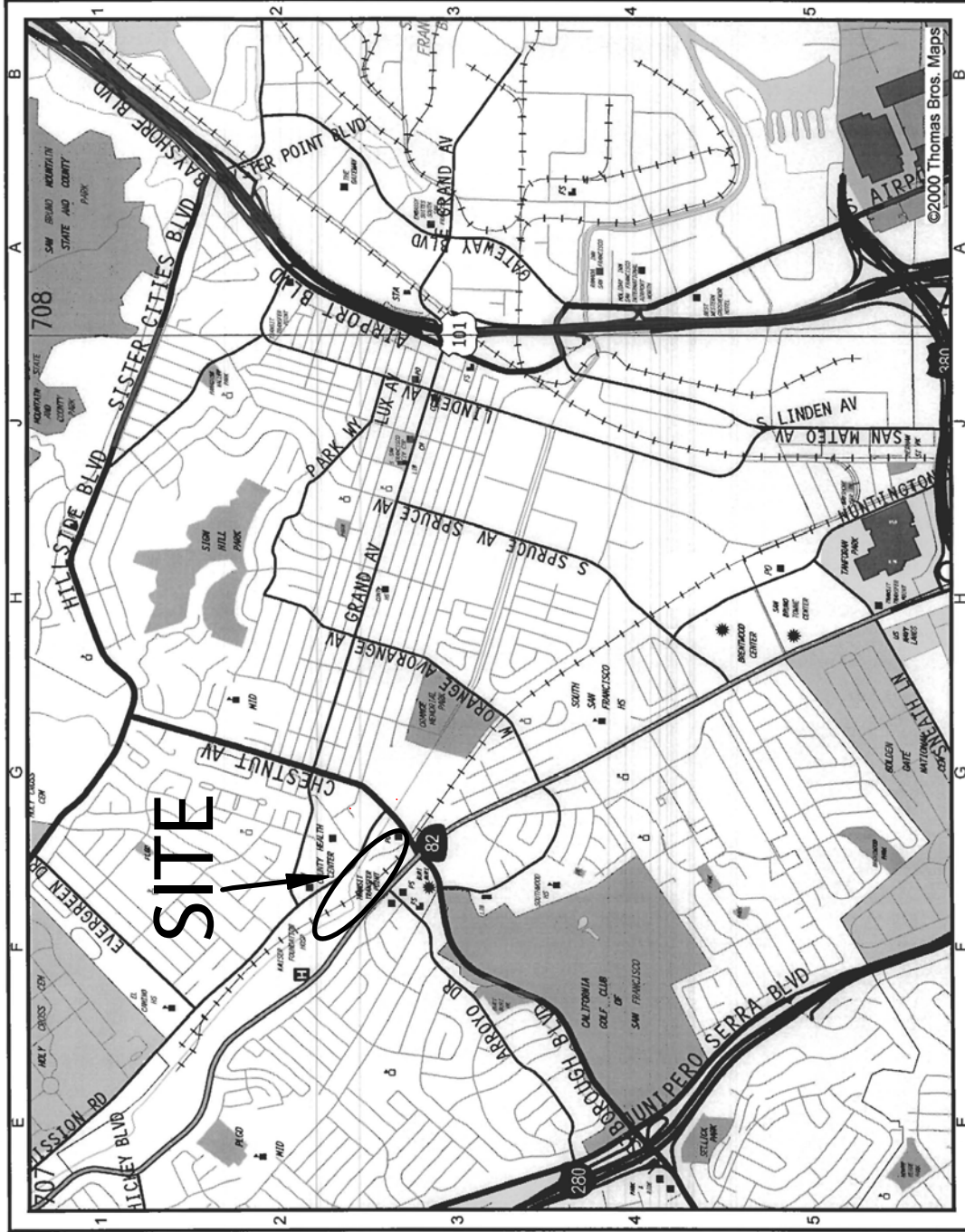
United States Environmental Protection Agency, Region 9, *Regional Screening Levels (RSLs)*, May, 2016.

World-wide web, including the following
<http://www.geotracker.waterboards.ca.gov>
<http://www.weather.com>



APPENDIX A

Figures, Site Photographs, and Parcel Information

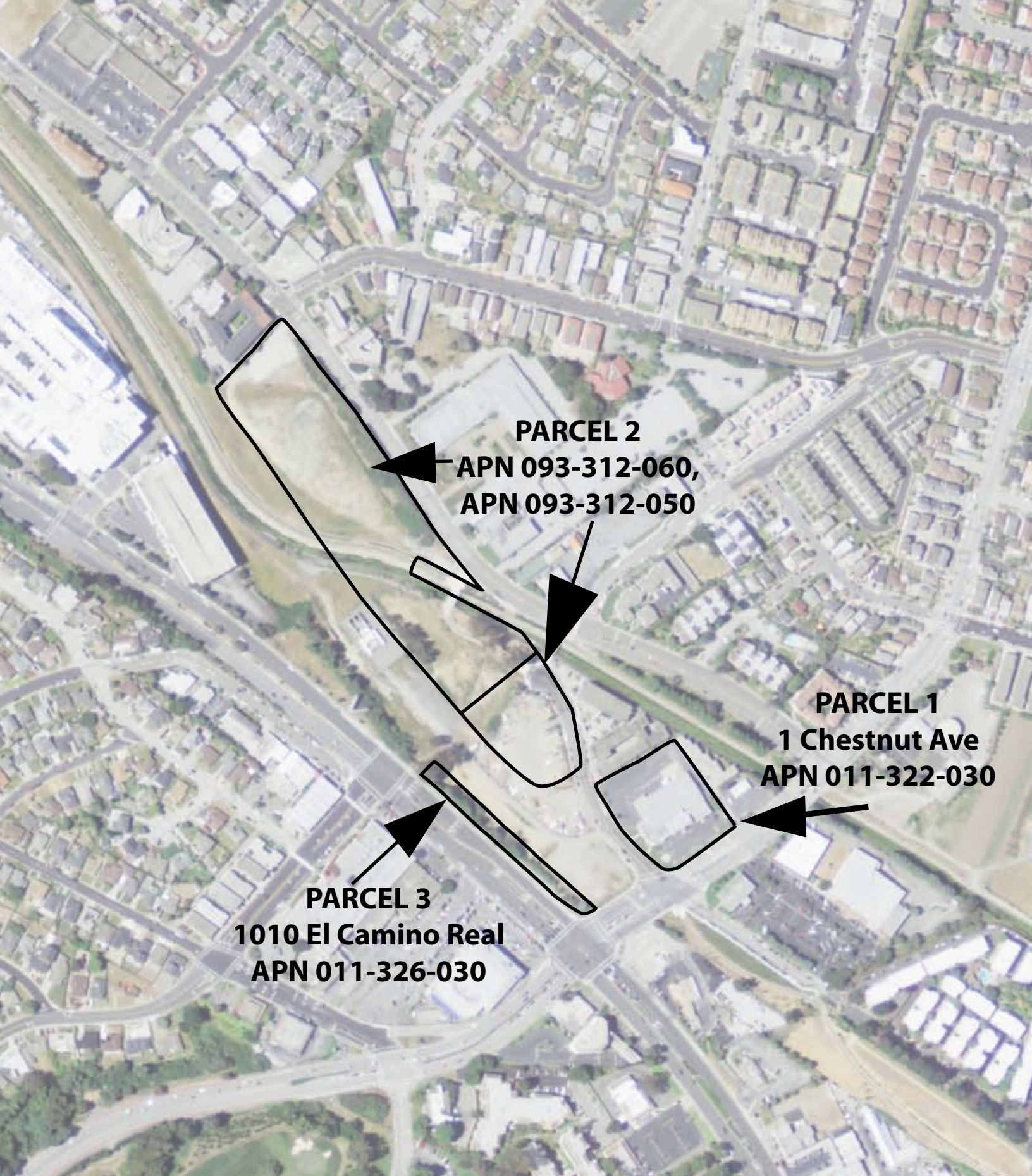


CSS

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Site Location Map
Parcels North of Chestnut Ave
South San Francisco, CA 94080

JOB NUMBER	DATE	DRAWING	BY
6897	8/18/16	Fig 1	AS



PARCEL 2

**APN 093-312-060,
APN 093-312-050**

PARCEL 1

**1 Chestnut Ave
APN 011-322-030**

PARCEL 3

**1010 El Camino Real
APN 011-326-030**



CSS ENVIRONMENTAL SERVICES, INC.

SITE PARCELS

Parcels North of Chestnut Ave
South San Francisco, CA 94080

JOB NO.
6897

DATE
8/18/16

BY
AS

REVISED

FIGURE

2



APPENDIX B

Historical Background Information



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APPENDIX C

EDR Radius Map™ Report



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APPENDIX D

Agency Environmental Records



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APPENDIX E

Owner Interview Information

Property Information

Property Address: 1 Chestnut Ave, 1010 El Camino Real and two properties without address
South San Francisco, CA 94080

Legal Description: APNs 011-322-030, 011-326-030, 011-312-050 and 011-312-060 Owned by the South San Francisco
Redevelopment Agency

Property is: Commercial store (Pet Club) at 1 Chestnut Ave, otherwise undeveloped.

Leased by: Red Cart Market Inc.

Property Inquiry

1a. Is the property used for an industrial use?

Owner

Yes ___ No X Unk ___

Occupants

Yes ___ No ___ Unk ___

Preparer

Yes ___ No X Unk ___

1b. Is any adjoining property used for an industrial use?

Owner

Yes ___ No X Unk ___

Occupants

Yes ___ No ___ Unk ___

Preparer

Yes ___ No X Unk ___

- 2a. Did you observe evidence or do you have any prior knowledge that the property has been used for an industrial use in the past?
Portions of the property were formerly railroad and may have included a station.

<i>Owner</i>	<i>Occupants</i>	<i>Preparer</i>
Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unk <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/> Unk <input type="checkbox"/>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unk <input type="checkbox"/>

- 2b. Did you observe evidence or do you have any prior knowledge that any adjoining property has been used for an industrial use in the past?
Portions of the adjoining property were formerly railroad and currently contain BART subway and venting station.

<i>Owner</i>	<i>Occupants</i>	<i>Preparer</i>
Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unk <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/> Unk <input type="checkbox"/>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unk <input type="checkbox"/>

- 3a. Is the property used as a gasoline station, motor repair facility, commercial printing facility, dry cleaners, photo developing laboratory, junkyard or landfill, or as a waste treatment, storage, disposal, processing, or recycling facility?

<i>Owner</i>	<i>Occupants</i>	<i>Preparer</i>
Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unk <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/> Unk <input type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unk <input type="checkbox"/>

- 3b. Is any adjoining property used as a gasoline station, motor repair facility, commercial printing facility, dry cleaners, photo developing laboratory, junkyard or landfill, or as a waste treatment, storage, disposal, processing, or recycling facility?

Chestnut Cleaners at 26 Chestnut Ave is located across Chestnut Ave south from the Site

<i>Owner</i>	<i>Occupants</i>	<i>Preparer</i>
Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unk <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/> Unk <input type="checkbox"/>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unk <input type="checkbox"/>

- 4a. Did you observe evidence or do you have any prior knowledge that the property has been used as a gasoline station, motor repair facility, commercial printing facility, dry cleaners, photo developing laboratory, junkyard or landfill, or as a waste treatment, storage, disposal, processing, or recycling facility ?

Ron Price Motors formerly occupied 1 Chestnut Ave and was an automobile sales and service facility

<i>Owner</i>	<i>Occupants</i>	<i>Preparer</i>
Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unk <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/> Unk <input type="checkbox"/>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unk <input type="checkbox"/>

- 4b. Did you observe evidence or do you have any prior knowledge that any adjoining property has been used as a gasoline station, motor repair facility, commercial printing facility, dry cleaners, photo developing laboratory, junkyard or landfill, or as a waste treatment, storage, disposal, processing, or recycling facility ?

South City Gas and Auto Repair formerly occupied 998 El Camino Real, Acutec Motors formerly occupied 45 Chestnut Ave

Owner

Occupants

Preparer

Yes ☒ No ☐ Unk ☐

Yes ☐ No ☐ Unk ☐

Yes ☒ No ☐ Unk ☐

- 5a. Are there currently any damaged or discarded automotive or industrial batteries, or pesticides, paints, or other chemicals in individual containers of greater than 5 gal (19 L) in volume or 50 gal (190 L) in the aggregate, stored on or used at the property or at the facility?

Owner

Occupants

Preparer

Yes ☐ No ☒ Unk ☐

Yes ☐ No ☐ Unk ☐

Yes ☐ No ☒ Unk ☐

- 5b. Did you observe evidence or do you have any prior knowledge that there have been previously any damaged or discarded automotive or industrial batteries, or pesticides, paints, or other chemicals in individual containers of greater than 5 gal (19 L) in volume or 50 gal (190 L) in the aggregate, stored on or used at the property or at the facility?

The former Ron Price Motors had batteries and chemicals associated with their automobile repair operations, they are no longer present.

Owner

Occupants

Preparer

Yes ☒ No ☐ Unk ☐

Yes ☐ No ☐ Unk ☐

Yes ☒ No ☐ Unk ☐

- 6a. Are there currently any industrial drums (typically 55 gal (208 L)) or sacks of chemicals located on the property or at the facility?

Owner

Occupants

Preparer

Yes ☐ No ☒ Unk ☐

Yes ☐ No ☐ Unk ☐

Yes ☐ No ☒ Unk ☐

- 6b. Did you observe evidence or do you have any prior knowledge that there have been previously any industrial drums (typically 55 gal (208 L)) or sacks of chemicals located on the property or at the facility?

The former Ron Price Motors had drums of new and used oils and fluids associated with their automobile repair operations.

Owner

Occupants

Preparer

Yes ☒ No ☐ Unk ☐

Yes ☐ No ☐ Unk ☐

Yes ☒ No ☐ Unk ☐

7a. Did you observe evidence or do you have any prior knowledge that fill dirt has been brought onto the property that originated from a contaminated site?

Owner

Yes ___ No X Unk ___

Occupants

Yes ___ No ___ Unk ___

Preparer

Yes ___ No X Unk ___

7b. Did you observe evidence or do you have any prior knowledge that fill dirt has been brought onto the property that is of an unknown origin?

Owner

Yes ___ No X Unk ___

Occupants

Yes ___ No ___ Unk ___

Preparer

Yes ___ No X Unk ___

8a. Are there currently any pits, ponds, or lagoons located on the property in connection with waste treatment or waste disposal?

Owner

Yes ___ No X Unk ___

Occupants

Yes ___ No ___ Unk ___

Preparer

Yes ___ No X Unk ___

8b. Did you observe evidence or do you have any prior knowledge that there have been previously, any pits, ponds, or lagoons located on the property in connection with waste treatment or waste disposal ?

Owner

Yes ___ No X Unk ___

Occupants

Yes ___ No ___ Unk ___

Preparer

Yes ___ No X Unk ___

9a. Is there currently any stained soil on the property?

Owner

Yes ___ No X Unk ___

Occupants

Yes ___ No ___ Unk ___

Preparer

Yes ___ No X Unk ___

9b. Did you observe evidence or do you have any prior knowledge that there has been previously any stained soil on the property?
No stained soil but concrete/pavement has some staining at the former Ron Price Motors

<i>Owner</i>	<i>Occupants</i>	<i>Preparer</i>
Yes ___ No <u>X</u> Unk ___	Yes ___ No ___ Unk ___	Yes ___ No <u>X</u> Unk ___

10a. Are there currently any registered or unregistered storage tanks (above or underground) located on the property?

<i>Owner</i>	<i>Occupants</i>	<i>Preparer</i>
Yes ___ No <u>X</u> Unk ___	Yes ___ No ___ Unk ___	Yes ___ No <u>X</u> Unk ___

10b. Did you observe evidence or do you have any prior knowledge that there has been previously any registered or unregistered storage tanks (above or underground) located on the property ?
The former Ron Price Motors had 1x10K gal diesel, 1x10K gal gasoline, 1x1K gal gasoline and 1x500 gal oil USTs removed in 1991

<i>Owner</i>	<i>Occupants</i>	<i>Preparer</i>
Yes <u>X</u> No ___ Unk ___	Yes ___ No ___ Unk ___	Yes <u>X</u> No ___ Unk ___

11a. Are there currently any vent pipes, fill pipes, or access ways indicating a fill pipe protruding from the ground on the property or adjacent to any structure located on the property?

<i>Owner</i>	<i>Occupants</i>	<i>Preparer</i>
Yes ___ No <u>X</u> Unk ___	Yes ___ No ___ Unk ___	Yes ___ No <u>X</u> Unk ___

11b. Did you observe evidence or do you have any prior knowledge that there have been previously any vent pipes, fill pipes, or access ways indicating a fill pipe protruding from the ground on the property or adjacent to any structure located on the property ?
Vent pipes would have been associated with the USTs formerly located at the Ron Price Motors facility

<i>Owner</i>	<i>Occupants</i>	<i>Preparer</i>
Yes <u>X</u> No ___ Unk ___	Yes ___ No ___ Unk ___	Yes <u>X</u> No ___ Unk ___

- 12a. Is there currently evidence of leaks, spills or staining by substances other than water, or foul odors, associated with any flooring, drains, walls, ceilings, or exposed grounds on the property?

OwnerYes ___ No X Unk ___**Occupants**

Yes ___ No ___ Unk ___

PreparerYes ___ No X Unk ___

- 12b. Did you observe evidence or do you have any prior knowledge that there have been previously any leaks, spills or staining by substances other than water, or foul odors, associated with any flooring, drains, walls, ceilings, or exposed grounds on the property?

Oil staining of concrete was noted in various areas of the former Ron Price Motors facility during a 2007 Environmental Site Assessment

OwnerYes X No ___ Unk ___**Occupants**

Yes ___ No ___ Unk ___

PreparerYes X No ___ Unk ___

- 13a. If the property is served by a private well or non-public water system, is there evidence or do you have prior knowledge that contaminants have been identified in the well or system that exceed guidelines applicable to the water system?

Not applicable.

Owner

Yes ___ No ___ Unk ___

Occupants

Yes ___ No ___ Unk ___

Preparer

Yes ___ No ___ Unk ___

- 13b. If the property is served by a private well or non-public water system, is there evidence or do you have prior knowledge that well has been designated as contaminated by any government environmental/health agency?

Not applicable.

Owner

Yes ___ No ___ Unk ___

Occupants

Yes ___ No ___ Unk ___

Preparer

Yes ___ No ___ Unk ___

14. Does the owner or occupant of the property have any knowledge of environmental liens or governmental notification relating to past or recurrent violations of environmental laws with respect to the property or any facility located on the property?

OwnerYes ___ No X Unk ___**Occupants**

Yes ___ No ___ Unk ___

PreparerYes ___ No X Unk ___

- 15a. Has the owner or occupant of the property been informed of the past existence of hazardous substances or petroleum products with respect to the property or any facility located on the property?

Prior environmental investigations have detected hydrocarbons and metals (lead) on the various Site properties

Owner

Occupants

Preparer

Yes ☒ No ☐ Unk ☐

Yes ☐ No ☐ Unk ☐

Yes ☒ No ☐ Unk ☐

- 15b. Has the owner or occupant of the property been informed of the current existence of hazardous substances or petroleum products with respect to the property or any facility located on the property?

Prior environmental investigations have detected hydrocarbons and metals (lead) on the various Site properties

Owner

Occupants

Preparer

Yes ☒ No ☐ Unk ☐

Yes ☐ No ☐ Unk ☐

Yes ☒ No ☐ Unk ☐

- 15c. Has the owner or occupant of the property been informed of the past existence of environmental violations with respect to the property or any facility located on the property?

San Mateo County Environmental Health opened a case related to the USTs formerly located at the former Ron Price Motors facility. The case was closed in 1993 following the removal of the USTs.

Owner

Occupants

Preparer

Yes ☒ No ☐ Unk ☐

Yes ☐ No ☐ Unk ☐

Yes ☒ No ☐ Unk ☐

- 15d. Has the owner or occupant of the property been informed of the current existence of environmental violations with respect to the property or any facility located on the property?

Owner

Occupants

Preparer

Yes ☐ No ☒ Unk ☐

Yes ☐ No ☐ Unk ☐

Yes ☐ No ☒ Unk ☐

16. Does the owner or occupant of the property have any knowledge of any environmental site assessment of the property or facility that indicated the presence of hazardous substances or petroleum products on, or contamination of, the property or recommended further assessment of the property?

Prior environmental investigations have detected hydrocarbons and metals (lead, cadmium) on the various Site properties

Owner

Occupants

Preparer

Yes ☒ No ☐ Unk ☐

Yes ☐ No ☐ Unk ☐

Yes ☒ No ☐ Unk ☐

17. Does the owner or occupant of the property know of any past, threatened, or pending lawsuits or administrative proceedings concerning a release or threatened release of any hazardous substance or petroleum products involving the property by any owner or occupant of the property?

OwnerYes ___ No X Unk ___**Occupants**

Yes ___ No ___ Unk ___

PreparerYes ___ No X Unk ___

- 18a. Does the property discharge waste water (not including sanitary waste or storm water) onto or adjacent to the property and/or into a storm water system?

OwnerYes ___ No X Unk ___**Occupants**

Yes ___ No ___ Unk ___

PreparerYes ___ No X Unk ___

- 18b. Does the property discharge waste water (not including sanitary waste or storm water) onto or adjacent to the property and/or into a sanitary sewer system?

OwnerYes ___ No X Unk ___**Occupants**

Yes ___ No ___ Unk ___

PreparerYes ___ No X Unk ___

19. Did you observe evidence or do you have any prior knowledge that any hazardous substances or petroleum products, unidentified waste materials, tires, automotive or industrial batteries, or any other waste materials have been dumped above grade, buried and/or burned on the property?

OwnerYes ___ No X Unk ___**Occupants**

Yes ___ No ___ Unk ___

PreparerYes ___ No X Unk ___

20. Is there a transformer, capacitor, or any hydraulic equipment for which there are any records indicating the presence of PCBs?

OwnerYes ___ No X Unk ___**Occupants**

Yes ___ No ___ Unk ___

PreparerYes ___ No X Unk ___

Government Records/Historical Sources Inquiry

21. Do any of the following Federal government record systems list the property or any property within the circumference of the area noted below?
The subject property is not listed as under active site investigation/remediation, see the Phase I ESA for information regarding vicinity sites.
- | | |
|---|--|
| Federal NPL site list - within 1.0 mile (1.6 Km)? | Yes <input type="checkbox"/> No <input type="checkbox"/> |
| Federal CERCLIS list - within 0.5 mile (0.8 Km)? | Yes <input type="checkbox"/> No <input type="checkbox"/> |
| Federal CERCLIS NFRAP site list – property and adjoining properties? | Yes <input type="checkbox"/> No <input type="checkbox"/> |
| Federal RCRA CORRACTS facilities list - within 1.0 mile (1.6 Km)? | Yes <input type="checkbox"/> No <input type="checkbox"/> |
| Federal RCRA non-CORRACTS TSD facilities list - within 0.5 mile (0.8 Km)? | Yes <input type="checkbox"/> No <input type="checkbox"/> |
| Federal RCRA generators list - property and adjoining properties? | Yes <input type="checkbox"/> No <input type="checkbox"/> |
| Federal ERNS list - property only? | Yes <input type="checkbox"/> No <input type="checkbox"/> |
22. Do any of the following state record systems list the property or any property within the circumference of the area noted below?
The subject property is not listed as under active site investigation/remediation, see the Phase I ESA for information regarding vicinity sites.
- State lists of hazardous waste sites identified for investigation or remediation:
- | | |
|--|--|
| State – Equivalent NPL - within 1.0 mile (1.6 Km)? | Yes <input type="checkbox"/> No <input type="checkbox"/> |
| State – Equivalent CERCLIS - within 0.5 mile (0.8 Km)? | Yes <input type="checkbox"/> No <input type="checkbox"/> |
| State landfill and/or solid waste disposal site lists - 0.5 mile (0.8 Km)? | Yes <input type="checkbox"/> No <input type="checkbox"/> |
| State – leaking UST sites - within 0.5 mile (0.8 Km)? | Yes <input type="checkbox"/> No <input type="checkbox"/> |
| State – registered UST lists - property and adjoining properties? | Yes <input type="checkbox"/> No <input type="checkbox"/> |
23. Based upon a review of fire insurance maps or consultation with the local fire department serving the property, all as specified in the guide, are there any buildings or other improvements on the property or on an adjoining property identified as having been used for an industrial use or uses likely to lead to contamination of the property ?
- Yes ☐ No ☒

Certifications

The preparer of the transaction screen questionnaire must complete and sign the following.

The Owner questionnaire was complete by:

**Michael Lappen
City of South San Francisco
Economic Development Coordinator**

Relationship to site: Property Owner Representative
Relationship to user: User

The Occupant questionnaire was complete by:

None

Relationship to site: Lessee
Relationship to user: Same

The Site Visit questionnaire was complete by:

**Aaron Stessman, PE
CSS Environmental Services, Inc
Principal Engineer**

Preparer's relationship to site: None
Preparer's relationship to user: Consultant

The Government Records and Historical Sources Inquiry questionnaire was complete by:

**Aaron Stessman, PE
CSS Environmental Services, Inc**

Preparer's relationship to site: None
Preparer's relationship to user: Consultant

If the preparer(s) is different from the user, complete the following.

Name of User:

User's Address:

User's Phone number:

Copies of the completed questionnaires have been filed at: Preparer's office.

Copies of the completed questionnaires have been mailed or delivered to: User

Additional Representations

Conflict Certification

CSS Environmental Services, Inc has no present or contemplated future ownership interest or financial interest in the real estate that is the subject of this assessment, and CSS has no personal interest with respect to the subject matter of the assessment or the parties involved. Further, CSS has no relationship with the property or the owners thereof which would prevent an independent analysis of the environmental and other conditions of the property.

Bank Reliance

The City of South San Francisco may rely on the information, findings, conclusions and recommendations provided in this report.

Preparer represents that to the best of the preparer's knowledge the above statements and facts are true and correct and to the best of the preparer's actual knowledge no material facts have been suppressed or misstated.

Preparer's Signature

Date



APPENDIX F

Limitations and Uncertainty



LIMITATIONS AND UNCERTANITY

This report was prepared by CSS Environmental Services, Inc. in general accordance with the accepted principals and standards of practice of consultants providing similar services at the time the project was conducted and within the scope of service outlined in our written proposal and/or verbal communication. It should be recognized that the definition and evaluation of environmental conditions, and information provided by others either written or verbal is a difficult and inexact science. Judgments leading to conclusions and recommendations generally are made with an incomplete knowledge of the conditions present. Any opinions presented apply to site conditions existing at the time of the inspection and/or document review and those reasonably foreseeable; they cannot necessarily apply to site changes made of which the inspector/reviewer could not observe and has not had the opportunity to evaluate.

Changes in the conditions of the Site can occur with time, because of the natural process or the works of man. It is further possible that variations and/or changes in the site conditions could exist beyond the points explored for this investigation. Also, changes in environmental quality could occur sometime in the future do to variations in operating conditions, rainfall, temperature or other factors. Changes in applicable environmental, engineering and construction standards and practices can also occur as the result of legislation or from the broadening of knowledge. Accordingly, the data and documents presented in the scope of work may be invalidated, wholly or in part, by changes beyond the control of CSS Environmental Services, Inc. If the client wishes to reduce uncertainty beyond the level associated with the scope of work, CSS Environmental Services, Inc. should be notified for additional consultation.

The discussion and recommendations presented in this report are based on information which may include: 1) information and data provided by third party consultants, 2) the testing performed at, or samples collected from, the site, 3) the observations of field personnel, 4) the results of laboratory analyses, 5) reports by others, and 6) interpretations of federal, state, and local regulations and/or ordinances. Any conclusions presented are based on the assumption that conditions do not deviate from those observed during the assessment. It is understood that other conditions may exist at the site that could not be identified from the limited information discovered within the scope of the assessment.

The comments and recommendations should not be construed as a guarantee that all safety, health, or environmental hazards that exist at the subject site are identified in this report.

