

**APPENDIX C**

**ENVIRONMENTAL ASSESSMENT  
(KRAZEN AND ASSOCIATES)**





**PHASE I ENVIRONMENTAL  
SITE ASSESSMENT UPDATE  
COLLEGE PARK YARD PARCELS 3 AND 4  
NORTH FIRST STREET AND RYLAND STREET  
SAN JOSE, CALIFORNIA**

Project No. 044-00051  
November 1, 2000

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SITE DEVELOPMENT ENGINEERS

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SAN JOSE, CALIFORNIA

1.0 EXECUTIVE SUMMARY

Krazan & Associates, Inc. (Krazan) performed a Phase I Environmental Site Assessment (ESA) Update of the College Park Yard Parcels 3 and 4 near North First Street and Ryland Street in San Jose, California. This assessment has revealed no evidence of recognized environmental conditions in connection with the subject site, with the exception of the following.

- Concentrations of arsenic, lead, chromium, nickel, polynuclear aromatic hydrocarbons, and other chemicals have been reported in the shallow soil at the subject site. A significant amount of investigation has been conducted to characterize these compounds at the subject site. Additionally various reports, including a conceptual site model and risk assessment have been prepared for the subject site. It appears that the investigations and risk assessment have been conducted to current standards of practice. In a May 18, 1999 letter, the RWQCB approved the risk assessment for the subject site and indicated that "The current baseline concentrations are unlikely to pose threat to human health, and no risk-based cleanup action is warranted for the subject parcels." Additionally, in a RWQCB letter dated September 14, 1999 the RWQCB stated that "Based on the available information, including the current and the proposed land use, and with the provision that the information provided to this agency was accurate and representative of the site conditions, no further action related to the pollutant release at the subject site is required. Union Pacific Railroad Company or a prospective buyer should implement an adequate health and safety plan for the subject parcels, especially for the Ryland Street parcel, during construction time." Krazan recommends that the site health and safety plan be implemented during construction activities at the subject site. Additionally, we recommend that areas not proposed for future on-site buildings and pavement areas (i.e., landscaping areas and/or any other exposed surface soil) be covered with at least 2-feet of clean imported fill material. Legacy Partners has indicated that it is likely that the overall grade of the development will be raised, therefore, the placement of clean fill appears to be planned. If grading activities during the development incorporate cut and fill, it would be beneficial to have the grading plan reviewed by Krazan to optimize the isolation of native surface soils.

## 2.0 PURPOSE AND SCOPE OF ASSESSMENT

The Phase I ESA Update is intended to update Krazan's full Phase I and Limited Phase II ESA, dated October 1, 1999 (included within Appendix A). The purpose of this report is to identify obvious recognized environmental conditions in connection with the previous and current uses and ownership of the subject site. Krazan performed this assessment in conformance with American Society for Testing and Materials (ASTM) E1527 *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process* and the scope of work approved by Mr. Mark Mullen of Legacy Partners on September 21, 2000.

## 3.0 PHYSICAL SETTING

General site information and site use are summarized in Table I. Refer to the Vicinity Map (Figure 1).

**TABLE I**  
**Summary of Site Information**

Topographic Map:	U.S. Geological Survey, 7.5 minute San Jose West, California topographic quadrangle map, photorevised 1980
Topography:	The subject site is relatively level and is approximately 80 feet above mean sea level.
General Location:	The subject site consists of two parcels of land occupying approximately 11 acres to the west and east of the Coleman Avenue overpass. The western parcel (Parcel 3) is bordered by the Guadalupe Parkway overpass to the west, Ryland Street to the north, and Bassett Street to the south. The eastern parcel (Parcel 4) is bordered by Ryland Park to the north, North First Street to the east, and a vacant lot fronting Bassett Street to the south.
Surface Soil Type:	Alluvial clay, silt and sand with occasional lenses of coarse sand and gravel.
Approximate Depth to Groundwater:	10 to 15 feet below ground surface (bgs), McCully, Frick and Gilman, Inc. (MFG)
Regional Groundwater Flow Direction:	North, MFG
Existing Use:	Vacant Land

small shrubs, and weeds are located throughout the parcels. Railroad tracks are located along the southern property boundary of the subject site. No obvious staining was observed along the railroad tracks.

- A fenced area was observed underneath the Guadalupe Freeway Overpass. The fenced area primarily contained vehicles and large metal containers and appeared to be a storage area, possibly for a construction company or a transportation company.
- The subject site also includes portions of paved areas north of buildings located south of Parcel 3 at Capitol Recycling Center, San Jose Potato and Onion, and Protopipe Exhaust. Based on visual reconnaissance of these paved areas, no environmental concerns were noted. McCulley, Frick & Gilman, Inc., performed a Phase I ESA for the subject site in July 1998, and conducted a site reconnaissance of these three businesses and did not identify significant concerns. The results of this former Phase I ESA, along with other investigations conducted for the subject site, are summarized in Section 5.1 of this report.
- High power transmission lines were not located at the site. One pole-mounted transformer was observed on Parcel 3. The transformer casings displayed no evidence of leakage, and the ground surface below the transformers displayed no evidence of discoloration. Pacific Gas & Electric Company (PG&E) is the owner of the transformers. PG&E officials have indicated that most polychlorinated biphenyl PCB-containing pole-mounted transformer fluids in the area have been replaced with fluids that do not contain PCBs through a voluntary PG&E company-wide program which took place from 1976 to 1978. PG&E is the responsible party to contact if the transformer is to be removed, tested for PCB fluids, or if future leakage develops.
- Groundwater monitoring wells are located on both parcels which are associated with previous investigations conducted at the subject site and adjacent parcels associated with College Park (see Section 5.1 of this Report). The monitoring wells will need to be abandoned in accordance with Santa Clara Valley Water District guidelines prior to site development.
- During the physical observation of the site, no obvious evidence (vent pipes, fill pipes, dispensers, etc.) of underground fuel storage tanks was noted within the area observed. No standing water or major depressions were observed on the subject property. Additionally, evidence of hazardous materials released to the site such as distressed vegetation, staining, or unusual odors were not observed at the site.

#### 4.2 Adjoining Streets and Property Usage

Table III summarizes the current adjoining roads and property uses observed during the site reconnaissance.

**TABLE III**  
**Adjoining Streets and Property Use**

<b>Direction</b>	<b>Adjoining Street</b>	<b>Adjacent Property Use</b>
North	Ryland Street	The adjacent properties north of Parcel 3 are used for residential purposes, automotive repair, and auto body repair. The adjacent property north of Parcel 4 is the Ryland Park.
East	North First Street	The adjacent properties east of the subject site are used for high-density residential and commercial purposes.
South	None	The adjacent properties south of Parcel 3 are used for light industrial purposes and include Capitol Recycling, San Jose Potato and Onion, and Protopipe Exhaust Systems. The adjacent property south of Parcel 4 is a vacant lot beyond which is Bassett Street and then high-density residential housing.
West	None	The Guadalupe Freeway overpass is located west of the subject site beyond which is Parcel 2 of College Park Yard (vacant land).

#### 4.3 Asbestos-Containing Building Materials

Because no structures exist at the subject site, the potential for asbestos containing building materials does not exist.

#### 4.4 Potable Water Source

The water purveyor for the subject site is the San Jose Water Company (SJWC). The SJWC's water quality monitoring is an on-going program with water samples obtained on a regular basis. It is the responsibility of the SJWC to provide customers with potable water in compliance with the California State Maximum Contaminant Levels (MCLs) for primary drinking water constituents in water supplied to the public.

#### 4.5 Sewage Disposal System

The City of San Jose was contacted regarding historical sewage disposal practices at the property. According to City of San Jose officials, sewer service has historically been provided to the area of the subject site by the City of San Jose. However, City of San Jose officials could not state whether the subject site had been connected to the sanitary sewer service.

### 5.0 SITE USAGE SURVEY

The site usage survey included assessing site history, and reviewing local, state, and federal regulatory agency records.

## 5.1 Site History

A review of historical aerial photographs, City of San Jose Building Department (CSJBD) records, historical directories, Sanborn Fire Insurance Maps (SFIMs), and interviews were used to assess the history of the subject site. These tasks were completed within Krazan's Phase I ESA (October 1, 1999). See the previous Phase I ESA (Appendix A) for historical site information.

### City of San Jose Building Department Records

Because development has not occurred on the subject site and the conditions of the subject site have remained the same since Krazan previous Phase I ESA (10-1-99) SJBD records were not reviewed during the course of this Phase I ESA.

### Historical Directories

Because development has not occurred on the subject site and the conditions of the subject site have remained the same since Krazan previous Phase I ESA (10-1-99) historical directories were not researched the course of this Phase I ESA.

### Previous Investigations

Krazan completed a Phase I and Limited Phase II ESA on October 1, 1999 for the subject site. Review of historical information revealed that the subject site was first developed as a railroad yard by the Southern Pacific Railroad Company in the 1890s, and portions of the subject site were subsequently developed for additional commercial and industrial activities. The rail yard operations on the site diminished between the late 1950s and the late 1980s. The site has apparently been relatively vacant since the late 1980s.

As part of the Phase I and Limited Phase II ESA, Legacy Partners forwarded numerous documents to Krazan for our review. The documents pertain to initial environmental investigation conducted at the site, further characterization of the environmental conditions of the subject site, and evaluation of the environmental conditions of the subject site with respect to the proposed residential land use of the subject site. The following previous investigations are summarized in Krazan's 1999 Phase I and II ESA (included as Appendix A):

- *Kennedy/Jenks/Chilton, Environmental Site Assessment, College Park, Southern Pacific Transportation Company, San Jose, California, March 1989*
- *Kennedy/Jenks/Chilton, Phase II Investigation, College Park, Southern Pacific Transportation Company, San Jose, California, August 1989*

- *McCulley, Frick & Gilman, Inc., Environmental Site Assessment Report, Union Pacific Railroad Company, College Park Yard, Parcels 3 and 4, San Jose, California, July 31, 1998*
- *McCulley, Frick & Gilman, Inc., Work Plan for Project Implementation, Union Pacific Railroad Company, College Park Yard and Lenzen Yard Properties, San Jose, California, September 1998*
- *McCulley, Frick & Gilman, Inc., Technical Report, Conceptual Site Model, Union Pacific Railroad Company, College Park Yard Parcels 3 and 4, San Jose, California, February 1, 1999, Amended April 1, 1999*
- *McCulley, Frick & Gilman, Inc., Technical Report, Risk Assessment and Cleanup Goals for Soil and Groundwater, Union Pacific Railroad Company, College Park Yard Parcels 3 and 4, San Jose, California, February 1, 1999, Amended April 26, 1999*

To confirm previous investigations and to further evaluate the concentrations of arsenic and lead within the shallow soil at the subject site, Krazan conducted limited soil sampling and analyses. Twenty soil samples were collected from approximately 0 to 0.5 feet below the ground surface at random locations throughout the subject site. The concentrations of arsenic ranged from below the detection limit to 160 milligrams per kilogram (mg/kg), and were below the 200 mg/kg threshold limit identified by McCulley, Frick & Gilman, Inc. (MFG) in their risk assessment which would result in the hazard index and cumulative risk thresholds to be exceeded. Additionally, the concentrations of lead in soil samples were well below the 487 mg/kg concentration utilized by MFG in the lead risk assessment, which resulted in acceptable risk levels.

At the time of Krazan's 1999 Phase I and II ESA, Krazan concluded that further investigation of the subject site was not warranted at that time. However, the assessment revealed the following evidence of recognized environmental conditions in connection with the subject site. Concentrations of arsenic, lead, chromium, nickel, polynuclear aromatic hydrocarbons, and other chemicals were reported in the shallow soil at the subject site. A significant amount of investigation, a conceptual site model, and a risk assessment have been conducted at the subject site. The RWQCB has acted as lead agency for the subject site. In their May 18, 1999 letter, the RWQCB approved the risk assessment for the subject site and indicated that "The current baseline concentrations are unlikely to pose threat to human health, and no risk-based cleanup action is warranted for the subject parcels." Additionally, the RWQCB stated that "Based on the available information, including the current and the proposed land use, and with the provision that the information provided to this agency was accurate and representative of the site conditions, no further action related to the pollutant release at the subject site is required. Union Pacific Railroad Company or a prospective buyer should implement an adequate health and safety plan for the subject parcels, especially for the Ryland Street parcel, during construction time." Krazan recommended

that the site health and safety plan be implemented during construction activities at the subject site. Additionally, Krazan recommended that areas not proposed for future on-site buildings and pavement areas (i.e., landscaping areas and/or any other exposed surface soil) be covered with at least 2-feet of clean imported fill material. Legacy Partners indicated that it is likely that the overall grade of the development will be raised, therefore, the placement of clean fill appears to be planned. Additionally, Krazan recommended that if grading activities during the development incorporate cut and fill, it would be beneficial to have the grading plan reviewed by Krazan to optimize the isolation of native surface soils.

## **5.2 Local Regulatory Agency Interface**

A review of local regulatory agency records was conducted to help determine if hazardous materials have been handled, stored, or generated on the subject site and the adjacent properties.

### **Santa Clara Environmental Health Department – Toxic Materials Program**

Krazan requested file information from the Santa Clara County Environmental Health Department - Toxic Materials Program (SCCEHD). According to SCCEHD personnel, they only maintain files pertaining to properties outside city limits, and therefore, they do not maintain a file for the site.

### **San Jose Fire Department**

The San Jose Fire Department (SJFD) has jurisdiction for the fire protection for the subject and the immediate vicinity. Krazan requested file information from the SJFD officials for historical addresses of the subject site. However, no records were on file for the subject site. Additionally, Krazan requested records on file for five adjacent properties which appeared on the VISTA database as UST sites. According to SJFD records, none of these adjacent properties maintain USTs. However, these properties do handle reportable quantities of hazardous materials including welding gases, automotive fluids, paints, and thinners. When used, stored, and disposed of in the manner for which they are intended materials such as those expected to be located at these properties do not ordinarily represent a significant environmental concern.

## **5.3 Regulatory Agency Lists Review**

Several agencies have published documents that list businesses or properties which have handled hazardous materials or waste or may have experienced site contamination. The lists consulted in the course of our assessment were compiled by VISTA Information Solutions, Inc. (VISTA), and Krazan, and represent reasonably ascertainable current listings. Krazan did not verify the locations and distances

of every property listed by VISTA. Krazan verified location and distances of the properties Krazan deemed as having the potential to pose an environmental impact to the subject site. The actual location of the listed properties may differ from the VISTA listing. The actual distances of the listed properties (summarized in Table IV) are based on observations during Krazan's site reconnaissance. No unmapped (orphan) properties were determined to be located within the search radii specified for each of the following lists. Table IV summarizes the listed properties located within the ASTM Search Radii. General information for the Regulatory Agency Lists reviewed, the Regional Map, and the VISTA report, are included in Appendix B.

**TABLE IV**  
**Listed Properties**

List Name	List Date	Distance from site (miles)				
		Subject Site	Adj	Adj-¼	¼-½	½-1
US EPA NPL	4/00	0	0	0	0	0
US EPA CORRACTS (TSD)	12/99	0	0	0	0	0
Cal-EPA AWP (SPL)	1/00	0	0	0	0	0
Cal-EPA CalSites (SCL)	1/00	0	0	0	0	NS
US EPA CERCLIS	4/00	0	0	0	0	NS
US EPA RCRA TSD	12/99	0	0	0	0	NS
Cal-EPA LUST	1/00	0	0	7	4	NS
IWMB SWIS/SWLF	11/99	0	0	0	1	NS
SWRCB UST	4/99	0	1	NS	NS	NS
SWRCB AST	12/99	0	0	NS	NS	NS
US EPA ERNS	8/99	0	NS	NS	NS	NS
US EPA RCRA-LG	12/99	0	0	NS	NS	NS
US EPA RCRA-SG	12/99	0	1	NS	NS	NS
US EPA Liens List	10/91 & 7/92	0	0	0	0	0
Toxic Pits	2/95	0	0	0	0	NS
Cortese	4/94	0	0	5	5	NS
South Bay Toxic List	4/94	0	0	0	0	NS
Cal-EPA RDR List	4/94	0	0	0	0	0
DOG	1999	0	0	0	0	NS

0 = No sites in radius searched

NS = Not Searched

Adj. = Adjacent Sites

The subject site was not listed in the Vista report with the exception of the SCVTA Ryland Street parcel (Ryland Mews Housing Project). There are 34 facilities with reported releases of hazardous materials to the subsurface located within a 0.5 mile radius of the subject site. In general, only potentially hazardous materials released from facilities located approximately up-gradient and within a few hundred feet of the site, or in a cross-gradient direction close to the site, were judged to have a reasonable potential of

migrating to the site. This judgment is based on the assumption that materials generally do not migrate large distances laterally within the soil, but rather tend to migrate with groundwater in the general direction of groundwater flow. Based on available information, the groundwater flow direction in the vicinity of the subject site is northerly. Of the 28 facilities with reported releases of hazardous materials, 37 are located down to cross-gradient from the subject site, are located sufficiently distant from the site so as to have a low likelihood of impacting the subject site, or have achieved no further action status, and are therefore not anticipated to impact the subject site. A discussion of the remaining six facilities, which was obtained from the McCulley, Frick & Gilman, Inc. Phase I ESA is presented below.

#### Ryland Street Parcels

#### Subject site

Records indicate that these parcels were acquired in 1964 by Santa Clara County for construction of the Guadalupe Parkway. A 3,000-gallon waste oil UST was removed from the site in July 1986, and oil and grease concentrations of 2,400 and 4,400 milligrams per kilogram (mg/kg) were detected in soils at the bottom of the UST excavation. During a subsequent subsurface investigation in December 1986 in the former UST area, black oily mottling and hydrocarbon odors were noted in soils in the four borings from a depth of approximately 10 feet below ground level (bgl) to the maximum depth of the borings (21.5 to 26 feet bgl). Additionally, composites of samples collected at depths of approximately 15 and 20 feet bgl from each boring contained waste oil concentrations ranging from 1,500 to 4,400 mg/kg, and a grab groundwater sample from one of the borings "showed the presence of hydrocarbon".

Three groundwater monitoring wells (MW-1, MW-2 and MW-3) were installed at the site in September 1987 and January 1988. A soil sample collected from a depth of approximately 15 feet bgl in the boring for MW-1 contained 6,800 mg/kg of total oil and grease. Total recoverable petroleum hydrocarbons (TRPH) were detected in the groundwater sample from well MW-2 at a concentration of 5 milligrams per liter (mg/L). Chlorinated volatile organic compounds (VOCs) were not detected in the two-groundwater samples analyzed in October 1987 and January 1988. The direction of groundwater flow at the site was calculated to be to the northwest. In May 1988, three soil borings were advanced to help define the lateral extent of petroleum hydrocarbons at the site. Total oil and grease concentrations of 8,100 mg/kg were detected in 2 separate samples collected from depths of approximately 15 feet bgl, in borings located approximately 25 feet to the north and south of the former UST excavation.

Subsequent to the installation and initial sampling of MW-3, the quarterly groundwater sampling of the three wells was limited to analysis of total petroleum hydrocarbons as waste oil. Waste oil concentrations were generally below detection limits in the groundwater samples from the 3 wells. In its letter dated July 18, 1989, however, the Santa Clara Valley Water District (SCVWD) required that subsequent quarterly groundwater sampling include the analysis for VOCs. Analysis for VOCs was conducted beginning with the February 1990 quarterly groundwater sampling event. The results of the February and May 1990 groundwater sampling events indicated that the VOCs 1,1,1-Trichloroethane (1,1,1-TCA), 1,1-Dichloroethane (1,1-DCA), 1,1-Dichloroethene (1,1-DCE), cis-1,2-Dichloroethene (cis-DCE) and 1,2-Dichloroethane (1,2-DCA) were present in the groundwater at the site. The groundwater samples from well MW-1 contained the highest VOC concentrations (0.033 mg/L and 0.025 mg/L total

VOCs). Based on the presence of chlorinated VOCs in the groundwater at the site, the case was transferred from the SCVWD to the RWQCB on July 9, 1990.

In an attempt to determine the source of the VOCs, an additional well (MW-4) was installed and 2 soil borings advanced in August 1991. The chlorinated VOC's detected in groundwater samples were not detected in the 6 soil samples collected from the 2 borings (B-1 and B-2) drilled in the area of the former location of the UST, or in the 3 soil samples collected from the well boring (MW-4) drilled near the southern boundary of the site. Oily material and strong hydrocarbon odors were noted at approximately 15 feet bgl in the logs for borings B-1 and B-2. The results of the August 1991 groundwater sampling event indicated that groundwater in the vicinity of wells MW-1, MW-2 and MW-4 contained from 0.014 to 0.020 mg/L of total VOCs (primarily 1,1,1-TCA, cis-DCE and 1,1-DCA), while MW-3 contained only 0.0006 mg/L 1,1-DCA. Based upon the investigation results, it was concluded that the VOCs in groundwater at the site were not from the former waste oil UST, but had migrated onto the site from a source to the south or southeast, and regulatory closure of the site was recommended.

During the quarterly groundwater sampling at the site from August 1991 to May 1996, VOC concentrations in groundwater samples collected from wells MW-1, MW-2 and MW-4 ranged from 0.008 to 0.027 mg/L total VOCs, with no consistent increasing or decreasing trends in the VOC concentrations. The directions of groundwater flow determined from the monthly water level monitoring at the site generally ranged from the west-northwest to the north. Concentrations of up to 0.021 mg/L total VOCs (in MW-4) remained in the groundwater during the last groundwater-sampling event conducted in May 1996.

The RWQCB issued a case closure for the UST site, as documented in its June 27, 1996 letter. In its case closure summary, the RWQCB noted that although no significant source removal was conducted, oil and grease contamination remains, and chlorinated hydrocarbons were detected in groundwater; the low toxicity of oil and grease samples, its low mobility in the vadose zone, and the appearance that the source of chlorinated hydrocarbons is off-site were factors considered in issuing the case closure. Based upon the concentrations of petroleum hydrocarbons remaining in soils at the site, the RWQCB required that it be notified of any change in land use, or if any excavation in the former UST area is planned. The land use change was address in the documents prepared for the subject site by MFG, and the RWQCB approved the land use change.

#### Keystone Coffee

Adjacent to the south of Parcel 4

The SCVWD Case Closure Summary indicated that a 500-gallon diesel/gasoline UST was removed from the property in June 1990, 50 cubic yards of affected soils were excavated and removed from the property, and petroleum hydrocarbons were not detected in groundwater samples from the single monitoring well at this property. The case was closed to further corrective action "due to the low severity of contamination detected beneath the tank and in groundwater".

#### Former Shell Service Station

Approximately 500 feet south of the site

The SCVWD Case Closure Summary indicated that an UST was removed from this property in 1991, but that the size and contents of the UST were unknown. Five groundwater-monitoring wells were installed, and sampling conducted at the property in 1990 and 1993 indicated the presence of 6,300 parts per million (ppm) TPH as gasoline in soils, and 29 ppm TPH as gasoline and 0.23 ppm benzene in groundwater. The only



**Brandenburg Properties** Approximately 500 feet south of the subject site  
The Brandenburg Properties consist of two properties located on either side of North San Pedro Street at 153 and 129/149 West Julian Street. The first property, which was referred to as Brandenburg and Butters in the KJC reports, at 153 West Julian Street, was leased to a bicycle parts manufacturer from 1978 to 1985. Brandenburg Properties purchased the property in 1985 and removed a 1,000-gallon 1,1,1-TCA UST and a 300-gallon gasoline UST. 1,1,1-TCA concentrations as high as 10,000 mg/kg were detected in the soils beneath the UST, and 1,300 mg/L 1,1,1-TCA was detected in groundwater at the source area in 1985.

Records indicate the 129/149 West Julian Street property (the former Lin property) was occupied by a gasoline service station from approximately 1957 to 1970. In 1987, 2 fuel USTs were found, but because they underlay the sidewalk and major utilities and the larger of the 2 tanks was partially filled with hardened concrete, simple removal and excavation were not selected as a remedial measure. Constituents found in soil samples taken from borings slightly below each tank included TPH, benzene, toluene, ethylbenzene and xylenes. Constituents found in groundwater samples taken from monitoring wells near these USTs included TPH, benzene, toluene and xylenes.

A soil vapor extraction system was operated at the Brandenburg Properties property from 1988 to 1993. The groundwater extraction system, which was started in 1988, is still operating. Maximum concentrations in groundwater at this property in November 1997 were 24 mg/L 1,1,1-TCA, 0.62 mg/L 1,1-DCE, 7.8 mg/L 1,1-DCA, and 0.011 mg/L 1,2-DCA.

Environmental Strategies Corporation concluded in its 1998 work plan that the chlorinated VOC plume is confined to approximately 100 feet north of the former UST area in the sidewalk on West Julian Street. The work plan proposes enhanced remediation through in situ oxidation to achieve a goal of 1 mg/L total VOCs in groundwater.

**Villa Torino** Approximately 350 feet south of the subject site  
The Villa Torino housing development was formerly comprised of 21 parcels bounded by Basset, North 1<sup>st</sup>, West Julian and North Market streets. Historical uses of the property included auto repair shops, gasoline stations, and a sheet metal business. Four USTs in the eastern portion to the property and one UST in the western portion of the property were removed in 1986 and 1987. Three other USTs in the eastern portion of the property were filled with cement slurry in 1986. Two of the parcels were identified to contain a leaking UST: 363 North 1<sup>st</sup> Street and 340 North Market Street, located in the eastern and western portions of the property, respectively. Corrective actions conducted at the property by Terratech between 1993 and 1994 included; the removal of the three slurry-filled USTs; the removal of 14 hydraulic lifts in the eastern portion of the property; and the excavation and removal of approximately 1,065 cubic yards of lead- and petroleum-contaminated soils from the western portion of the property.

At the completion of the soil excavation activities in the eastern portion of the property, groundwater monitoring data from 4 wells in this area indicated that the highest TPH gasoline concentration detected in groundwater as 0.21 ppm and the predominant groundwater gradient direction varied from northwest to north-northeast. Terratech's groundwater monitoring data also indicated that gasoline hydrocarbons were not detected in the closest downgradient monitoring wells located at the 57 Bassett Street and 375

North 1<sup>st</sup> Street properties (north of the leaking UST property at 363 North 1<sup>st</sup> Street). No groundwater remediation was conducted in the eastern portion of the property.

Gasoline hydrocarbons in groundwater in the western portion of the property, which had been detected at concentrations as high as 200 ppm TPH as gasoline and 0.24 ppm benzene in the source area, were present at concentrations up to 4ppm TPH as gasoline and 0.13 ppm benzene at the completion of the soil remediation activities. Terratech's groundwater monitoring data indicated that the predominant groundwater gradient direction in the western portion of the property had been to the northwest and that, with the exception of toluene and total xylenes at between 0.0013 and 0.0077 mg/L, gasoline hydrocarbons were not detected in hydropunch groundwater samples collected in January 1994 from 3 locations to the north and northwest of the property.

Based on the above data, the former Shell Service Station, FMC Corporation, Brandenburg Properties, and Villa Torino properties have a potential to impact the groundwater underlying the subject site due to the presence of contamination. However, the responsible parties for these properties have been identified and are working with the appropriate regulatory agencies. Additionally, if contamination attributable to these properties does migrate beneath the subject site, the expense and/or liability associated with the investigation and remediation would typically fall upon the responsible parties. Additionally, this potential for off-site migration of contamination was addressed in the Conceptual Site Model and Risk Assessment prepared by MFG for the subject site.

The remaining properties within the specified search radius of the subject site, which appeared on local, state, or federally published lists of sites that use or have had releases of hazardous materials, are of sufficient distance and/or situated cross/downgradient to the subject site, such that impact to the subject site is not likely.

## 6.0 CONCLUSIONS

Krazan conducted a Phase I ESA Update of the subject site in conformance with the scope and limitations of the ASTM E1527 *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process*. This assessment has revealed no evidence of recognized environmental conditions in connection with the subject site, with the exception of the following.

1. Concentrations of arsenic, lead, chromium, nickel, polynuclear aromatic hydrocarbons, and other chemicals have been reported in the shallow soil at the subject site. A significant amount of investigation has been conducted to characterize these compounds at the subject site. Additionally various reports, including a conceptual site model and risk assessment have been prepared for the subject site. It appears that the investigations and risk assessment

have been conducted to current standards of practice. In a May 18, 1999 letter, the RWQCB approved the risk assessment for the subject site and indicated that "The current baseline concentrations are unlikely to pose threat to human health, and no risk-based cleanup action is warranted for the subject parcels." Additionally, in a RWQCB letter dated September 14, 1999 the RWQCB stated that "Based on the available information, including the current and the proposed land use, and with the provision that the information provided to this agency was accurate and representative of the site conditions, no further action related to the pollutant release at the subject site is required. Union Pacific Railroad Company or a prospective buyer should implement an adequate health and safety plan for the subject parcels, especially for the Ryland Street parcel, during construction time." Krazan recommends that the site health and safety plan be implemented during construction activities at the subject site. Additionally, we recommend that areas not proposed for future on-site buildings and pavement areas (i.e., landscaping areas and/or any other exposed surface soil) be covered with at least 2-feet of clean imported fill material. Legacy Partners have indicated that it is likely that the overall grade of the development will be raised, therefore, the placement of clean fill appears to be planned. If grading activities during the development incorporate cut and fill, it would be beneficial to have the grading plan reviewed by Krazan to optimize the isolation of native surface soils.

## 7.0 LIMITATIONS

This reconnaissance and review of the subject site has been limited in scope. This type of investigation is undertaken with the calculated risk that the presence, full nature, and extent of contamination would not be revealed by visual observation alone. Although a thorough site reconnaissance was conducted in accordance with ASTM Guidelines and employing a professional standard of care, no warranty is given, either expressed or implied, that hazardous material contamination or buried structures, which would not have been disclosed through this investigation, do not exist at the subject site. Therefore, the data obtained are clear and accurate only to the degree implied by the sources and methods used.

The findings presented in this report were based upon field observations during a single site visit, review of available data, and discussions with local regulatory and advisory agencies. Observations describe only the conditions present at the time of this investigation. The data reviewed and observations made are limited to accessible areas and currently available records searched. Krazan cannot guarantee the completeness or accuracy of the regulatory agency records reviewed. Additionally, in evaluating the

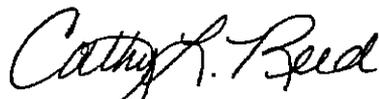
property, Krazan has relied in good faith upon representations and information provided by individuals noted in the report with respect to present operations and existing property conditions, and the historic uses of the property. It must also be understood that changing circumstances in the property usage, proposed property usage, subject site zoning, and changes in the environmental status of the other nearby properties can alter the validity of conclusions and information contained in this report. Therefore, the data obtained are clear and accurate only to the degree implied by the sources and methods used.

This report is provided for the exclusive use of the client noted on the cover page and shall be subject to the terms and conditions in the applicable contract between the client and Krazan. Any third party use of this report, including use by Client's lender, shall also be subject to the terms and conditions governing the work in the contract between the client and Krazan. The unauthorized use of, reliance on, or release of the information contained in this report without the expressed written consent of Krazan is strictly prohibited and will be without risk or liability to Krazan.

Conclusions contained in this report are based on the evaluation of information made available during the course of this assessment. It is not warranted that such data cannot be superseded by future environmental, legal, geotechnical or technical developments.

If you have any questions or if we can be of further assistance, please do not hesitate to contact our office at (408) 271-2200.

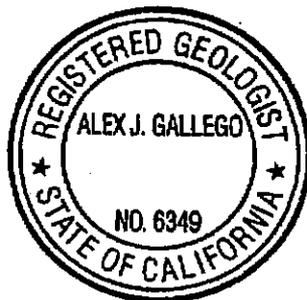
Respectfully submitted,  
KRAZAN & ASSOCIATES, INC.



Cathy L. Reed  
Environmental Specialist

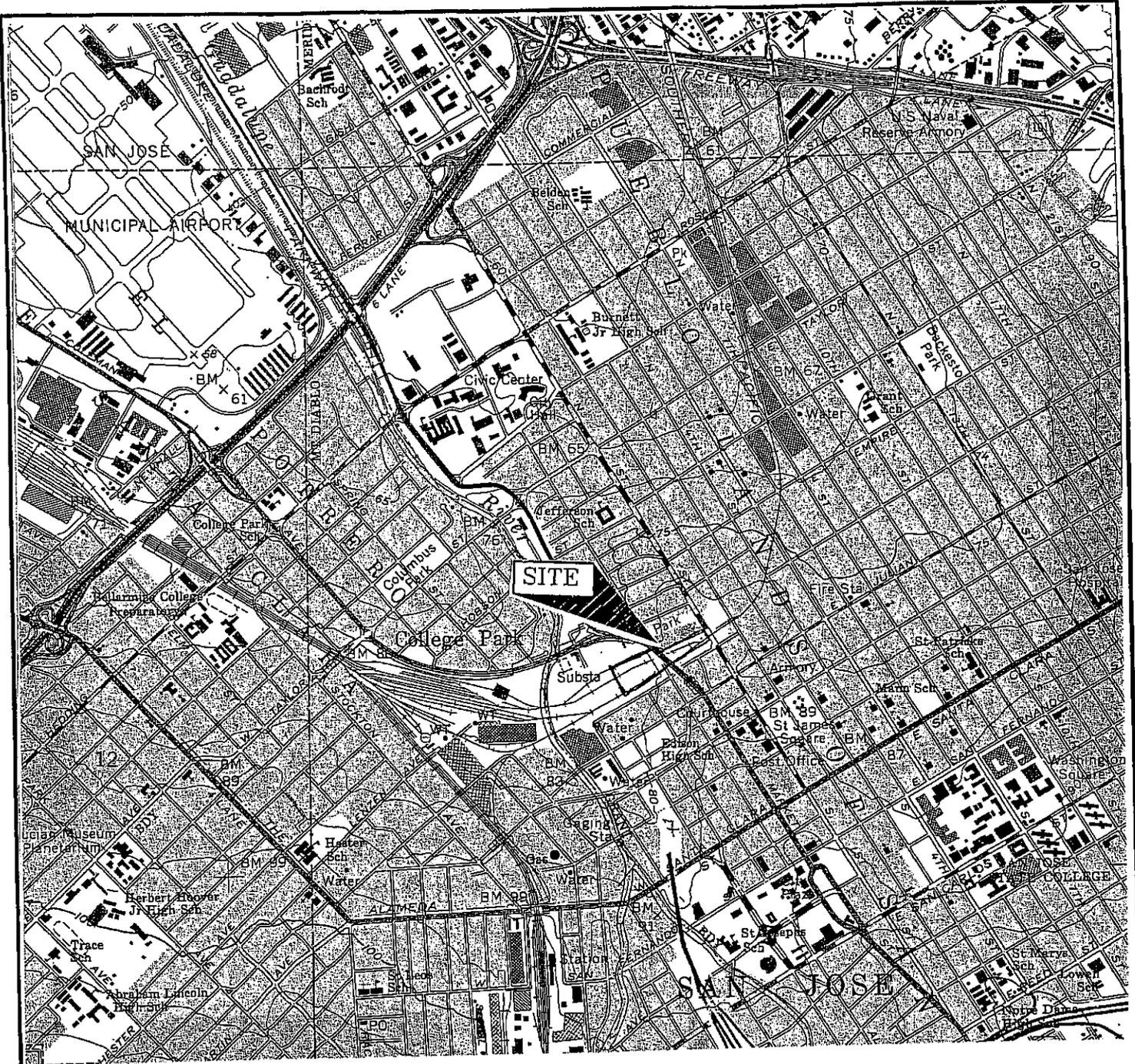


Alex J. Gallego, RG 6349  
Environmental Department Manager



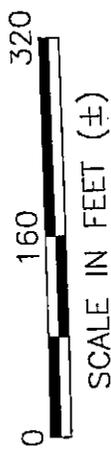
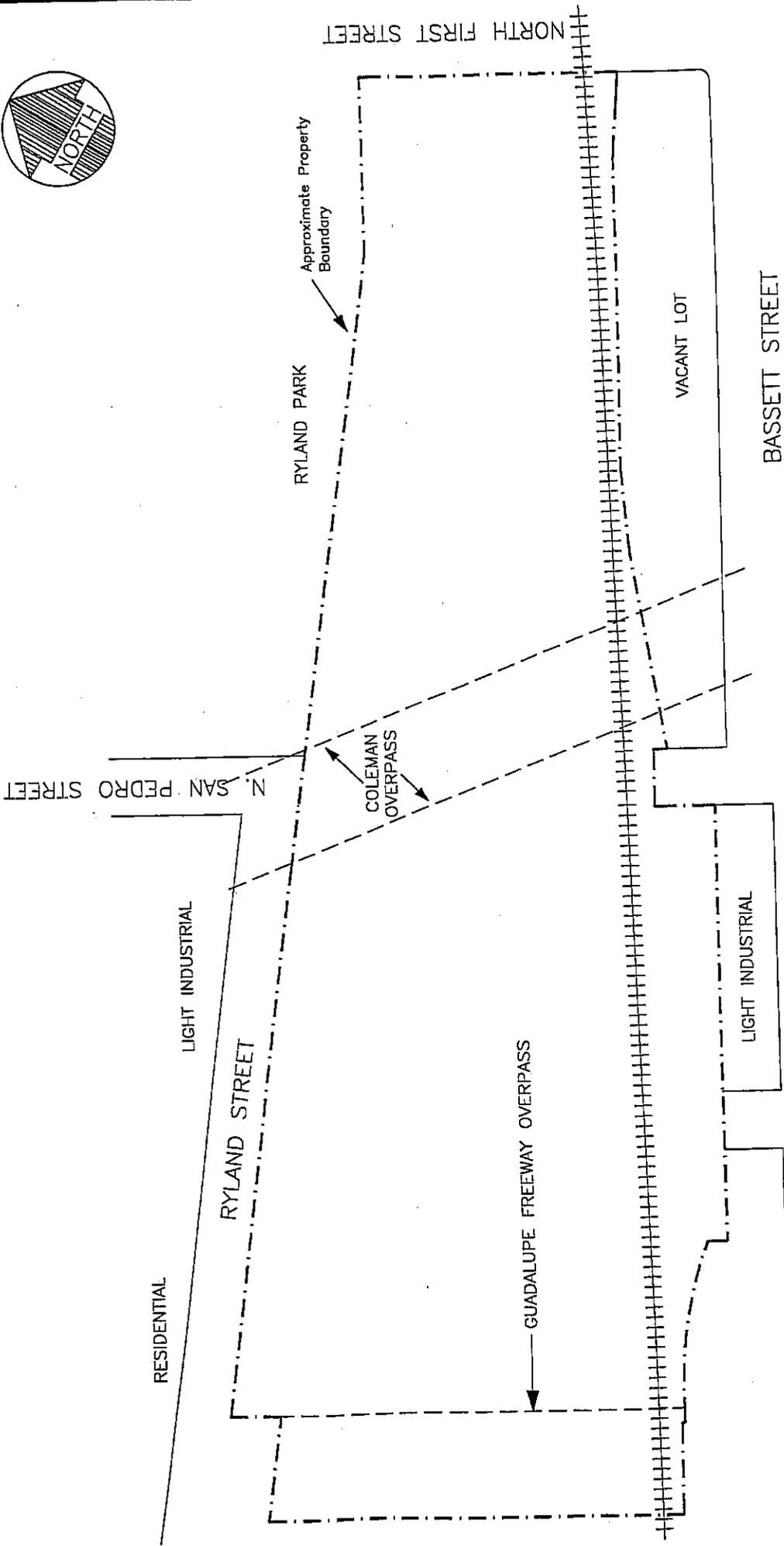
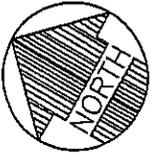
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MAP SOURCE:  
 USGS QUADRANGLE, 7.5-MINUTE (TOPOGRAPHIC)  
 SAN JOSE WEST (DATED 1961, REVISED 1980)

VICINITY MAP <b>COLLEGE PARK YARD          PARCELS 3 AND 4</b>  North First Street San Jose, California	Scale:	Date:	 <b>Krazan</b> ENGINEERS, GEOLOGISTS AND ENVIRONMENTAL SPECIALISTS <i>Offices Serving the Western United States</i>
	AS SHOWN	11/00	
	Drawn by:	Approved by:	
	AJG	AJG	
Project No.	Figure No.		
044-00051	1		



**NOTES:**

1. ALL LOCATIONS AND DIMENSIONS ARE APPROXIMATE.
2. BASE MAP FROM LEGACY PARTNERS.

**SITE MAP**  
**COLLEGE PARK YARD**  
**PARCELS 3 AND 4**  
 North First Street  
 San Jose, California

Scales:  
 AS SHOWN  
 Drawn by:  
 AJG  
 Project No.  
 044-00051

Date:  
 11/00  
 Approved by:  
 AJG  
 Figure No.  
 2



**Krazan**  
 ENGINEERS, GEOLOGISTS AND ENVIRONMENTAL SPECIALISTS  
*Offices Serving the Western United States*



Photo 1: View to the east from near the western side of Parcel 3.

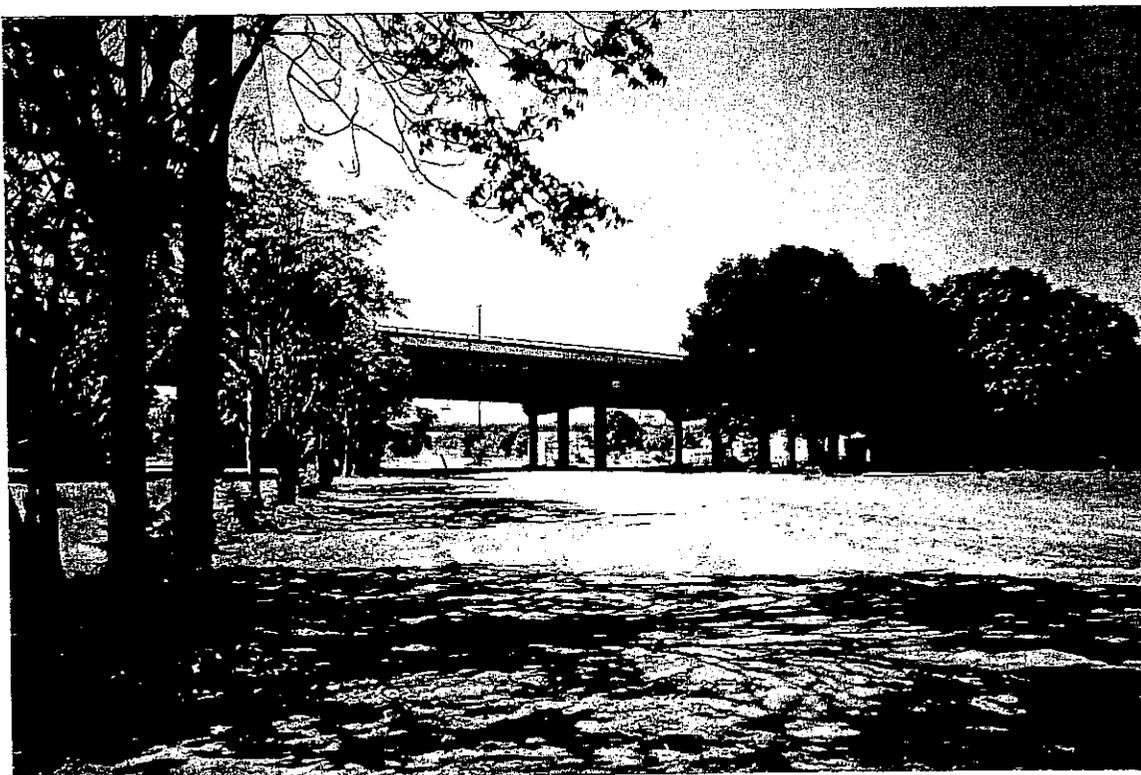


Photo 2: View to the west from Parcel 4.

**COLLEGE PARK YARD**  
Parcels 3 and 4  
N. First St. and Ryland St.  
San Jose, California

Project No. 034-00051  
Date: October 2000  
Approved by: CLR



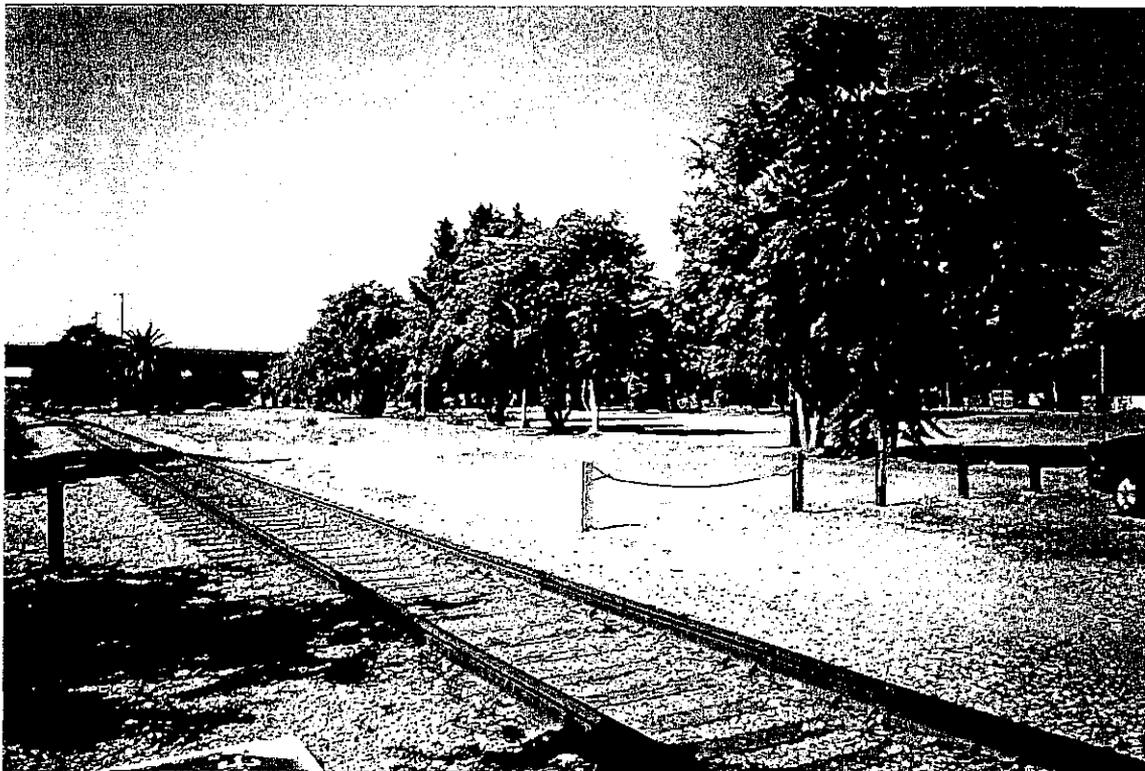


Photo 3: View to the west from parcel 4.

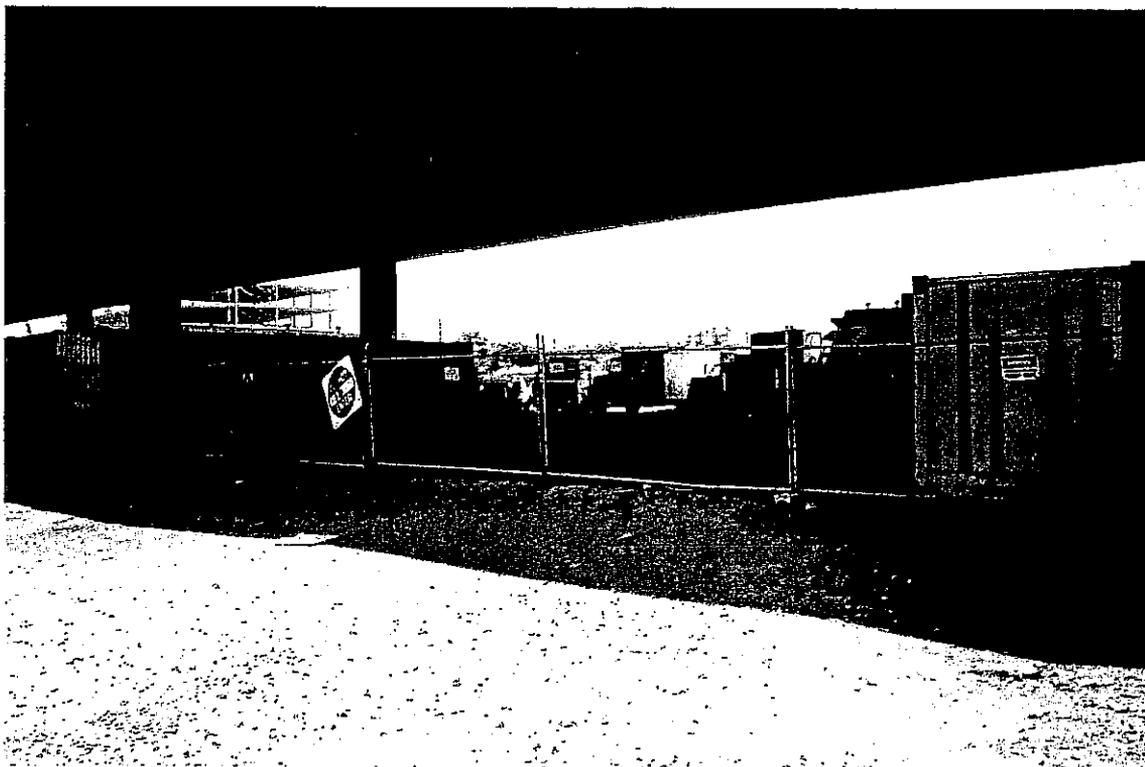


Photo 4: View of the vehicle and container storage area locate beneath the Coleman Overpass.

**COLLEGE PARK YARD**  
Parcels 3 and 4  
N. First St. and Ryland St.  
San Jose, California

Project No. 034-00051  
Date: October 2000  
Approved by: CLR



*Appendix A*

PHASE I AND LIMITED PHASE II  
ENVIRONMENTAL SITE ASSESSMENT  
COLLEGE PARK YARD PARCELS 3 AND 4  
NORTH FIRST STREET AND RYLAND STREET  
SAN JOSE, CALIFORNIA

Project No. 044-99162  
October 1, 1999

Prepared for:  
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Project No. 044-99162

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Maps

Vicinity Map .....	following text
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Sample Location Map .....	following Site Map

Color Photographs

Photographs.....	following Site Map
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October 1, 1999

Project No. 044-99162

**PHASE I AND LIMITED PHASE II  
ENVIRONMENTAL SITE ASSESSMENT  
COLLEGE PARK YARD PARCELS 3 AND 4  
NORTH FIRST STREET AND RYLAND STREET  
SAN JOSE, CALIFORNIA**

**1.0 EXECUTIVE SUMMARY**

Krazan & Associates, Inc. (Krazan) has performed a Phase I Environmental Site Assessment (ESA) of Parcel 3 and 4 of the College Park Site located near North First Street and Ryland Street in San Jose, California. Based on the site reconnaissance, interviews with current subject site owners and occupants, review of published data, and discussions with regulatory and advisory agencies, it is our opinion that further investigation of the subject site is not warranted at this time. This assessment has revealed the following evidence of recognized environmental conditions in connection with the subject site.

- Concentrations of arsenic, lead, chromium, nickel, polynuclear aromatic hydrocarbons, and other chemicals have been reported in the shallow soil at the subject site. A significant amount of investigation has been conducted to characterize these compounds at the subject site. Additionally various reports, including a conceptual site model and risk assessment have been prepared for the subject site. It appears that the investigations and risk assessment have been conducted to current standards of practice. The California Regional Water Quality Control Board (RWQCB) has acted as lead agency for the subject site and has reviewed all documentation pertaining to the subject site. In their May 18, 1999 letter, the RWQCB approved the risk assessment for the subject site and indicated that, "The current baseline concentrations are unlikely to pose threat to human health, and no risk-based cleanup action is warranted for the subject parcels." Additionally, the RWQCB responded to a request for case closure with their letter dated September 14, 1999. In this letter, the RWQCB stated that, "Based on the available information, including the current and the proposed land use, and with the provision that the information provided to this agency was accurate and representative of the site conditions, no further action related to the pollutant release at the subject site is required. Union Pacific Railroad Company or a prospective buyer should implement an adequate health and safety plan for the subject parcels, especially for the Ryland Street parcel, during construction time." Krazan recommends that the site health and safety plan be implemented during construction activities at the subject site. Additionally, we recommend that areas not proposed for future on-site buildings and pavement areas (i.e., landscaping areas and/or any other exposed surface soil) be covered with at least 2-feet of

clean imported fill material. It has been indicated by Legacy Partners that it is likely that the overall grade of the development will be raised, therefore, the placement of clean fill appears to be planned. If grading activities during the development incorporate cut and fill, it would be beneficial to have the grading plan reviewed by Krazan to optimize the isolation of native surface soils.

## 2.0 PURPOSE AND SCOPE OF ASSESSMENT

The Phase I ESA is designed to identify obvious recognized environmental conditions in connection with the previous and current uses and ownership of the subject site. Krazan performed this assessment in conformance with American Society for Testing and Materials (ASTM) E1527-97 *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process*. The scope of work was approved by Mr. Mark Mullen of Legacy Partners.

The Limited Phase II ESA included the collection of 20 shallow soil samples from random locations throughout the site. The samples were submitted for chemical analysis to evaluate possible environmental impacts.

## 3.0 PHYSICAL SETTING

General property information and property use are summarized in Table I. Refer to the Vicinity Map (included as Figure 1).

**TABLE I**  
**Summary of Property Information**

Topographic Map:	U.S. Geological Survey, 7.5 minute San Jose West, California topographic quadrangle map, photorevised 1980
Topography:	The subject site, at an elevation of approximately 80 feet above mean sea level, is relatively level, with the regional topography sloping gently to the northwest towards the Guadalupe River and San Francisco Bay.
General Location:	The subject site consists of two parcels of land occupying approximately 11 acres to the west and east of the Coleman Avenue overpass. The western parcel (Parcel 3) is bordered by the Guadalupe Parkway overpass to the west, Ryland Street to the north, and Bassett Street to the south. The eastern parcel (Parcel 4) is bordered by Ryland Park to the north, North First Street to the east, and a vacant land fronting Bassett Street to the south.
Subsurface Soil:	Alluvial clay, silt and sand with occasional lenses of coarse sand and gravel.
Approximate Depth to Groundwater:	10 to 15 feet below ground surface (bgs), McCulley, Frick & Gilman, Inc. (MFG)

- The subject site is occupied by two parcels, referred to as Parcels 3 and 4 of the College Park Yard. Both of the sites are vacant land and total approximately 13.4 acres. The surface of the site is either bare soil or covered with asphalt and concrete from former structures located at the subject site. Litter was observed throughout Parcels 3 and 4. Additionally, some construction debris, such as concrete, scrap metal, wood, bricks, and soil were observed on the parcels. No obvious staining was noted on the soil and no unusual odors were noted. A fenced area is located along the northern portion of Parcel 4 which corresponds to the former James Truck Repair parcel. A few trees, small shrubs, and weeds are located throughout the parcels. Railroad tracks are located immediately south of the subject site. No obvious staining was observed along the railroad tracks.
- The subject site also includes portions of paved areas north of buildings located south of Parcel 3 at Capitol Recycling Center, San Jose Potato and Onion, and Protopipe Exhaust. Based on visual reconnaissance of these paved areas, no environmental concerns were noted. McCulley, Frick & Gilman, Inc., performed a Phase I ESA for the subject site in July 1998, and conducted a site reconnaissance of these three businesses and did not identify significant concerns. The results of this former Phase I ESA, along with other investigations conducted for the subject site, are summarized in Section 5.1 of this report.
- High power transmission lines were not located at the site. One pole mounted transformer was observed on Parcel 3. The transformer casings displayed no evidence of leakage, and the ground surface below the transformers displayed no evidence of discoloration. Pacific Gas & Electric Company (PG&E) is the owner of the transformers. PG&E officials have indicated that most polychlorinated biphenyl PCB-containing pole-mounted transformer fluids in the area have been replaced with fluids that do not contain PCBs through a voluntary PG&E company-wide program which took place from 1976 to 1978. PG&E is the responsible party to contact if the transformer is to be removed, tested for PCB fluids, or if future leakage develops.
- Groundwater monitoring wells are located on both parcels which are associated with previous investigations conducted at the subject site and adjacent parcels associated with College Park (see Section 5.1 of this Report). The monitoring wells will need to be abandoned in accordance with Santa Clara Valley Water District guidelines prior to site development.
- During the physical observation of the site, no obvious evidence (vent pipes, fill pipes, dispensers, etc.) of underground fuel storage tanks was noted within the area observed. No standing water or major depressions were observed on the subject property. Additionally, evidence of hazardous materials released to the site such as distressed vegetation, staining, or unusual odors were not observed at the site.

#### 4.2 Adjacent Streets and Property Usage

Table III summarizes the current adjacent roads and site uses observed during the site reconnaissance.

**TABLE III**  
**Adjacent Streets and Property Use**

<b>Direction</b>	<b>Adjacent Street</b>	<b>Adjacent Property Use</b>
North	Ryland Street	The adjacent properties north of Parcel 3 are used for residential purposes, automotive repair, and auto body repair. The adjacent property north of Parcel 4 is the Ryland Park.
East	North First Street	The adjacent properties east of the subject site are used for high density residential and commercial purposes.
South	None	The adjacent properties south of Parcel 3 are used for light industrial purposes and include Capitol Recycling, San Jose Potato and Onion, and Protopipe Exhaust Systems. The adjacent property south of Parcel 4 is a vacant lot beyond which is Bassett Street and then high density residential housing.
West	None	The Guadalupe Freeway overpass is located west of the subject site beyond which is Parcel 2 of College Park Yard.

Based on the uses of the adjacent properties, it is possible that hazardous materials are used at some of the adjacent businesses. Facilities with releases of hazardous materials, which have the potential to impact the subject site, are discussed further in Section 5.3 of this report.

#### 4.3 Asbestos Containing Building Materials

Because no structures exist at the subject site, the potential for asbestos containing building materials does not exist.

#### 4.4 Radon

Radon is a radioactive gas that is found in certain geologic environments and is formed by the natural breakdown of radium, which is commonplace in the earth's crust. A radon survey was not included within the scope of this investigation; however, the State of California Department of Health Services (DHS) conducted a statewide radon survey during 1990-1991 which entailed testing of radon in homes in designated geographic areas. Radon detection devices were placed in homes throughout the study region to determine geographic regions with elevated radon concentrations. The U.S. EPA has set the safety standard for radon gas in homes to be 4 pico Curies per liter (pCi/l).

According to the DHS radon survey, and current correspondence with the DHS, radon concentrations in residences in the geographical region of the subject site average below 4 pCi/l; therefore, radon is not anticipated to pose an adverse impact to the subject site.

#### 4.5 Potable Water Source

The water purveyor for the area of the subject site is the San Jose Water Company. The San Jose Water Company's water quality monitoring is an on-going program with water samples obtained on a regular basis. It is the responsibility of the San Jose Water Company to provide customers with potable water in compliance with the California State Maximum Contaminant Levels (MCLs) for primary drinking water constituents in water supplied to the public.

#### 4.6 Sewage Disposal System

The City of San Jose was contacted regarding historical sewage disposal practices at the property. According to City of San Jose officials, sewer service has historically been provided to the area of the subject site by the City of San Jose. However, City of San Jose officials could not state whether the subject site had been connected to the sanitary sewer service.

### 5.0 SITE USAGE SURVEY

The property usage survey included assessing property history, and reviewing local, state, and federal regulatory agency records.

#### 5.1 Site History

A review of historical aerial photographs, San Jose Building Department (SJBD) records, Haines Criss-Cross Directories (HCCDs) and Polk Guide Directories (PGDs), Sanborn Fire Insurance Maps (SFIMs), an Interview, and review of previous investigations were used to assess the history of the subject site.

#### Aerial Photograph Interpretation

Historical aerial photographs, dated 1939, 1950, 1963, 1968, 1980 and 1985, were reviewed to assess property history. These photographs were obtained from the University of California Santa Cruz McHenry Library in Santa Cruz, California. Aerial photograph coverage for the years prior to 1939 and after 1985 were not reasonably ascertainable or available. The aerial photograph summary is provided below in Table IV.

**TABLE IV**  
**Summary of Aerial Photograph Review**

<b>Year/Scale</b>	<b>Site Use</b>	<b>Site and Adjacent Property Observation</b>
1939 1" = 1,667'	Railroad Yard	The subject site appears to be used as a rail road yard with various warehouse type structures located on the northern portion of Parcel 4 adjacent to the current Ryland Park, along the north side of Parcel 3, and on Parcel 3 north of the existing rail road tracks. North First Street is present along with Bassett Street, Ryland Street, and North San Pedro Street. North San Pedro Street appears to extend through the subject site. Guadalupe Expressway and Coleman Avenue overpass are not present. The site vicinity appears to be used for a mixture of commercial, industrial, and residential purposes.
1950 1" = 1,667'	Railroad Yard	The subject site appears similar as observed in the 1939 aerial photographs except additional warehouse type structures are present on Parcel 3 in the interior portions of the parcel. The site vicinity appears relatively similar to the 1939 aerial photograph. A large warehouse building is located south of Parcel 4, and a structure which appears to be a gasoline station is observed at the northwest corner of North First Street and Bassett Street, adjacent to the subject site. Ryland Park is present adjacent to the north of Parcel 4.
1963 1" = 1,667'	Railroad Yard	The subject site appears similar as observed in the 1950 aerial photographs except one less warehouse structure is present on Parcel 4 where the Coleman Avenue overpass now exists. A couple of the warehouse structures located on Parcel 3 were not observed in these photographs. The site vicinity is similar as observed in the 1950 aerial photograph except that the gasoline station located off-site to the southeast at the corner of North First Street and Bassett Street is no longer present.
1968 1" = 1,250'	Railroad Yard	The subject site and adjacent properties appear similar as observed in the 1963 aerial photographs.
1980 1" = 3,333'	Railroad Yard/ Vacant	The subject site appears to be predominantly vacant land except for a structure at the northeast corner of Parcel 4. It is difficult to determine if rail road lines are present in the interior portions of the subject site. The warehouse structures previously located at the subject site have been removed. The site vicinity is similar as observed in the 1968 aerial photographs.
1985 1" = 3,333'	Railroad Yard/ Vacant	The subject site and site vicinity appear similar as observed in the 1980 aerial photographs. The rail road lines located in the interior portions of the subject site were not present at this time.

#### **Haines Criss-Cross and Polk Guide Directories**

Reasonably ascertainable PGDs, dated 1915 through 1972, were reviewed at the San Jose Library for the various addresses of the subject site identified in the Sanborn Fire Insurance Maps. These addresses included 151, 199, 201, 225, 229 and 255 Bassett Street, 395 and 399 North First Street, 385, 391, and 389 North San Pedro Street, and 200, 236, 260, 280, and 320 Ryland Street. Dried fruit warehouses began being listed for some of the addresses as early as 1927 and continued to be listed until the early

1970s. Various other warehouse businesses were listed at the above addresses. None of the listings for the above addresses pertained to businesses which would be expected to utilize significant quantities of hazardous materials.

### Sanborn Fire Insurance Maps

Krazan reviewed SFIMs to evaluate prior land use at the subject site and adjacent properties. SFIMs typically exist for cities with populations of 2,000 or more, the coverage dependent on the location of the property.

Krazan contracted with VISTA Information Solutions, Inc. (VISTA) to provide a Fire Insurance Map Abstract indicating the availability of historic SFIMs for the subject site and adjacent properties as far back as 1867. VISTA's search of collections at the Library of Congress, University Publications of America, and various public and local sources revealed coverage for the subject site and adjacent properties. The SFIM interpretation is provided below in Table V. Refer to Appendix A for a copy of the SFIMs.

**TABLE V**  
**Summary of Sanborn Fire Insurance Maps**

Year	Property Use	Property and Adjacent Property Observation
1884	Railroad Yard	Parcel 3 is depicted with various railroad lines and warehouse structures. The warehouses are labeled as storing hay and grains. Parcel 4 is depicted with three structures labeled "stone cutting" and "tool ho." The site vicinity appears to be utilized for a mixture of residential and commercial purposes.
1891	Railroad Yard	Parcels 3 and 4 appear relatively similar as depicted in the 1884 SFIM with the exception of additional railroad lines on each of the parcels. A dried fruit warehouse is depicted in the northwest corner of Parcel 4.
1915	Railroad Yard	Parcel 3 is depicted with several large warehouses used for dried fruit and the Southern Pacific Company Freight Warehouses. Fuel oil was noted to be used in the dried fruit warehouses, however, underground or aboveground storage tanks were not depicted. At least 20 railroad lines are now depicted on Parcel 3. Warehouses and light industrial uses were depicted south of Parcel 3. Parcel 4 is now depicted with a large dried fruit warehouse and several more railroad lines. A city park is depicted north of Parcel 4 and residential uses are depicted to the south.
1950	Railroad Yard	Parcels 3 and 4 appear relatively similar as depicted in the 1915 SFIM with the exception of additional warehouse structures on both parcels. The site vicinity is depicted relatively similarly as the 1915 SFIM with the exception of the Keystone Coffee Building south of Parcel 4 and a gasoline station at the northwest corner of Bassett and North First Street.
1969	Railroad Yard	Parcels 3 and 4 appear relatively similar as depicted in the 1950 SFIM, although some of the warehouse had been removed. The gasoline station formerly located off-site to the southeast of Parcel 4 is not depicted in this map. The Coleman Avenue overpass is depicted in these SFIMs.

**Interview**

An interview regarding the history of the subject site was conducted with Mr. Jim Levy of the Union Pacific Railroad Company. According to Mr. Levy, to the best of his knowledge, no on-site treatment and/or discharge of waste; no on-site leach fields, dry wells, sumps, or disposal ponds; no use, storage, or disposal of hazardous materials; no existing USTs; no hazardous materials spills; no buried materials; no domestic or irrigation wells; are associated with the subject site. Mr. Levy indicated that the UPRC has complied with all inquiries from the Regional Water Quality Control Board regarding the investigations at the subject site.

Additionally, Krazan contacted Mr. Habte Kifle of the RWQCB to discuss the status of the subject site. Mr. Kifle indicated that the RWQCB has acted as the lead agency for the subject site and that other agencies (i.e., County of Santa Clara Health Department or State of California Department of Toxic Substances Control) do not need to be involved with the closure of the subject site. Mr. Kifle indicated that the RWQCB's Senior Toxicologist has reviewed the reports prepared for the subject site (as discussed below) and approved the information in these reports.

**Previous Environmental Investigations**

As part of the ESA, Legacy Partners forwarded numerous documents to Krazan for our review. Summaries of the significant reports are presented in the following paragraphs.

*Kennedy/Jenks/Chilton, Environmental Site Assessment, College Park, Southern Pacific Transportation Company, San Jose, California, March 1989*

The Kennedy/Jenks/Chilton (KJC) Environmental Site Assessment (ESA) was conducted for the entire College Park Yard (CPY), which includes several parcels to the west and northwest of the subject site. Based on the KJC ESA, the subject site has been used as a railroad yard since at least 1890. KJC identified a variety of warehouse activities on the subject site during the use of the site as a railroad yard. At the time of KJC's site reconnaissance, the subject site was vacant with the exception of James Truck Repair, which occupied a former warehouse on the north side of Parcel 4. The majority of the environmental issues identified in the KJC ESA pertained to areas located west of the subject site on other portions of the CPY. KJC also inspected the former James Truck Repair (JTR), formerly located on the north side of Parcel 4. JTR formerly conducted truck repair and maintenance on this portion of the subject site. Typical automotive fluids, such as transmission fluid, oil, and cleaners were noted to be used at JTR. KJC noted minor surface spilling of oil and recommended that the housekeeping practices of the tenant should be improved. KJC conducted limited soil and groundwater sampling on the CPY. The

majority of the investigation was conducted on the portions of the CPY located west of the subject site. Because of the former warehouse operations on the subject site and the former tenant JTR, KJC conducted limited soil and groundwater sampling at the subject site. Nine surface soil samples were collected at Parcel 3 and 4 of the CPY as part of KJC's limited investigation. The samples did not contain total petroleum hydrocarbons (TPH) or polychlorinated biphenyls (PCBs). Low concentrations of semi-volatile organic compounds (semi-VOCs), toluene, acetone, methylene chloride, and methyl-ethyl ketone (MEK) were detected in one of the nine soil samples. Additionally, the metals arsenic, lead, and chromium, along with other selected metals, were reported in shallow soil samples collected throughout the CPY. KJC stated that the reported concentrations of these compounds were below potentially relevant criteria and were not considered to be of a concern. One groundwater monitoring well, CP-8, was installed on Parcel 4. The groundwater sample collected from this well did not contain total petroleum hydrocarbons (TPH) as gasoline (TPHg), TPH as diesel (TPHd), or volatile organic compounds (VOCs). KJC did not recommend further investigation of the portion of the CPY which included Parcel 3 and 4.

*Kennedy/Jenks/Chilton, Phase II Investigation, College Park, Southern Pacific Transportation Company, San Jose, California, August 1989*

As a result of the KJC ESA and concerns by interested parties at the time of the KJC investigation, further work was performed at the CPY. The work associated with this Phase II Investigation pertained to the portion of the CPY located west and northwest of the subject site, and, based on our review of the report, did not include sampling on Parcels 3 and 4 of CPY. However, it appears that monitoring well CP-8 was re-sampled as part of this investigation. Low concentrations of TPHd were detected in the groundwater sample collected from CP-8 in July 1989. KJC did not recommend further investigation as a result of the low concentrations of TPHd in groundwater. An addendum to the Phase II Investigation was prepared by KJC and related to the source of diesel fuel in soil on the portion of the CPY west of the subject site, and did not relate to conditions at the subject site.

*McCulley, Frick & Gilman, Inc., Environmental Site Assessment Report, Union Pacific Railroad Company, College Park Yard, Parcels 3 and 4, San Jose, California, July 31, 1998*

Based on information contained in the McCulley, Frick & Gilman, Inc. (MFG) ESA report, the subject site was first developed as a railroad yard by the Southern Pacific Railroad Company in the 1890s, and portions of the subject site were subsequently developed for additional commercial and industrial activities. The rail yard operations on the property diminished between the late 1950s and late 1980s. At the time of MFG's reconnaissance, the subject site was vacant land with an active rail line along the

southern portions of the subject site. Based on previous investigations of the CPY, MFG collected soil samples from the surface of the site and from 3 feet below surface grade from 28 locations throughout Parcels 3 and 4. MFG indicated that polynuclear aromatic hydrocarbons (PAHs), arsenic, lead, and nickel exceeded the EPA Region IX Preliminary Remedial Goals (PRGs) for residential land use. The PRGs are conservative values used for screening human-health risks associated with contaminated media. Additionally, MFG concluded that minor surface soil staining from oil and other petroleum products were present at current and former leaseholds (former James Truck Repair and Protopipe Exhaust Systems) at the subject site. Also, off-site facilities with releases of hazardous materials have been identified which have the potential to impact the shallow groundwater beneath the subject site. Two of these facilities, FMC and Brandenburg Properties, are located south of the subject site and have had releases of chlorinated solvents to groundwater which have the potential to impact the subject site. An adjacent property to the north, the Santa Clara County Ryland Street Parcels, have had a release of waste oil to the subsurface. Soil and groundwater investigations were conducted at the Ryland Street Parcels, and they have received closure from the California Regional Water Quality Control Board (RWQCB) even though residual concentrations of petroleum hydrocarbons remain in soil. In the closure letter from the RWQCB, if the use of this parcel changes (i.e., if it is incorporated into the proposed residential development), the RWQCB would need to be notified to determine the feasibility of the changed status. MFG conducted additional soil and groundwater sampling which indicated that the concentrations of arsenic within the near surface soils attenuate to less than the reporting limit at 6 feet below surface grade, and PAHs and chlorinated solvents were not detected in groundwater samples collected from Parcels 3 and 4.

The California Regional Water Quality Control Board (RWQCB), in their letter to Mr. Jim Levy of the UPRR dated August 27, 1998, indicated that the RWQCB concluded that, "the chlorinated VOCs detected in groundwater beneath the subject property are likely the result of the migration of pollutants in groundwater from upgradient sites."

*McCulley, Frick & Gilman, Inc., Work Plan for Project Implementation, Union Pacific Railroad Company, College Park Yard and Lenzen Yard Properties, San Jose, California, September 1998*

The Work Plan for Project Implementation prepared by MFG describes the proposed activities for the characterization, risk evaluation and eventual risk-based closure of the Union Pacific Railroad Company (UPRR) College Park Yard and Lenzen Yard properties. This work plan included Parcels 3 and 4 of the CPY. The work plan describes such aspects of the closure of the project including: the risk-based criteria approach for decision making, conceptual site model, risk assessment and cleanup goals, remediation and risk management plan, and scoping ecological evaluation.

*McCulley, Frick & Gilman, Inc., Technical Report, Conceptual Site Model, Union Pacific Railroad Company, College Park Yard Parcels 3 and 4, San Jose, California, February 1, 1999, Amended April 1, 1999*

MFG utilized the information in the above summarized reports to prepare the proposed Conceptual Site Model (CSM) for the risk evaluation and risk-based assessment of Parcels 3 and 4. The CSM included the Ryland Street Parcel previously identified as an off-site issue. The CSM described the methodology and rationale for the identification of chemicals of potential concern (COPC) and the exposure assessment and the parameters that were applied in deriving Site-specific risk-based concentrations (RBCs) that would not pose an unacceptable risk from the proposed future residential use of the subject site. The COPC that were identified in the CSM included arsenic, chromium, lead, nickel, benzo(a)pyrene and benzo(k)fluoranthene (the latter two are PAHs). Potential receptors included on-site future resident, off-site resident, and on-site construction worker. The exposure pathways for future on-site residents included incidental ingestion of surface soils, dermal contact with surface soils, and inhalation of dust-borne particulates. The exposure pathway for off-site residents included inhalation of dust-borne particulates. The exposure pathway for the on-site construction worker included those of the future on-site resident in addition to subsurface soils, and incidental ingestion of shallow groundwater and dermal contact with shallow groundwater.

*McCulley, Frick & Gilman, Inc., Technical Report, Risk Assessment and Cleanup Goals for Soil and Groundwater, Union Pacific Railroad Company, College Park Yard Parcels 3 and 4, San Jose, California, February 1, 1999, Amended April 26, 1999*

These parameters of the CSM were utilized in the technical report prepared by MFG titled "Risk Assessment and Cleanup Goals for Soil and Groundwater" (risk assessment). MFG's summary of their risk assessment concluded that, "under the assumed exposure conditions of the conceptual site model, the Site concentration of arsenic in surface soil initially appears to be higher than the arsenic RBC for the future on-site resident scenario. However, when the Site concentrations of the five COPCs (excluding lead) are incorporated so that the baseline cumulative risk and hazard index are calculated, the results demonstrate that the baseline cumulative carcinogenic risk and baseline non-carcinogenic hazard index values are well below their respective target values of  $1 \times 10^{-5}$  and 1.0. The Site arsenic concentrations would have to be greater than 200 milligrams per kilogram in surface soil and 75 milligrams per kilogram in subsurface soil before the target cumulative risk of  $1 \times 10^{-5}$  and target hazard index of 1.0 would be

exceeded. Therefore, the results of the risk assessment provide adequate justification for risk-based regulatory closure of soil and groundwater quality issues at the Site.”

In their May 18, 1999 letter, the RWQCB approved the MFG risk assessment for the subject site and indicated that “The current baseline concentrations are unlikely to pose threat to human health, and no risk-based cleanup action is warranted for the subject parcels.” On behalf of Union Pacific Railroad Company, MFG request regulatory case closure for the subject site in their letter to the RWQCB dated July 16, 1999. The RWQCB responded to the request for case closure with their letter dated September 14, 1999 to Mr. Jim Levy of the SPRR. In this letter, the RWQCB stated that, “Based on the available information, including the current and the proposed land use, and with the provision that the information provided to this agency was accurate and representative of the site conditions, no further action related to the pollutant release at the subject site is required. UPRR or a prospective buyer should implement an adequate health and safety plan for the subject parcels, especially for the Ryland Street parcel, during construction time.” These latest three letters are presented in Appendix B of this report.

## **5.2 Agricultural Chemicals**

Review of historical aerial photographs and SFIMs reveals that the subject site has not been used for agricultural purposes since at least 1884. Based upon the length of time since the subject site has been used for agricultural purposes, it is not anticipated that elevated concentrations of environmentally persistent pesticides would be found in the near-surface soils of the subject site. Generally, sampling and analysis of surface soils from properties with similar histories has typically yielded non-detectable results for analysis of environmentally persistent pesticides. Therefore, it is not anticipated that elevated concentrations of environmentally persistent pesticides would be found in the near-surface soils of the subject site.

## **5.3 Local Regulatory Agency Interface**

A review of local regulatory agency records was conducted to help determine if hazardous materials have been handled, stored, or generated on the subject site.

### **Santa Clara County Environmental Health Department - Toxic Materials Program**

Krazan requested file information from the Santa Clara County Environmental Health Department - Toxic Materials Program (SCCEHD). According to SCCEHD personnel, they only maintain files pertaining to properties outside city limits, and therefore, they do not maintain a file for the site.

### San Jose Fire Department

The San Jose Fire Department (SJFD) has jurisdiction for the fire protection for the subject and the immediate vicinity. Krazan requested file information from the SJFD officials for historical addresses of the subject site. According to the SJFD, they are currently transcribing its files to a new computerized system and none of their records are available for review.

### 5.4 Regulatory Agency Lists Review

Several agencies have published documents that list businesses or properties which have handled hazardous materials or waste or may have experienced site contamination. The lists consulted in the course of our assessment were compiled by VISTA Information Solutions, Inc., (VISTA) and Krazan, and represent reasonably ascertainable current listings. Krazan did not verify the locations and distances of every property listed by VISTA. Krazan verified location and distances of the properties Krazan deemed as having the potential to pose an environmental impact to the subject site. The actual location of the listed properties may differ from the VISTA listing. Table VI summarizes the listed properties located within the ASTM Search Radii. The actual distances of the listed properties (which are summarized in Table VI) are based on observations during Krazan's site reconnaissance. No unmapped (orphan) properties were determined to be located within the search radii specified for each of the following lists with the exception of the Santa Clara Valley Transportation Authority (SCVTA) property on Ryland Street, which has been included in the subject site. General information for the Regulatory Agency Lists reviewed, the Regional Map, and the VISTA report, are included in Appendix C.

**TABLE VI**  
**Listed Properties**

List Name	List Date	Subject Site	Distance from site (miles)			
			Adj	Adj-1/4	1/4-1/2	1/2-1
US EPA CERCLIS	3/99	0	0	2	2	NS
US EPA CORRACTS (TSD)	5/99	0	0	0	0	1
US EPA ERNS	12/98	0	NS	NS	NS	NS
US EPA Liens List	10/91 & 7/92	0	0	0	0	0
US EPA NPL	6/99	0	0	0	0	0
US EPA TRIS	1/98	0	0	0	NS	NS
US EPA RCRA-LG	5/99	0	0	NS	NS	NS
US EPA RCRA-SG	5/99	0	0	NS	NS	NS
US EPA RCRA TSD	5/99	0	0	0	0	NS
Cal-EPA AWP (SPL)	4/99	0	0	0	0	0
Cal-EPA CalSites (SCL)	4/99	0	0	2	0	0
Cal-EPA RDR List	4/94	0	0	0	0	0
Cal-EPA LUSTIS	6/98	1	3	12	27	NS
SWRCB AST	12/98	0	0	NS	NS	NS
SWRCB UST	9/98	0	0	NS	NS	NS
OEP Cortese	4/98	0	0	5	5	NS
IWMB SWIS/SWLF	4/99	0	0	0	0	NS
Munger Map Book	1997	0	0	0	0	NS

0 = No sites in radius identified      NS = Not Searched

Adj. = Adjacent Sites

The subject site was not listed in the Vista report with the exception of the SCVTA Ryland Street parcel. There are 43 facilities with reported releases of hazardous materials to the subsurface located within a 0.5 mile radius of the subject site. In general, only potentially hazardous materials released from facilities located approximately up-gradient and within a few hundred feet of the site, or in a cross-gradient direction close to the site, were judged to have a reasonable potential of migrating to the site. This judgment is based on the assumption that materials generally do not migrate large distances laterally within the soil, but rather tend to migrate with groundwater in the general direction of groundwater flow. Based on available information, the groundwater flow direction in the vicinity of the subject site is northerly. Of the 43 facilities with reported releases of hazardous materials, 37 are located down to cross-gradient from the subject site, are located sufficiently distant from the site so as to have a low likelihood of impacting the subject site, or have achieved no further action status, and are therefore not anticipated to impact the subject site. A discussion of the remaining six facilities, which was obtained from the McCulley, Frick & Gilman, Inc. Phase I ESA, is presented below.

#### Ryland Street Parcels

#### Subject site

Records indicate that these parcels were acquired in 1964 by Santa Clara County for construction of the Guadalupe Parkway. A 3,000 gallon waste oil UST was removed from the site in July 1986, and oil and grease concentrations of 2,400 and 4,400 milligrams per kilogram (mg/kg) were detected in soils at the bottom of the UST excavation. During a subsequent subsurface investigation in December 1986 in the former UST area, black oily mottling and hydrocarbon odors were noted in soils in the four borings from a depth of approximately 10 feet below ground level (bgl) to the maximum depth of the borings (21.5 to 26 feet bgl). Additionally, composites of samples collected at depths of approximately 15 and 20 feet bgl from each boring contained waste oil concentrations ranging from 1,500 to 4,400 mg/kg, and a grab groundwater sample from one of the borings, "showed the presence of hydrocarbon."

Three groundwater monitoring wells (MW-1, MW-2 and MW-3) were installed at the site in September 1987 and January 1988. A soil sample collected from a depth of approximately 15 feet bgl in the boring for MW-1 contained 6,800 mg/kg of total oil and grease. Total recoverable petroleum hydrocarbons (TRPH) were detected in the groundwater sample from well MW-2 at a concentration of 5 milligrams per liter (mg/L). Chlorinated volatile organic compounds (VOCs) were not detected in the two-groundwater samples analyzed in October 1987 and January 1988. The direction of groundwater flow at the site was calculated to be to the northwest. In May 1988, three soil borings were advanced to help define the lateral extent of petroleum hydrocarbons at the site. Total oil and grease concentrations of 8,100 mg/kg were detected in 2 separate samples collected from depths of approximately 15 feet bgl, in borings located approximately 25 feet to the north and south of the former UST excavation.

Subsequent to the installation and initial sampling of MW-3, the quarterly groundwater sampling of the three wells was limited to analysis of total petroleum hydrocarbons as waste oil. Waste oil concentrations were generally below detection limits in the groundwater samples from the 3 wells. In its letter dated July 18, 1989, however, the

Santa Clara Valley Water District (SCVWD) required that subsequent quarterly groundwater sampling include the analysis for VOCs. Analysis for VOCs was conducted beginning with the February 1990 quarterly groundwater sampling event. The results of the February and May 1990 groundwater sampling events indicated that the VOCs 1,1,1-Trichloroethane (1,1,1-TCA), 1,1-Dichloroethane (1,1-DCA), 1,1-Dichloroethene (1,1-DCE), cis-1,2-Dichloroethene (cis-DCE) and 1,2-Dichloroethane (1,2-DCA) were present in the groundwater at the site. The groundwater samples from well MW-1 contained the highest VOC concentrations (0.033 mg/L and 0.025 mg/L total VOCs). Based on the presence of chlorinated VOCs in the groundwater at the site, the case was transferred from the SCVWD to the RWQCB on July 9, 1990.

In an attempt to determine the source of the VOCs, an additional well (MW-4) was installed and 2 soil borings advanced in August 1991. The chlorinated VOC's detected in groundwater samples were not detected in the 6 soil samples collected from the 2 borings (B-1 and B-2) drilled in the area of the former location of the UST, or in the 3 soil samples collected from the well boring (MW-4) drilled near the southern boundary of the site. Oily material and strong hydrocarbon odors were noted at approximately 15 feet bgl in the logs for borings B-1 and B-2. The results of the August 1991 groundwater sampling event indicated that groundwater in the vicinity of wells MW-1, MW-2 and MW-4 contained from 0.014 to 0.020 mg/L of total VOCs (primarily 1,1,1-TCA, cis-DCE and 1,1-DCA), while MW-3 contained only 0.0006 mg/L 1,1-DCA. Based upon the investigation results, it was concluded that the VOCs in groundwater at the site were not from the former waste oil UST, but had migrated onto the site from a source to the south or southeast, and regulatory closure of the site was recommended.

During the quarterly groundwater sampling at the site from August 1991 to May 1996, VOC concentrations in groundwater samples collected from wells MW-1, MW-2 and MW-4 ranged from 0.008 to 0.027 mg/L total VOCs, with no consistent increasing or decreasing trends in the VOC concentrations. The directions of groundwater flow determined from the monthly water level monitoring at the site generally ranged from the west-northwest to the north. Concentrations of up to 0.021 mg/L total VOCs (in MW-4) remained in the groundwater during the last groundwater-sampling event conducted in May 1996.

The RWQCB issued a case closure for the UST site, as documented in its June 27, 1996 letter. In its case closure summary, the RWQCB noted that, although no significant source removal was conducted, oil and grease contamination remains and chlorinated hydrocarbons were detected in groundwater; the low toxicity of oil and grease samples, its low mobility in the vadose zone, and the appearance that the source of chlorinated hydrocarbons is off-site were factors considered in issuing the case closure. Based upon the concentrations of petroleum hydrocarbons remaining in soils at the site, the RWQCB required that it be notified of any change in land use, or if any excavation in the former UST area is planned.

#### Keystone Coffee

Adjacent to the south of Parcel 4 The SCVWD Case Closure Summary indicated that a 500-gallon diesel/gasoline UST was removed from the site in June 1990, 50 cubic yards of affected soils were excavated and removed from the site, and petroleum hydrocarbons were not detected in groundwater samples from the single monitoring well at this site. The case was closed to further corrective action "due to the low severity of contamination detected beneath the tank and in groundwater."

**Former Shell Service Station**

Approximately 500 feet south  
The SCVWD Case Closure Summary indicated that an UST was removed from this site in 1991, but that the size and contents of the UST were unknown. Five groundwater-monitoring wells were installed, and sampling conducted at the site in 1990 and 1993 indicated the presence of 6,300 parts per million (ppm) TPH as gasoline in soils, and 29 ppm TPH as gasoline and 0.23 ppm benzene in groundwater. The only identified remedial activity at the site was a 5-day vapor extraction test conducted in 1994, during which 137 pounds of hydrocarbon vapor were removed. Three hydropunch groundwater samples collected in January 1994 from beneath the sidewalk immediately east of Parcel 4 indicated that petroleum hydrocarbons had not migrated off-site. Concentrations of up to 0.51 ppm TPH as gasoline and 0.0031 ppm benzene were detected in groundwater at the site during the last sampling event conducted in May 1996. In its case closure summary, the SCVWD indicated that, "dissolved petroleum hydrocarbons currently exist on site, but dissolved contaminant concentrations show a decreasing trend without apparent migration. Dissolved concentrations appear to be approaching a level below which active remedial action is required. District staff has concluded that, based upon groundwater monitoring data, residual soil contamination does not appear to pose a threat to groundwater, public health and safety, or the environment."

**FMC Corporation**

Approximately 1200 feet southwest  
Records indicate FMC and its predecessor companies operated a machinery manufacturing facility at 333 West Julian Street from about 1916 to 1986. Since then the site has been used for warehousing and storage. An oil/water separator was removed from the northwest corner of the site in 1988. An underground concrete bunker oil tank, located in the northeast corner of the site that had been abandoned in place in 1978, was removed in 1988. Several chlorinated VOCs including trichloroethene (TCE), cis-DCE, 1,1,1-TCA, 1,1-DCE, 1,1,-DCA, 1,1,2-TCA, and 1,2-DCA had been detected in the groundwater at the site, with a maximum concentration of 2.2 mg/L total VOCs in November 1988. The source area for the chlorinated VOCs detected in soil and groundwater at the site was identified as the manufacturing and product storage areas, located primarily in the southern portion of the site. A soil vapor extraction system to remove VOCs from soil, and a groundwater extraction and treatment system to control VOC migration in groundwater, were operated in the early 1990s. The RWQCB authorized discontinuation of these operations in 1997. The maximum total VOC concentration in groundwater in the source area was 0.56 mg/L in February.

VOCs historically have not been detected in 2 upper A-aquifer wells near the northern site boundary with Parcel 2 of the College Park Yard. Groundwater samples collected from the upper A-aquifer well (MW-9) in the northeastern portion of the site, however, have contained VOCs that were also detected in samples from monitoring well CP-12, an upper A-aquifer well located on Parcel 2 of the College Park Yard, and wells located on the Ryland Street parcel. The distance between well MW-9 and the 2 historically non-detect wells located on the north side of the site is approximately 500 feet.

In January 1998, the RWQCB issued Order No. 98-006, establishing site-specific risk-based cleanup standards for soil. Soil encountered during site development with an average (95 percent of the upper confidence limit) concentration that exceeds the standards will require remediation. Those standards are: 4,000 mg/kg lead; 2,800 mg/kg copper; and 5,700 mg/kg TPH as diesel or oil and grease.

**Brandenburg Properties**

Approximately 500 feet south  
The Brandenburg Properties consist of two sites located on either side of North San Pedro Street at 153 and 129/149 West Julian Street. The first site, which was referred to as

**KRAZAN & ASSOCIATES, INC.**

*With Ten Offices Serving the Western United States*

Brandenburg and Butters in the KJC reports, at 153 West Julian Street, was leased to a bicycle parts manufacturer from 1978 to 1985. Brandenburg Properties purchased the site in 1985 and removed a 1,000-gallon 1,1,1-TCA UST and a 300-gallon gasoline UST. 1,1,1-TCA concentrations as high as 10,000 mg/kg were detected in the soils beneath the UST, and 1,300 mg/L 1,1,1-TCA was detected in groundwater at the source area in 1985.

Records indicate the 129/149 West Julian Street site (the former Lin site) was occupied by a gasoline service station from approximately 1957 to 1970. In 1987, 2 fuel USTs were found, but because they underlay the sidewalk and major utilities and the larger of the 2 tanks was partially filled with hardened concrete, simple removal and excavation were not selected as a remedial measure. Constituents found in soil samples taken from borings slightly below each tank included TPH, benzene, toluene, ethylbenzene and xylenes. Constituents found in groundwater samples taken from monitoring wells near these USTs included TPH, benzene, toluene and xylenes.

A soil vapor extraction system was operated at the Brandenburg Properties site from 1988 to 1993. The groundwater extraction system, which was started in 1988, is still operating. Maximum concentrations in groundwater at this site in November 1997 were 24 mg/L 1,1,1-TCA, 0.62 mg/L 1,1-DCE, 7.8 mg/L 1,1-DCA, and 0.011 mg/L 1,2-DCA.

Environmental Strategies Corporation concluded in its 1998 work plan that the chlorinated VOC plume is confined to approximately 100 feet north of the former UST area in the sidewalk on West Julian Street. The work plan proposes enhanced remediation through in situ oxidation to achieve a goal of 1 mg/L total VOCs in groundwater.

#### Villa Torino

Approximately 350 feet south

The Villa Torino housing development was formerly comprised of 21 parcels bounded by Basset, North 1<sup>st</sup>, West Julian and North Market streets. Historical uses of the site included auto repair shops, gasoline stations, and a sheet metal business. Four USTs in the eastern portion of the site and one UST in the western portion of the site were removed in 1986 and 1987. Three other USTs in the eastern portion of the site were filled with cement slurry in 1986. Two of the parcels were identified to contain a leaking UST: 363 North 1<sup>st</sup> Street and 340 North Market Street, located in the eastern and western portions of the site, respectively. Corrective actions conducted at the site by Terratech between 1993 and 1994 included; the removal of the three slurry-filled USTs; the removal of 14 hydraulic lifts in the eastern portion of the site; and the excavation and removal of approximately 1,065 cubic yards of lead- and petroleum-contaminated soils from the western portion of the site.

At the completion of the soil excavation activities in the eastern portion of the site, groundwater monitoring data from 4 wells in this area indicated that the highest TPH gasoline concentration detected in groundwater as 0.21 ppm and the predominant groundwater gradient direction varied from northwest to north-northeast. Terratech's groundwater monitoring data also indicated that gasoline hydrocarbons were not detected in the closest downgradient monitoring wells located at the 57 Basset Street and 375 North 1<sup>st</sup> Street sites (north of the leaking UST site at 363 North 1<sup>st</sup> Street). No groundwater remediation was conducted in the eastern portion of the site.

Gasoline hydrocarbons in groundwater in the western portion of the site, which had been detected at concentrations as high as 200 ppm TPH as gasoline and 0.24 ppm benzene in the source area, were present at concentrations up to 4ppm TPH as gasoline and 0.13 ppm

benzene at the completion of the soil remediation activities. Terratech's groundwater monitoring data indicated that the predominant groundwater gradient direction in the western portion of the site had been to the northwest and that, with the exception of toluene and total xylenes at between 0.0013 and 0.0077 mg/L, gasoline hydrocarbons were not detected in hydropunch groundwater samples collected in January 1994 from 3 locations to the north and northwest of the site.

Based on the above data, the former Shell Service Station, FMC Corporation, Brandenburg Properties, and Villa Torino properties have a potential to impact the groundwater underlying the subject site due to the presence of contamination. However, the responsible parties for these properties have been identified and are working with the appropriate regulatory agencies. Additionally, if contamination attributable to these properties does migrate beneath the subject site, the expense and/or liability associated with the investigation and remediation would typically fall upon the responsible parties.

The remaining properties within the specified search radius of the subject site, which appeared on local, state, or federally published lists of sites that use or have had releases of hazardous materials, are of sufficient distance and/or situated cross/downgradient to the subject site, such that impact to the subject site is not likely.

## 6.0 LIMITED SUBSURFACE INVESTIGATION

To confirm the investigations conducted by MFG and to further evaluate the concentrations of arsenic and lead within the shallow soil at the subject site, Krazan conducted limited soil sampling and analyses at the subject site. Twenty soil samples were collected from approximately 0 to 0.5 feet below the ground surface at random locations throughout the subject site. The locations were selected to not correspond to areas previously sampled by MFG or KJC. The soil samples were collected by driving a brass sample tube into native soil with a wooden mallet. The ends of the sample tubes were covered with Teflon film and PVC end caps, labeled with the sample number, collection date, and project number and retained on ice, in an insulated chest, pending delivery to the laboratory for analyses. The locations of where the soil samples were collected, along with the locations of samples collected by MFG, are presented in Figure 3.

The soil samples were analyzed for arsenic and lead in general accordance with Environmental Protection Agency (EPA) Method 6010. The analytical results are summarized in Table VII and copies of the certified analytical results are presented in Appendix D.

**TABLE VII**  
Soil Sample Analytical Results  
Near Surface Samples

Results reported in milligrams per kilogram (mg/kg)

Sample No.	Arsenic	Lead
S-1	70	210
S-2	76	340
S-3	31	110
S-4	140	200
S-5	62	190
S-6	140	200
S-7	38	220
S-8	<5.0	120
S-9	28	110
S-10	5.7	120
S-11	160	210
S-12	12	92
S-13	23	82
S-14	28	52
S-15	21	180
S-16	<5.0	100
S-17	<5.0	8.6
S-18	<5.0	69
S-19	<5.0	19
S-20	11	170

The concentrations of arsenic ranged from below the detection limit to 160 mg/kg, and were below the 200 mg/kg threshold limit identified by MFG in their risk assessment which would result in the hazard index and cumulative risk to be exceeded. Additionally, the concentrations of lead in soil samples were well below the 487 mg/kg concentration utilized by MFG in the lead risk assessment, which resulted in acceptable risk levels.

## 7.0 CONCLUSIONS

We have conducted a Phase I ESA of the subject site in conformance with the scope and limitations of the ASTM E1527-97 *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process*. Any exceptions to or deletions from this practice were previously described in this report. This assessment has revealed no evidence of recognized environmental conditions in connection with the subject site, with the exception of the following.

- Concentrations of arsenic, lead, chromium, nickel, polynuclear aromatic hydrocarbons, and other chemicals have been reported in the shallow soil at the subject site. A significant amount of investigation has been conducted to characterize these compounds at the subject site. Additionally various reports, including a conceptual site model and risk assessment have been prepared for the subject site. It appears that the investigations and risk assessment have been conducted to current standards of practice. The California Regional Water Quality Control Board (RWQCB) has acted as lead agency for the subject site, and has reviewed all documentation pertaining to the subject site. In their May 18, 1999 letter, the RWQCB approved the risk assessment for the subject site and indicated that, "The current baseline concentrations are unlikely to pose threat to human health, and no risk-based cleanup action is warranted for the subject parcels." Additionally, the RWQCB responded to a request for case closure with their letter dated September 14, 1999. In this letter, the RWQCB stated that, "Based on the available information, including the current and the proposed land use, and with the provision that the information provided to this agency was accurate and representative of the site conditions, no further action related to the pollutant release at the subject site is required. Union Pacific Railroad Company or a prospective buyer should implement an adequate health and safety plan for the subject parcels, especially for the Ryland Street parcel, during construction time." Krazan recommends that the site health and safety plan be implemented during construction activities at the subject site. Additionally, we recommend that areas not proposed for future on-site buildings and pavement areas (i.e., landscaping areas and/or any other exposed surface soil) be covered with at least 2-feet of clean imported fill material. It has been indicated by Legacy Partners that it is likely that the overall grade of the development will be raised, therefore, the placement of clean fill appears to be planned. If grading activities during the development incorporate cut and fill, it would be beneficial to have the grading plan reviewed by Krazan to optimize the isolation of native surface soils.

## 8.0 LIMITATIONS

This reconnaissance and review of the subject site has been limited in scope. This type of investigation is undertaken with the calculated risk that the presence, full nature, and extent of contamination would not be revealed by visual observation alone. Although a thorough site reconnaissance was conducted in accordance with ASTM Guidelines and employing a professional standard of care, no warranty is given, either expressed or implied, that hazardous material contamination or buried structures, which would not have been disclosed through this investigation, do not exist at the subject site. Therefore, the data obtained are clear and accurate only to the degree implied by the sources and methods used.

The findings presented in this report were based upon field observations during a single property visit, review of available data, and discussions with local regulatory and advisory agencies. Observations describe only the conditions present at the time of this investigation. The data reviewed and observations made are limited to accessible areas and currently available records searched. Krazan cannot guarantee the completeness or accuracy of the regulatory agency records reviewed. Additionally, in evaluating the property, Krazan has relied in good faith upon representations and information provided by individuals noted in the report with respect to present operations and existing property conditions, and the historic

uses of the property. It must also be understood that changing circumstances in the property usage, proposed property usage, subject site zoning, and changes in the environmental status of the other nearby properties can alter the validity of conclusions and information contained in this report. Therefore, the data obtained are clear and accurate only to the degree implied by the sources and methods used.

This report is provided for the exclusive use of the client noted on the cover page and shall be subject to the terms and conditions in the applicable contract between the client and Krazan. Any third party use of this report, including use by Client's lender, shall also be subject to the terms and conditions governing the work in the contract between the client and Krazan. The unauthorized use of, reliance on, or release of the information contained in this report without the expressed written consent of Krazan is strictly prohibited and will be without risk or liability to Krazan.

Conclusions and recommendations contained in this report are based on the evaluation of information made available during the course of this assessment. It is not warranted that such data cannot be superseded by future environmental, legal, geotechnical or technical developments.

If you have any questions or if we can be of further assistance, please do not hesitate to contact our office at (408) 271-2200.

Respectfully submitted,  
KRAZAN & ASSOCIATES, INC.

*Alex J. Gallego*

Alex J. Gallego, RG 6349  
Environmental Department Manager  
San Jose, CA Operations

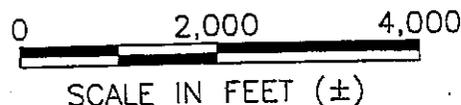


*Dean Alexander*

Dean Alexander  
Geotechnical Engineer  
RGE #002051/RCE #34274

AJG/DA/ljk

4c: herewith



**MAP SOURCE:**

USGS QUADRANGLE, 7.5-MINUTE (TOPOGRAPHIC)  
 SAN JOSE WEST (DATED 1961, REVISED 1980)

VICINITY MAP  
 COLLEGE PARK YARD  
 PARCELS 3 AND 4

North First Street  
 San Jose, California

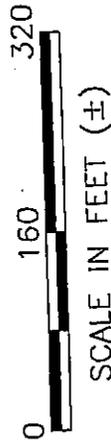
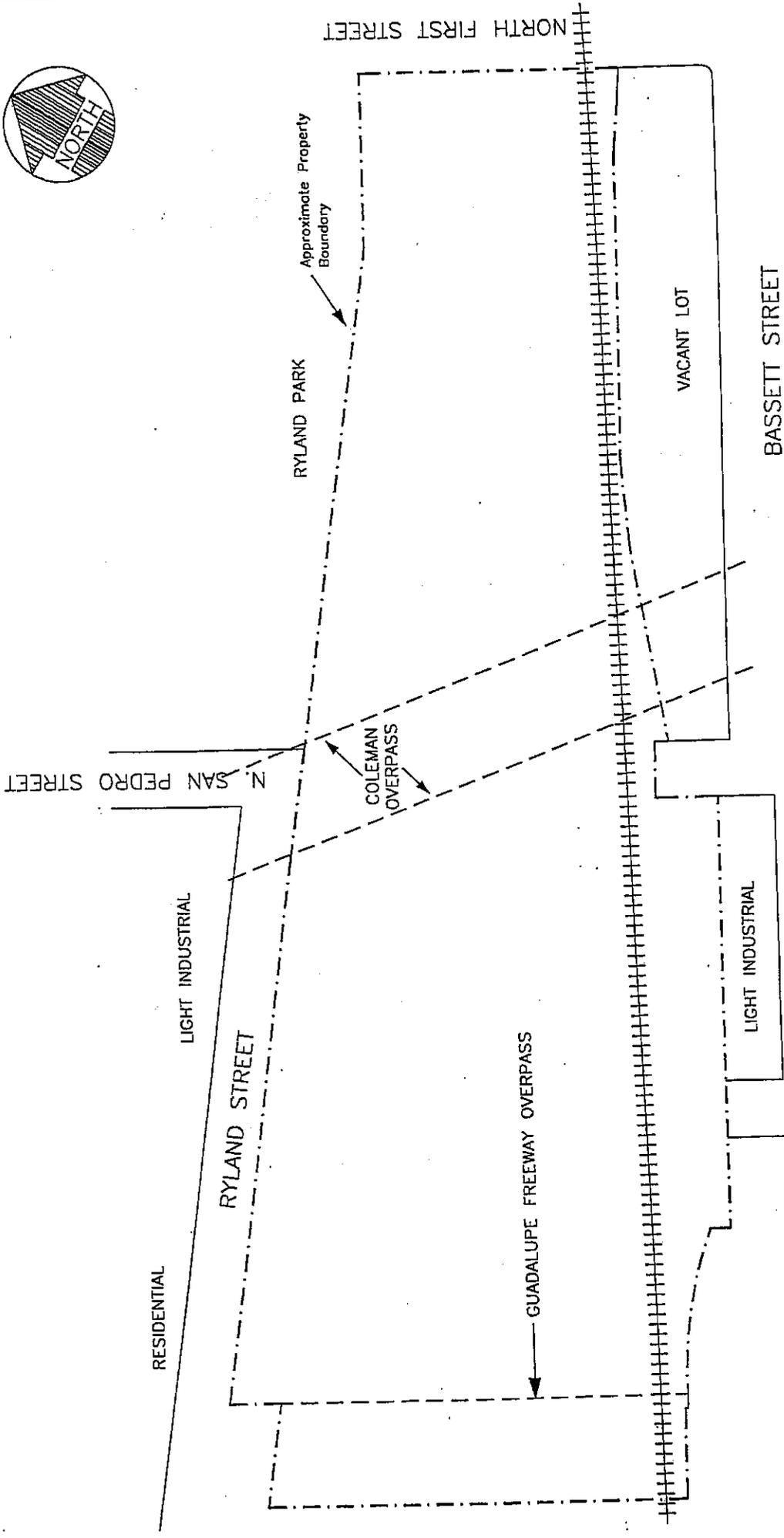
Scale:	AS SHOWN
Drawn by:	AJG
Project No.	044-99162

Date:	9/99
Approved by:	AJG
Figure No.	1

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- NOTES:
1. ALL LOCATIONS AND DIMENSIONS ARE APPROXIMATE.
  2. BASE MAP FROM LEGACY PARTNERS.

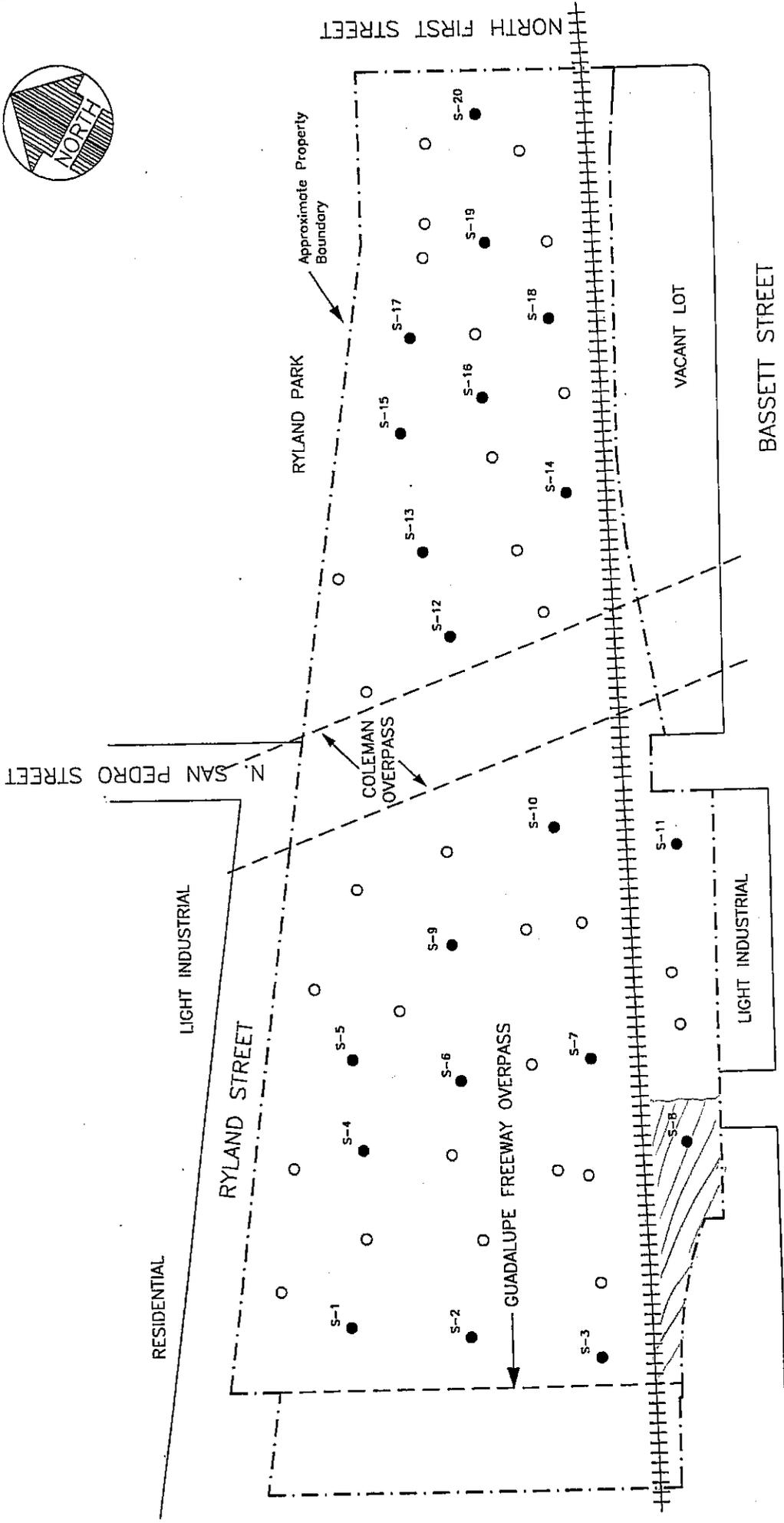
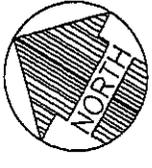
**SITE MAP**  
**PARK YARD**  
**COLLEGE PARCELS 3 AND 4**

North First Street  
 San Jose, California

Scale: AS SHOWN  
 Drawn by: AJG  
 Project No. 044-99162

Date: 9/99  
 Approved by: AJG  
 Figure No. 2

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*Parcel 344*

- EXPLANATION:
- SOIL BORINGS INSTALLED BY McCULLEY, FRICKE & GILMAN, INC.
  - S-1 SOIL SAMPLE LOCATIONS BY KRAZAN & ASSOCIATES, INC.
- NOTES:
1. ALL LOCATIONS AND DIMENSIONS ARE APPROXIMATE.
  2. BASE MAP FROM LEGACY PARTNERS.

**SAMPLE LOCATION MAP  
COLLEGE PARK YARD  
PARCELS 3 AND 4**  
North First Street  
San Jose, California

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Photo 1: View to the east from near the western side of Parcel 3.

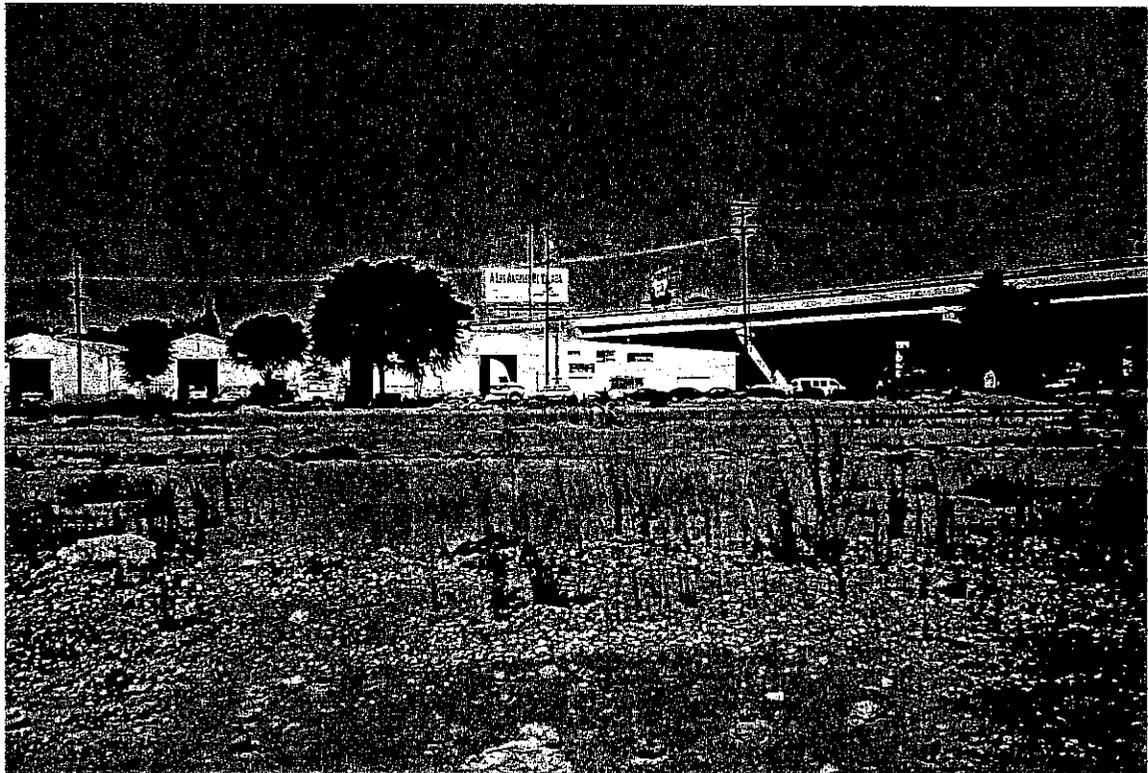


Photo 2: View to the north from near the center of Parcel 3.

College Park Yard  
Parcels 3 and 4  
N. First St. and Ryland St.  
San Jose, California

Project No. 014-99162

Date: September 1999

Approved by: A.G.





Photo 5: View to the south of Parcel 3 showing adjacent business in background.



Photo 6: View of monitoring well located on Parcel 4.

College Park Yard  
Parcels 3 and 4  
N. First St. and Ryland St.  
San Jose, California

Project No. 014-99162

Date: September 1999

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Photo 3: View of a slight depression on Parcel 3.



Photo 4: View to the northeast at the eastern side of Parcel 3. Note soil piles in the background.

College Park Yard  
Parcels 3 and 4  
N. First St. and Ryland St.  
San Jose, California

Project No. 014-99162

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Photo 7: View to the southeast of Parcel 4 showing adjacent vacant parcel and residential.



Photo 8: View of the southwest of adjacent railroad tracks.

College Park Yard Parcels  
3 and 4  
N. First St. and Ryland St.  
San Jose, California

Project No. 014-99162  
Date: September 1999  
Approved by: A.G.





Photo 9: View to the east from near the western portion of Parcel 4.



Photo 10: View of concrete pad on Parcel 3.

**College Park Yard  
Parcels 3 and 4  
N. First St. and Ryland St.  
San Jose, California**

**Project No. 014-99162**

**Date: September 1999**

**Approved by: A.G.**

 **Krazan**