DEPARTMENT OF TRANSPORTATION
DISTRICT 4
P.O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-7211
FAX (510) 622-5460
TTY 711
www.dot.ca.gov

Making Conservation a California Way of Life.

August 21, 2019

File: 04-SF-101-PM 0.7
Relinquishment No. 56146

Mr. Mohammed Nuru
Director, Public Works Department
City and County of San Francisco
1 Dr. Carlton B. Goodlett Place, Room 348
San Francisco, CA 94102

Dear Mr. Nuru:

California Department of Transportation (Caltrans) wishes to relinquish a portion of 3rd Street to the City and County of San Francisco, as shown on the attached relinquishment maps. Please review the proposed relinquishment.

If the relinquishment is acceptable to the City and County of San Francisco, please provide either:

I) A resolution from the City and County Board of Supervisors agreeing to accept the relinquishment in their current environmental condition and setting, including, but not limited to, the presence of hazardous materials as described in the Initial Site Assessment Memorandum. The City and County of San Francisco has received and reviewed a copy of the above-referenced Initial Site Assessment Memorandum. Upon recordation of the CTC's Resolution of Relinquishment in the County Recorder's Office, Caltrans will not be responsible for any present or future remediation of said hazardous materials. In addition, to save time, Caltrans would prefer the resolution include a waiver of the 90-day notice of "Intention to Relinquish" requirement, or

II) A letter of acceptance, to include similar language as in I) above, and preferably containing a waiver of the 90-day notice of "Intention to Relinquish" requirement, signed by the City and County personnel authorized/delegated by the City and County Board of Supervisors to accept the relinquishment.

Caltrans is planning to include this relinquishment in the December 2019 California Transportation Commission Meeting agenda. For convenience, the City and County may respond to this offer by filling out the enclosed form. Please return the signed form or the

City and County resolution by October 8, 2019. If you have any questions, please call Moaid Laymoun of my staff at (510) 286-5110 or email at moaid.laymoun@dot.ca.gov.

Sincerely,

AL B. LEE
Regional Project Manager
Division of Project Management - San Francisco County

Attachments: Relinquishment No. 56146
Relinquishment 56146_Plat_2019-08-20
ISA for REL-56146

c: MLaymoun, Project Manager – San Francisco County
AZhong, Relinquishment Coordinator – Right of Way Engineering

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
111 GRAND AVENUE
OAKLAND, CA 94612
P. O. BOX 23660
OAKLAND, CA 94623-0660

04-SF-101-PM 0.7
RELINQUISHMENT No. 56146

ATTN: AL B. LEE

The City and County of San Francisco has reviewed your offer to accept that portion of State right of way to be relinquished per letter dated August 21, 2019 and the relinquishment maps.

Please Check One:

☐ Yes, we are willing to accept the Relinquishment in their current environmental condition and setting, including, but not limited to, the presence of hazardous materials as described in the Initial Site Assessment Memorandum. The City and County of San Francisco has received and reviewed a copy of the above-referenced Initial Site Assessment Memorandum. Upon recordation of the CTC's Resolution of Relinquishment in the County Recorder's Office, Caltrans will not be responsible for any present or future remediation of said hazardous materials. Please proceed with preparing the final submittal.

☐ No, we are not interested in accepting the Relinquishment.
(Please list your reasons why)

Please Check One:

☐ Yes, we agree to waive the ninety (90) days' notice of "Intention to Relinquish" requirement contained in Section 73 of the Streets and Highways Code.

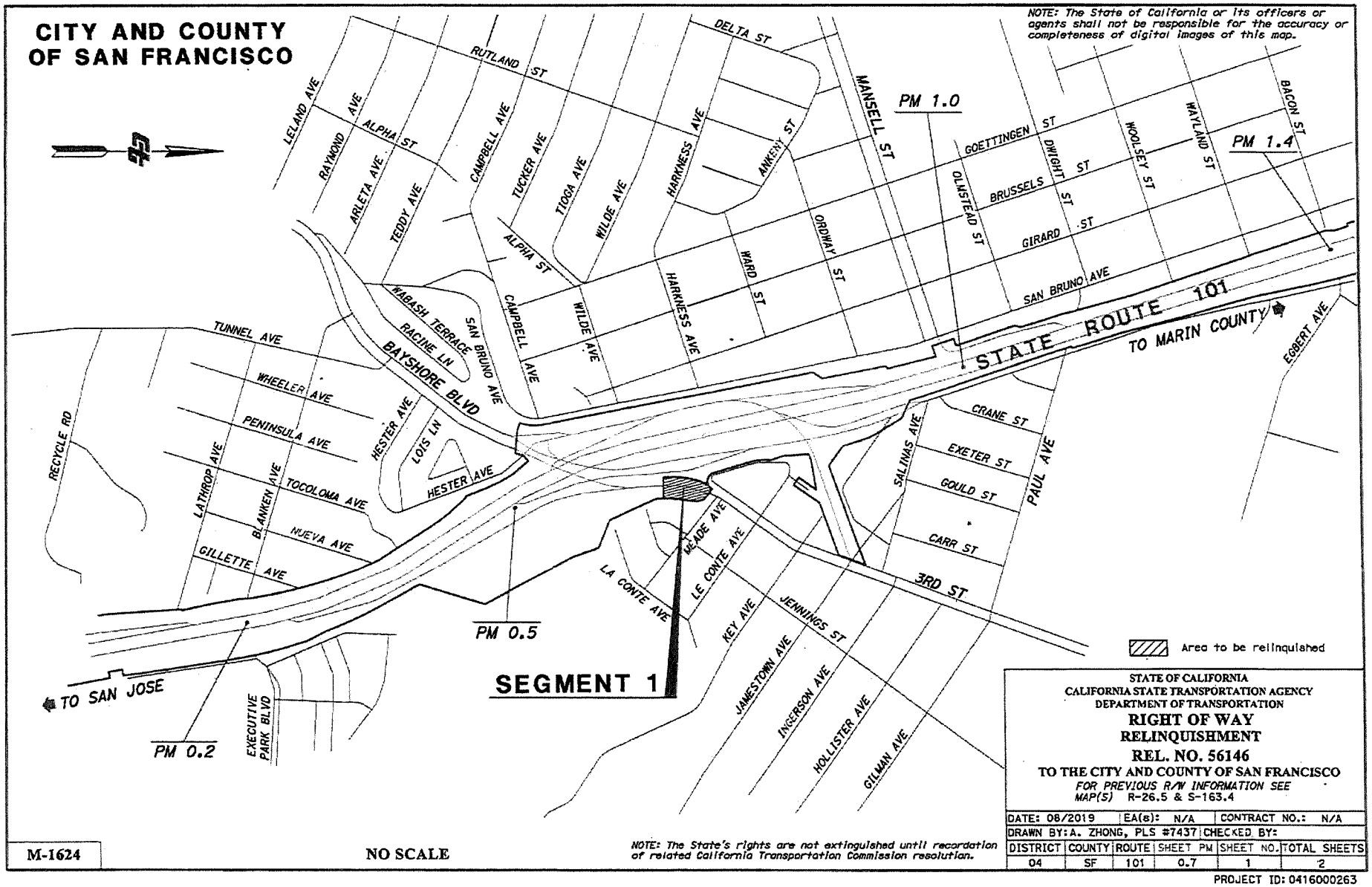
☐ No, we do not agree to waive the 90-day notice of "Intention to Relinquish" requirement contained in Section 73 of the Streets and Highway Code.

As the _____ for the City and County of _____ and having the authority to act on behalf of the City and County Board of Supervisors, I attest to the above checked items.

BY: _____

TITLE: _____

DATE: _____

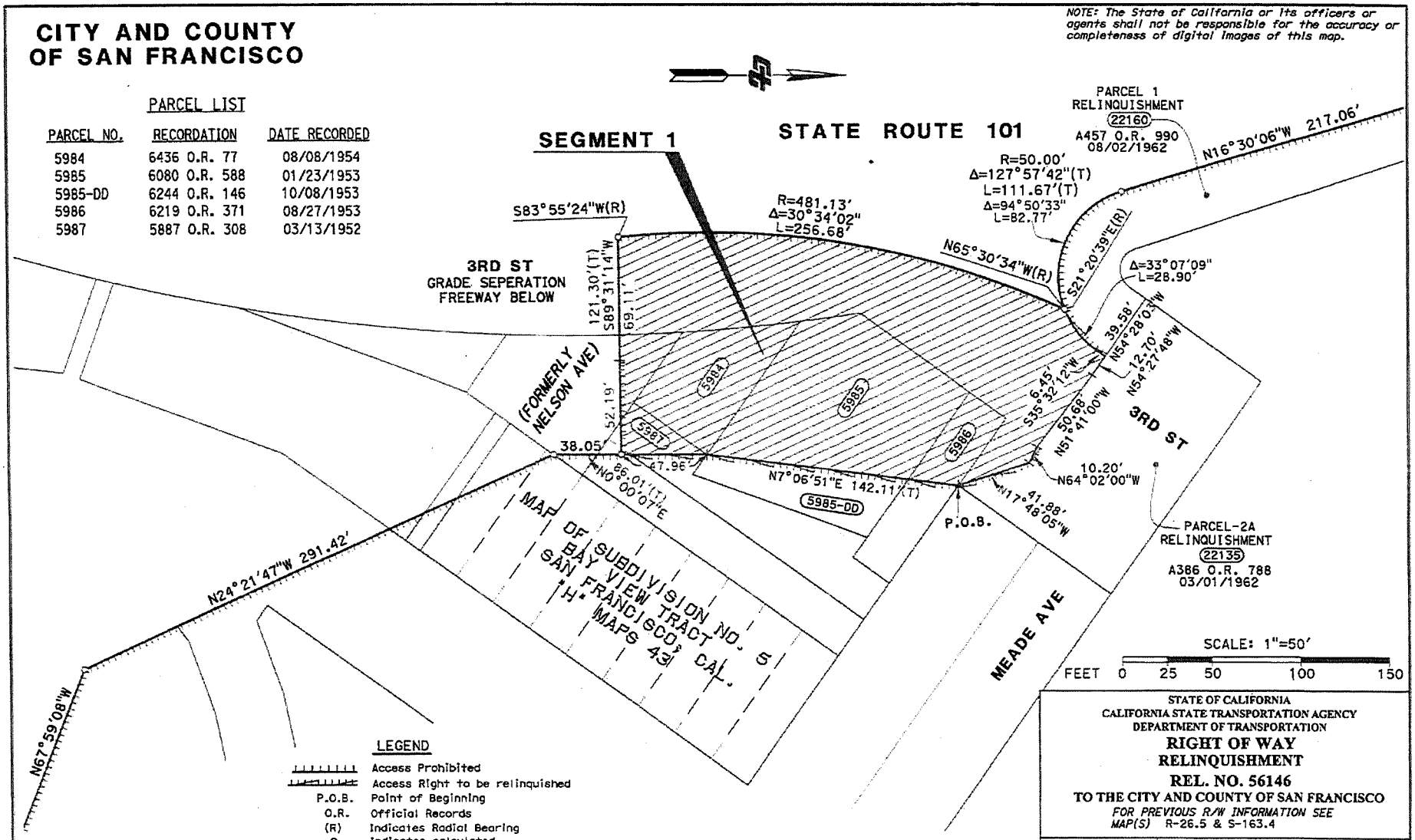

CITY AND COUNTY OF SAN FRANCISCO
NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.
DELTA ST
RUTLAND ST
LELAND AVE
RAYMOND AVE
ALPHA ST
ARLETA AVE
TEDDY AVE
CAMPBELL AVE
TUCKER AVE
TIOGA AVE
WILDE AVE
HARKNESS AVE
ANKENY ST
MANSELL ST
PM 1.0
GOETTINGEN ST
BRUSSELS ST
GIRARD ST
SAN BRUNO AVE
OLMSTEAD ST
DWIGHT ST
WOOLSEY ST
WAYLAND ST
BACON ST
PM 1.4
ORDWAY ST
WARD ST
HARKNESS AVE
WILDE AVE
CAMPBELL AVE
ALPHA ST
WABASH TERRACE
RACINE LN
SAN BRUNO AVE
TUNNEL AVE
BAYSHORE BLVD
STATE ROUTE 101
TO MARIN COUNTY
EGBERT AVE
WHEELER AVE
PENINSULA AVE
HESTER AVE
LOIS LN
HESTER AVE
RECYCLE RD
LATHROP AVE
BLANKEN AVE
TOCOLOMA AVE
NUEVA AVE
GILLETTE AVE
CRANE ST
EXETER ST
GOULD ST
CARR ST
SALINAS AVE
PAUL AVE
3RD ST
MEADE AVE
LE CONTE AVE
LA CONTE AVE
KEY AVE
JENNINGS ST
JAMESTOWN AVE
INGERSON AVE
HOLLISTER AVE
GILMAN AVE
PM 0.5
SEGMENT 1
TO SAN JOSE
PM 0.2
EXECUTIVE PARK BLVD
Area to be relinquished
STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY
RELINQUISHMENT
REL. NO. 56146
TO THE CITY AND COUNTY OF SAN FRANCISCO
FOR PREVIOUS R/W INFORMATION SEE
MAP(S) R-26.5 & S-163.4
DATE: 08/2019 EA(s): N/A CONTRACT NO.: N/A
DRAWN BY: A. ZHONG, PLS #7437 CHECKED BY:
DISTRICT COUNTY ROUTE SHEET PM SHEET NO. TOTAL SHEETS
04 SF 101 0.7 1 2
M-1624
NO SCALE
NOTE: The State's rights are not extinguished until recordation of related California Transportation Commission resolution.
PROJECT ID: 0416000263

CITY AND COUNTY OF SAN FRANCISCO

NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.

PARCEL LIST

PARCEL NO.	RECORDATION	DATE RECORDED
5984	6436 O.R. 77	08/08/1954
5985	6080 O.R. 588	01/23/1953
5985-DD	6244 O.R. 146	10/08/1953
5986	6219 O.R. 371	08/27/1953
5987	5887 O.R. 308	03/13/1952



LEGEND

- Access Prohibited
- Access Right to be relinquished
- P.O.B. Point of Beginning
- O.R. Official Records
- (R) Indicates Radial Bearing
- o Indicates calculated point. (Does not imply monument set)
- Area to be relinquished

NOTE: The State's rights are not extinguished until recordation of related California Transportation Commission resolution.

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY RELINQUISHMENT

REL. NO. 56146

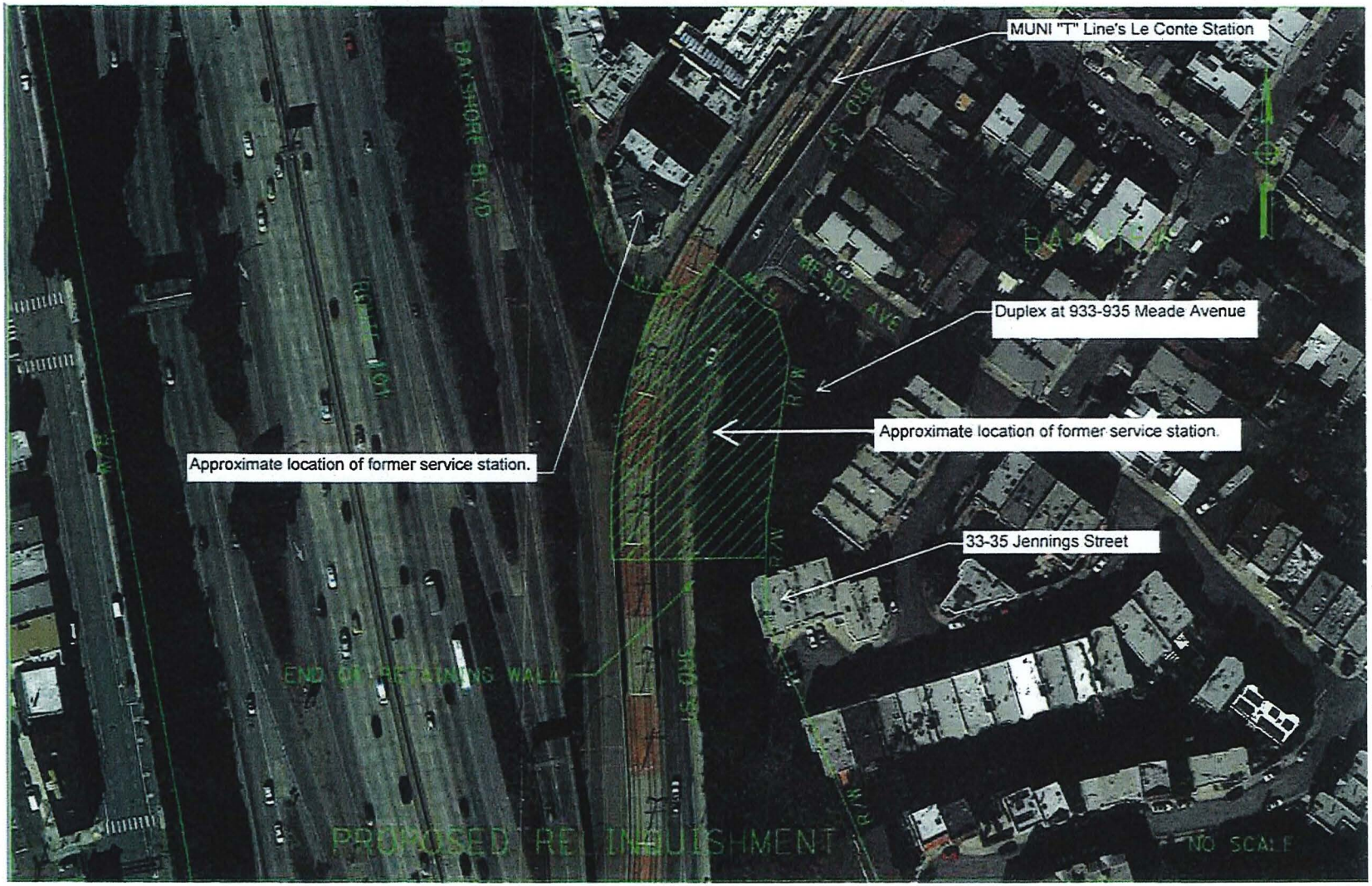
TO THE CITY AND COUNTY OF SAN FRANCISCO

FOR PREVIOUS R/W INFORMATION SEE MAP(S) R-26.5 & S-163.4

DATE: 08/2019	EA(s): N/A		CONTRACT NO.: N/A		
DRAWN BY: A. ZHONG, PLS #7437			CHECKED BY:		
DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
04	SF	101	0.7	2	2

M-1624

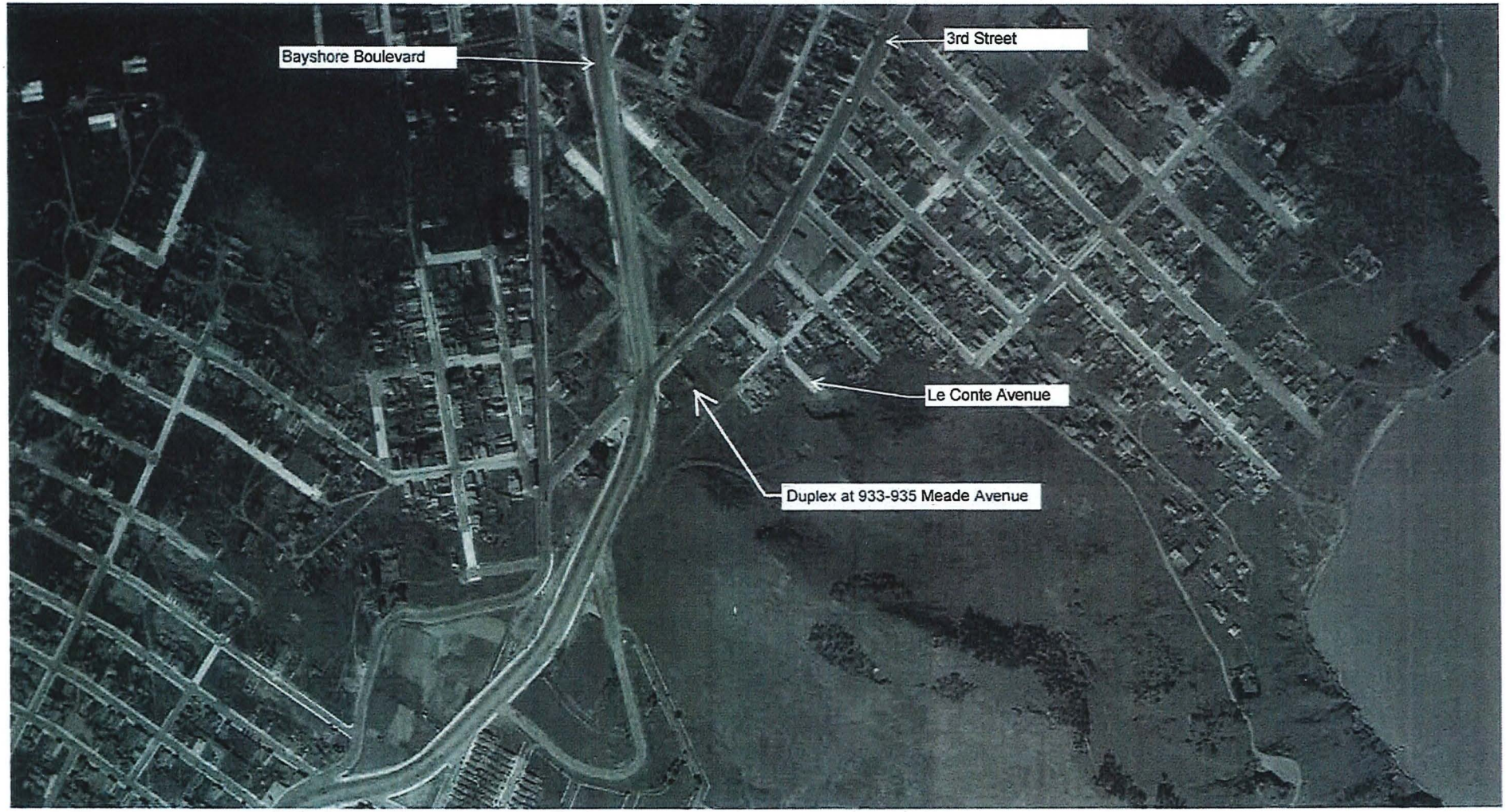
PROJECT ID: 0416000263



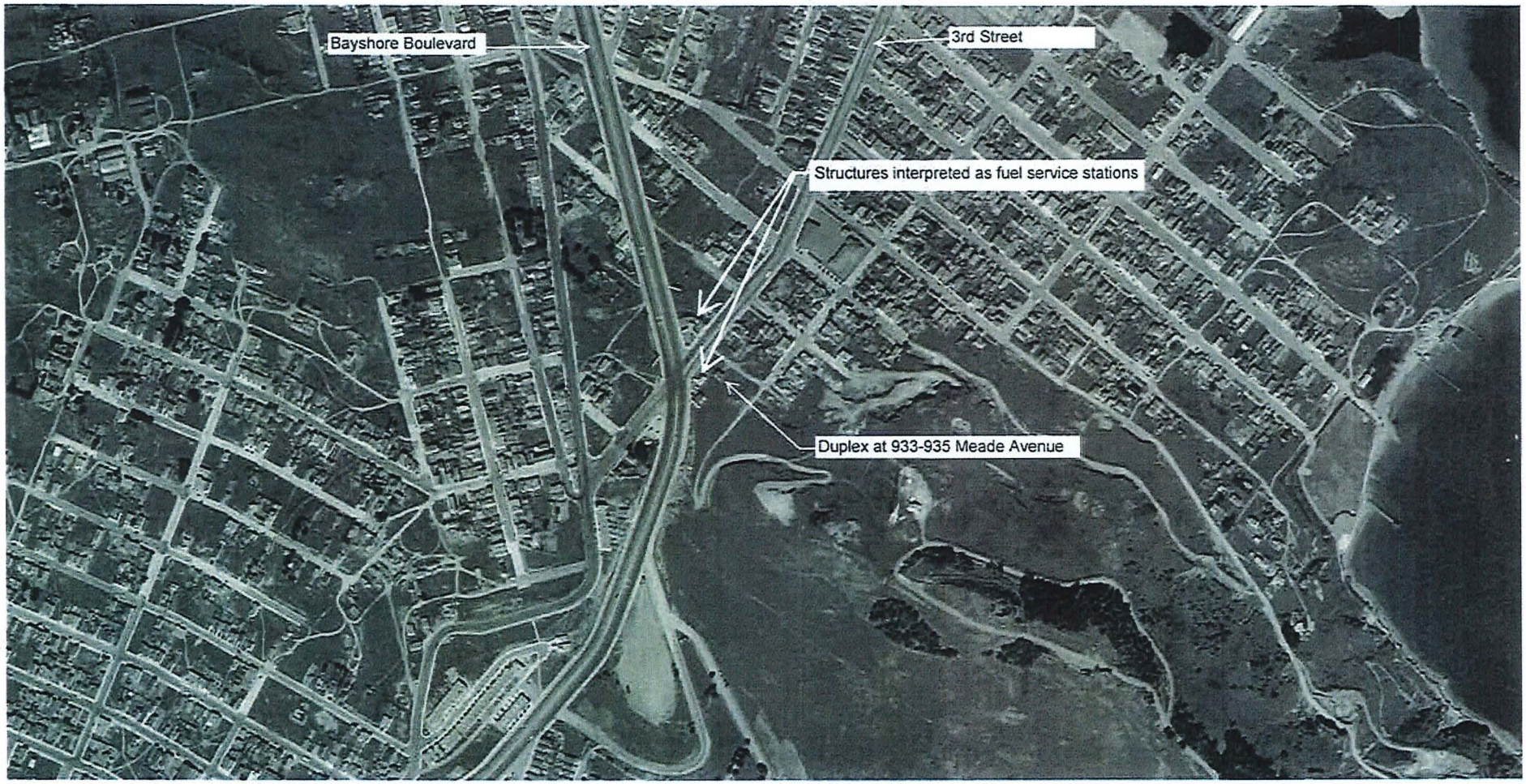
Caltrans

Description: Aerial Photo with Limits of the Proposed Relinquishment Area (Crosshatched Area)
Source: San Francisco Public Works
Prepared by: P. Altherr
Date Prepared: 6/4/2019

Attachment 1
Caltrans Relinquishment Area
SF Route 101 PM 0.65
San Francisco, CA 94134



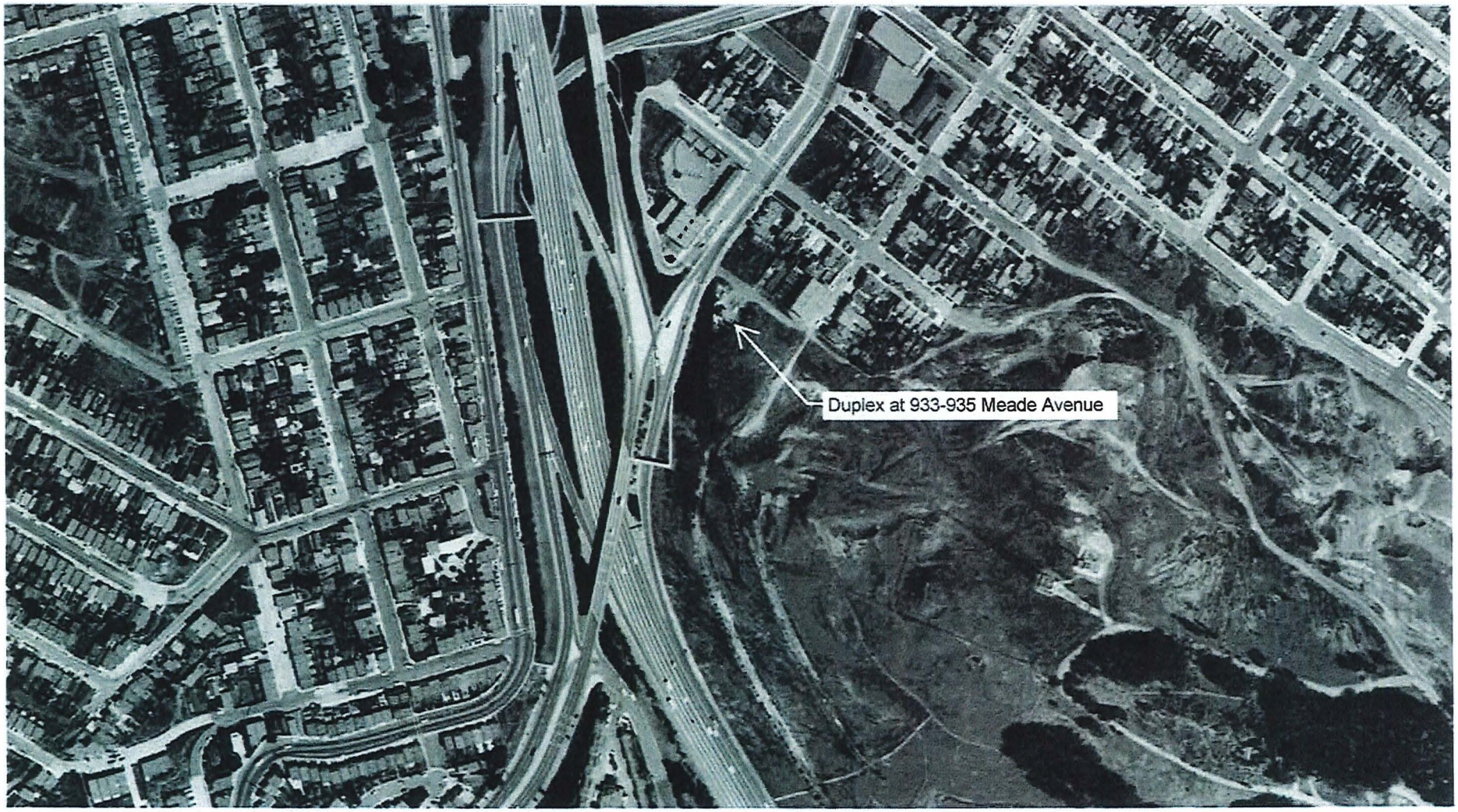
Caltrans	**Historic Aerial Photo: Flight C_888 Frame 7 dated February 28, 1930** **Source: http://mil.library.ucsb.edu/ap_indexes/FrameFinder/** **Prepared by: P. Altherr** **Date Prepared:** 5/29/2019	**Attachment 2** Caltrans Relinquishment Area SF Route 101 PM 0.65 San Francisco, CA 94134



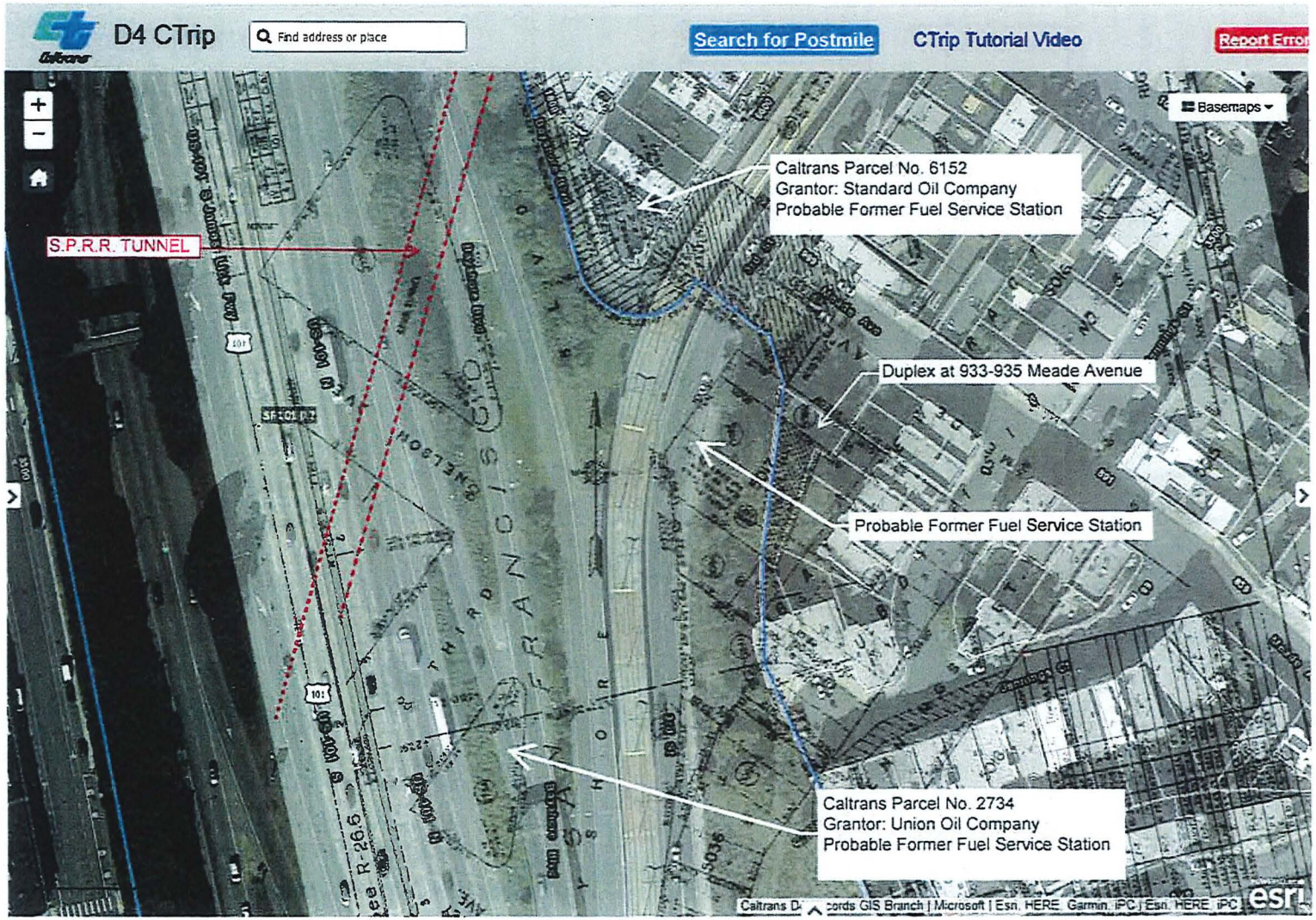
Caltrans

Historic Aerial Photo: Flight C_6660 Frame 74 dated March 22, 1941
Source: http://mil.library.ucsb.edu/ap_indexes/FrameFinder/
Prepared by: P. Altherr
Date Prepared: 5/29/2019

Attachment 3
Caltrans Relinquishment Area
SF Route 101 PM 0.65
San Francisco, CA 94134

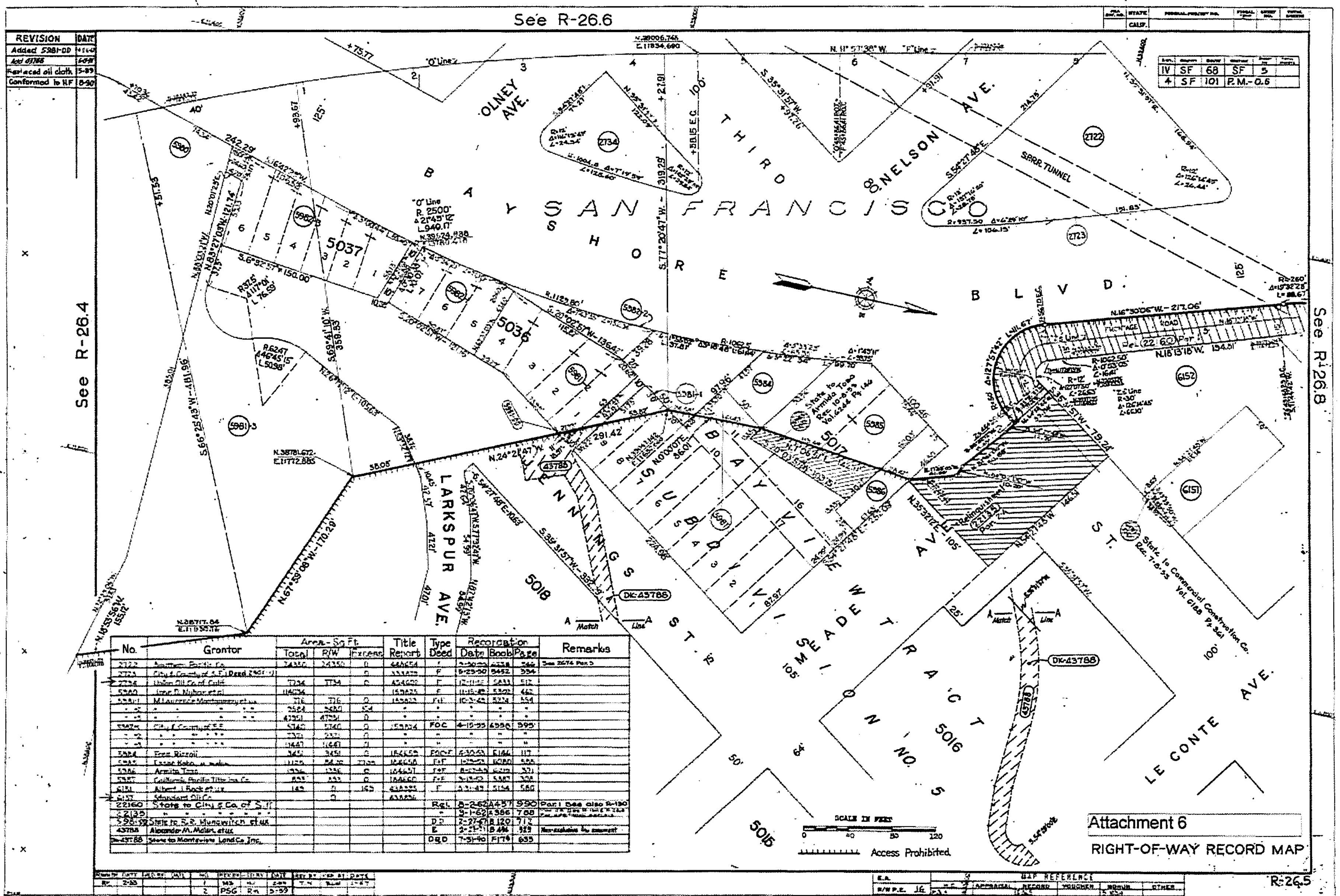


Caltrans	**Historic Aerial Photo: Flight CAS-65-130 Frame 1-80 dated April 30, 1965** **Source: http://mil.library.ucsb.edu/ap_indexes/FrameFinder/** **Prepared by: P. Altherr** **Date Prepared:** 5/29/2019	**Attachment 4** Caltrans Relinquishment Area SF Route 101 PM 0.65 San Francisco, CA 94134



Description: CTIP Aerial Photo with Right of Way Record Map R26.5 originally dated April 26, 1967
Source: http://sv04gis.ct.dot.ca.gov/d4row/recordsgeoportal.html
Prepared by: P. Altherr
Date Prepared: 6/4/2019

Attachment 5
Caltrans Relinquishment Area
SF Route 101 PM 0.65
San Francisco, CA 94134



No.	Grantor	Area - Sq. Ft. Total	R/W	Excess	Title Report	Type Deed	Recordation Date	Book	Page	Remarks
2722	Southern Pacific Co.	24350	24350	0	446654	F	[illegible]	[illegible]	[illegible]	See 2674 Par 5
2723	City & County of S.F. (Deed [illegible])			0	[illegible]	F	5-29-50	5452	334	
2734	Union Oil Co. of Calif.	7734	7734	0	[illegible]	F	[illegible]	[illegible]	512	
5980	Jose D. Nuhoz et al	116036			[illegible]	F	[illegible]	[illegible]	[illegible]	
5981-1	M. Laurence Montgomery et ux	716	716	0	[illegible]	F+E	[illegible]	[illegible]	554	
" -2	"	2584	2530	54	"	"	"	"	"	
" -3	"	47351	47351	0	"	"	"	"	"	
5982-1	City & County of S.F.	5740	5740	0	[illegible]	FOC	4-15-55	[illegible]	595	
" -2	"	[illegible]	[illegible]	0	"	"	"	"	"	
" -3	"	[illegible]	[illegible]	0	"	"	"	"	"	
5984	Ezra Rizzoli	3451	3451	0	[illegible]	[illegible]	[illegible]	6166	117	
5985	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	F+E	[illegible]	6080	[illegible]	
5986	Armita Toso	[illegible]	[illegible]	0	[illegible]	F+E	[illegible]	[illegible]	[illegible]	
5987	California Pacific Title Ins. Co.	[illegible]	[illegible]	0	[illegible]	F+E	[illegible]	[illegible]	[illegible]	
6151	Albert J. Bock et ux	[illegible]	0	[illegible]	[illegible]	F	[illegible]	5154	560	
6152	Standard Oil Co.		0		[illegible]					
22160	State to City & Co. of S.F.					Rel.	8-2-62	A457	990	Par 1 See also R-130
22135	"					"	3-1-62	A386	788	[illegible]
5981-DD	State to S.R. Munowitch et ux					D.D.	2-27-67	B120	712	
43788	Alexander M. Molari et ux					E	[illegible]	B486	929	Non-exclusive easement
DK-43788	State to Montevista Land Co. Inc.					DQD	7-31-90	F174	655	

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

Making Conservation a California Way of Life.

To: RAY BOYER
DISTRICT BRANCH CHIEF
OFFICE OF ENVIRONMENTAL ENGINEERING

Date: June 18, 2019

File: SF 101 PM 0.7
REL-56146

From: PETER ALTHERR, P.E.
TRANSPORTATION ENGINEER/ CIVIL
HAZARDOUS WASTE BRANCH B

Subject: **ISA Update: Portion of 3rd Street at Bayshore Boulevard in San Francisco**

This memo presents the results of a limited initial site assessment (ISA) of known or potential hazardous-waste-related concerns pertaining to the relinquishment of a portion of right of way referred to as REL-56146. REL-56146 is presently part of 3rd Street located northeast of Route 101 at postmile 0.7, just north of the Bayshore Boulevard Overcrossing, in the city and county of San Francisco. See Attachment 1 for the site location map.

The American Society for Testing and Materials (ASTM)'s Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process was established to define good commercial and customary practice in the United States for conducting an environmental site assessment 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 (ASTM, 2000).

The purpose of this ISA is to document an evaluation of Caltrans' records such as site-investigation reports and right-of-way record maps and other reasonably-ascertainable and practically-reviewable records to support the relinquishment of state right of way. This ISA is not meant to fully comply with all the requirements within ASTM's "Standard Practice for Environmental Site Assessments: Phase I Site Assessment Process." For example, this ISA did not include a physical site inspection; interviews with local government officials, or a review of public records at the city and county of San Francisco.

The objective of ASTM's Phase I environmental site assessment process is to identify recognized environmental conditions. ASTM defines a recognized environmental condition (REC) to mean 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 (ASTM, 2000). The term REC includes hazardous substances or petroleum products even under conditions in compliance with laws. 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 (ASTM, 2000).

Site Description

Relinquishment REL-56146 (Site) consists of approximately 0.88 acres of existing State right of way that includes a portion of 3rd Street between Meade Avenue and the Bayshore Boulevard Overcrossing in San Francisco. At this location, 3rd Street consists of a paved 2-lane local city street which is configured for one-way (northbound) traffic.

The Site also includes a portion of San Francisco Municipal Transportation Agency (SFMTA)'s municipal public transit railway known as MUNI. MUNI's "T" line run parallel to and west of 3rd Street at this location.

The eastern portion of the site is landscaped with grasses and shrubs interspersed with a few Eucalyptus trees.

The elevation of the center of the site is approximately 141 feet above mean sea level.

Adjacent Parcels

Caltrans right of way boarders the western side and southern side of the Site and 3rd Street forms the northern boundary. MUNI's "Le Conte" station is located along 3rd Street, to the north of the Site, between Le Conte Avenue and Meade Avenue.

The following San Francisco Assessor Parcel Numbers (APN)s are adjacent to the eastern edge of the Site:

- APN 5017015 located at 933-935 Meade Avenue [Flat or Duplex];
- APN 4991249 located at 33 Jennings Ct. [Condominium];
- APN 4991250 located at 35 Jennings Ct. [Condominium].

The adjacent parcels on Jennings Court and Meade Avenue all appear to be condominiums, flats, or duplexes; i.e., used for residential purposes.

Site History

Aerial photograph Flight C-888 Frame 7 dated February 28, 1930 shows Bayshore Boulevard and two structures located on the south side of 3rd Street between Bayshore Boulevard and Le Conte Avenue. Both structures appear to be residential dwellings. The northern most structure is possibly the structure presently located at 933-935 Meade Avenue. Note that in 1930 Meade Avenue has not yet been constructed. Bay View Hill to the southeast has not yet been developed, but a borrow pit appears to be located at the eastern end of Le Conte Avenue. See Attachment 2.

Aerial photograph Flight C-6660 Frame 74 dated March 22, 1941 shows additional development at the at-grade intersection of 3rd Street and Bayshore Boulevard. Two new structures have been constructed at this intersection. One Y-shaped structure was constructed in the northern corner of the intersection and one rectangular structure was constructed in the eastern corner; both two new structures can be interpreted as a potential service station. The western corner of this

intersection appears undeveloped except for two billboards. The southern corner of this intersection may or may not be paved. The borrow pit at the end of Le Conte Avenue has been noticeably expanded. The top of the slope on the east side of the Site has not yet been developed but does have a dirt road extending westward from the intersection of Meade Avenue and Jennings Street up to the top of the west side of Bay View Hill. A radio tower and building have been constructed to the east of the site near the top of Bay View Hill. See Attachment 3.

Right of Way Record Map R-26.5 shows that Caltrans acquired Parcel No. 2734, a 7734 square-foot parcel formerly located in the southern corner of the intersection of 3rd Street and Bayshore Boulevard, on December 11, 1951. The grantor of Parcel No. 2734 was the Union Oil Company of California. See Attachment 5 and 6.

Right of Way Record Map R-26.5 shows Parcel No. 6152 located at the northern corner of the intersection of 3rd Street and Bayshore Boulevard. The grantor of Parcel No. 6152 is shown to be Standard Oil Company. This property is interpreted to be San Francisco Assessor Parcel Number 5476014 located at 6690 3rd Street and is located just north of the Site. See Attachment 5 and 6.

Right of Way Record Map R-26.5 shows that Caltrans acquired most of the right of way for the Site; i.e., Parcels 5984, 5985, 5986, and 5987; between March of 1952 and August of 1953. See Attachment 6.

Aerial photograph Flight CAS-65-130 Frame 1-80 dated May 11, 1965 shows a 6-lane freeway in place where Route 101 is today. There is a 3-lane-wide overcrossing for 3rd Street and an off ramp from northbound 101 which splits to provide access to northbound 3rd Street and northbound Bayshore Boulevard. There appears to be a pedestrian overcrossing over the 3rd Street offramp to northbound 3rd Street. Neither of the two suspected service stations are still in place. The top of the slope on the east side of the Site has not yet been developed. See Attachment 4.

Caltrans bridge records indicate that the Bayshore Boulevard Overcrossing (Bridge No. 34-0103) was originally built in 1970, but the aerial photograph from 1965 indicates that the freeway had already been built and was open to traffic in 1965.

Current Site Use

The western portion of the Site is presently part of a commuter rail line; i.e., MUNI's "T" line. The center portion of the Site is a part of 3rd Street and the offramp from northbound Route 101 to northbound 3rd Street. The western portion of the site is a vegetated/landscaped area next to the street/offramp. See Attachment 5.

Hazardous Liquid Pipelines and Gas Pipelines

The National Pipeline Mapping System (NPMS) public data viewer does not show any gas transmission pipelines or hazardous liquid pipelines within or adjacent to The Site (NPMS, 2019). The nearest gas-transmission pipeline runs along the western side of Route 101 between Bayshore Boulevard and Paul Avenue in San Francisco.

Geology

The Site appears to be predominantly located within an area mapped as containing porcelaneous or siliceous mudstone/shale and chert (USGS, 1997). The geologic unit is described as chert and metachert of the Franciscan assemblage. The Site, however, lies near the junction of four different mapped geologic units and may also lie partially within Quaternary deposits that include colluvium between surficial deposits and hillside materials and mapped colluvium.

Mineral Hazard Database Review

The site is not located within a geologic unit known to contain naturally-occurring asbestos.

There are no known gas wells, oil wells, or seeps mapped within or adjacent to the Site.

Aerially Deposited Lead

Tetraethyl lead was first added to gasoline, as an anti-knock additive, in the early 1920s. This gasoline additive reduced engine knock and improved engine performance. Not all of the lead (Pb) in the gasoline, however, remained within the engine. Approximately 75% of the Pb was discharged out the exhaust pipe in tiny particles that settled on and along California's highways (US EPA, 1986 p. 1-16).

The Pb that was discharged from motor vehicles and that accumulated in roadside soil is referred to as aerially-deposited lead (ADL). The use of "regular" leaded gasoline peaked in the mid-1970s. Starting January 1, 1992, Section 2253.4 "Lead in Gasoline," of the California Code of Regulations stated that no person shall sell or offer for sale a consumer gasoline additive containing lead unless the additive container bears a legend that the use of the additive in passenger cars is unlawful. Starting in January 1, 1994, California banned the sale or supply of gasoline produced with the use of any lead additive or which contained more than 0.050 gram of Pb per gallon of gasoline (CARB, 2014). The use of lead additives in gasoline in rest of the United States, however, continued until January 1, 1996 when the Clean Air Act banned the use of leaded fuel for any on-road motor vehicle.

Caltrans' Hazardous Materials Data Viewer does not indicate that there are any site-investigation reports at or near the Site. The following paragraph provides a general overview of ADL concentrations observed in soil next to highways and freeways located within the Bay Area.

Individual Pb concentrations in homogenized 15-cm-tall core samples of surface soil adjacent to Bay Area highways have been observed to range from non-detectable to about 10,000 mg/kg. Caltrans evaluated the ADL data from 142 site investigations for highway-improvement projects from within the Bay Area. *Average* concentrations of ADL in homogenized 15-cm-tall core samples of surface soil adjacent to major highways in the Bay Area range from 6 to 3,269 mg/kg (Caltrans, 2018). These 142 reports included 251 estimated-average ADL concentrations; the average of these estimated-average ADL concentrations was 242 mg/kg and the 95th percentile was 787 mg/kg (Caltrans, 2018).

Caltrans is permitted to reuse lead-contaminated soil in new freeway embankments provided that the use of this soil meets the criteria in the "Soil Management Agreement for Aerially Deposited Lead-Contaminated Soils" (Soil Management Agreement). In accordance with the Soil Management Agreement, Caltrans surveys where ADL-contaminated soil is buried and displays these burial locations on the D4 Hazardous Materials Data Viewer. This data viewer does not indicate that lead-contaminated soil was buried under or near the Site.

While the data viewer does not show that ADL-contaminated soil was buried at this location under a soil-management agreement, lead-contaminated soil may still exist on or underneath the site due to the historic use of the site by motor vehicles. ADL-contaminated soil may also have been placed at the site before Caltrans began tracking the placement of lead-contaminated soil.

Thermoplastic and Painted Traffic Stripe and Pavement Markings

Traffic stripes are applied to the surface of the roadway to facilitate the safe and efficient movement of motor vehicles. White and yellow traffic stripes and pavement markings consist of either paint or thermoplastic, or a combination of both. Lead chromate ($PbCrO_4$) was used in the past for the yellow pigment for both types of yellow traffic striping (YTS).

On November 22, 1994 a memorandum of understanding was published between Caltrans and the California Air Resources Board (CARB) which established the phase-out of the use of C.I. Pigment Yellow 83 (lead-chromate) in traffic striping over concerns that lead and hexavalent chromium were being released into the environment throughout the service life of the traffic stripe. While the use of C.I. Pigment Yellow 83 was discontinued in waterborne painted YTS; the use of this pigment in thermoplastic YTS continued until 2004 when suitable alternatives became available to Caltrans.

Caltrans 2015 Standard Specification (SP) 14-11.12 applies to the removal of YTS that contains hazardous substances at a concentration that would result in the waste grindings being characterized as a hazardous waste. SP 14-11.12 specifies that the contractor use a vacuum equipped with a high-efficiency-particulate-air (HEPA) filter concurrently with the removal operations, or other equally effective approved methods for collection of the residue. The HEPA-filter-equipped vacuum ensures that YTS is removed without releasing potentially hazardous waste into the roadside environment.

SP 14-11.12 also requires that the contractor immediately contain the waste grindings as they are generated. Most contractors use a 55-gallon steel drum for storing YTS waste grindings. The drums of waste material are then sampled by the contractor and tested for waste characterization. Caltrans District 4 Construction, Environmental Engineering Support Branch, maintains files of these test results.

The chromium (Cr) and lead (Pb) concentrations in YTS waste grindings collected throughout District 4 from 2003 to 2006 ranged as follows: ($26 \leq Cr \leq 4{,}800$ mg/kg) and ($68 \leq Pb \leq 44{,}344$ mg/kg). The 95% upper confidence limit (UCL) of the arithmetic mean of samples obtained from drums of waste traffic stripe grindings in District 4 during this period was 1,125 mg/kg for Cr and 4,205 mg/kg for Pb. This data demonstrates that most YTS waste grindings generated in District 4 during this period had to be characterized as a California-hazardous waste.

Based upon Google's Street View imagery, YTS is present within the proposed relinquishment area.

Chemically-Treated Wood

Wood products such as sign posts are commonly treated with chemical preservatives to protect the wood from insects, microorganisms, fungi, and other environmental conditions that can cause wood decay. Since treated wood contains elevated concentrations of hazardous chemicals, once these wood products are removed from service they must be managed under the alternative management standards developed by the California Department of Toxic Substances Control (DTSC). The alternative management standards for treated wood waste are codified in Title 22 of the California Code of Regulations, Division 4.5, Chapter 34, §66261.9.5.

Based upon Google Earth Street-View imagery, wooden sign post(s) may be included within the area to be relinquished.

GeoTracker and Envirostor Database Review

The Regional Water Quality Control Board's GeoTracker database and the DTSC's Envirostor database were reviewed to identify *known* hazardous waste sites that may have impacted the Site.

The closest leaking underground storage tank site to the proposed relinquishment area is the San Francisco Fire Department (SFFD) Station No. 44 located at 1298 Girard Street. Station No. 44 is located approximately 680 feet southwest of the Site.

SFFD Station No. 44 is known as San Francisco County LOP Case No. 11040. The status of Case No. 11040 is shown on GeoTracker as "Completed- Case Closed as of January 27, 2000.

I am of the opinion that none of the sites mapped on the GeoTracker or Envirostor data viewers are close enough to have the potential to adversely impact the Site.

Groundwater Monitoring Wells

The Office of Environmental Engineering maintains a GIS database of groundwater monitoring wells installed by Caltrans District 4 for monitoring contamination in groundwater. This data viewer does not show any monitoring wells on or adjacent to this Site.

Findings

The following recognized environmental conditions are known or suspected to occur at or adjacent to the site:

1) Surface soil on the Site may contain lead in excess of concentrations found in deep, undisturbed, Bay Area soil due to the historic use of the site by motor vehicles and due to the likely presence of a former fuel service station;

2) Aerial imagery indicates that a former gasoline service station may have been located on Caltrans parcel No. 5985; i.e., within or adjacent to the Site;

3) Aerial imagery and Caltrans Right-of-Way Record Map R-26.5 suggest that a former Standard Oil Company service station was located adjacent to the site on parcel No. 6152;

4) Caltrans Right-of-Way Record Map R-26.5 indicates that a former Union Oil Company service station was probably located within 100 feet of the site on parcel No. 2734.

Attachment(s)

(1) Draft map of proposed relinquishment area.
(2) Aerial Photo 1939
(3) Aerial Photo 1958
(4) Aerial Photo 1965
(5) CTrip aerial photo with ROW Record Map R26.5
(6) Right of Way Record Map R26.5

PMA/PMA

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