



**PHASE I AND LIMITED PHASE II  
ENVIRONMENTAL SITE ASSESSMENT  
STEVENSON BOULEVARD PROPERTIES  
APN 901-0125-002,  
901-185-11-4  
Newark, California**

**CET Job Number: 3864**

*Prepared for*

**LINCOLN PROPERTY COMPANY  
101 Lincoln Centre Drive  
Foster City, California 94404-1167**

*Prepared by*

**CET ENVIRONMENTAL SERVICES, INC.  
3033 Richmond Parkway, Suite 300  
Richmond, California  
510-243-9500**

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**Grover Buhr, RG  
Project Manager**

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**Voytek Bajsarowicz, REA  
Regional Manager**



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## EXECUTIVE SUMMARY

This report presents the results of a Phase I and Limited Phase II Environmental Site Assessment (ESA) of properties located on Stevenson Boulevard in Newark, California (herein called the site), conducted by CET Environmental Services, Inc. (CET).

The ESA has been performed in consideration of the scope and limitations of ASTM Practices E 1527 and E 1528 and is intended to be in substantial accordance with the Archon Group document *Phase I Environmental Site Assessments, Statement of Work*, dated August 26, 1996. The information described and the conclusions presented in this report are subject to the limitations and uncertainties summarized in Appendix F of this report. Activities performed during this project included examination of historic maps and aerial photographs, an environmental background records search, a file review at a local environmental regulatory agency, interviews with agency case workers and property owners, a reconnaissance of the site and the surrounding area, collection of soil and groundwater samples, and analysis of these samples for possible environmental contaminants.

The site is located on the west side of the southern end of Stevenson Boulevard in Newark, California, on the border with Fremont, California. The properties to the west, south, and southeast of the site are agricultural. The property north of the site was formerly used for agriculture, but is currently vacant and planned for development. There are industrial facilities located on the properties northeast of the site.

The site comprises two parcels: Assessor's Parcel Number (APN) 901-0125-002, which is adjacent to Stevenson Boulevard and is herein referred to as the East Parcel; and the southern portion of APN 901-185-11-4, which is between the East Parcel and an Alameda County flood control channel to the west, and is herein referred to as the West Parcel. The East Parcel was inspected by CET on May 15, 1997. The West Parcel was inspected by CET on June 20 and July 3, 1997.

The site is currently used for agriculture. The East Parcel contains a dilapidated barn and a working well for agricultural use. The West Parcel contains no buildings, but on the parcel and in an easement to the southwest are four water supply wells and four Alameda County Water District (ACWD) observation wells, which are used to track salinity in the groundwater. In the past, methyl bromide was used as a fumigant at the site. This was reportedly discontinued six to seven years ago. The degradation rates of methyl bromide in soils (half life in soil is one to four weeks) indicate that it is highly unlikely that any of this compound remains in the soil on the site. No other evidence of hazardous materials or hazardous waste usage or spillage was observed at the site. CET found no indications that current or past activities at the site have negatively impacted the soil or groundwater.



To the northeast of the site is an industrial area of Fremont, with numerous industrial and commercial facilities which utilize fuels and other hazardous materials, many of which have underground tanks. A number of documented contaminated facilities are located in this area. This industrial area is up gradient of the site, with respect to groundwater flow.

Across Stevenson Boulevard to the east of the site are several facilities which manage, or have in the past managed, fuels and other hazardous materials or wastes. These sites include Feralloy Alliance (formerly Tricon Steel Service) at 6850 Stevenson Boulevard and Golden Gate Auto Auction at 6700 Stevenson Boulevard. Of these two facilities, Golden Gate Auto Auction was found to have a documented release to the ground of gasoline which contaminated soil and groundwater at the site. The ACWD closed the case in 1995. The Feralloy/Tricon facility previously had underground tanks for diesel fuels, but no documented releases.

Approximately one-quarter to one-half mile to the east northeast of the site, at 41100 Boyce Road, active groundwater remediation is being conducted at Borden Incorporated, under the oversight of the Regional Water Quality Resources Board (RWQCB). Groundwater contaminated with solvents and fuels is being controlled by groundwater extraction wells. The caseworker at the RWQCB stated that the contamination was not migrating off site.

To evaluate whether past pesticide use at the site or contaminant sources upgradient of the site had impacted soil or groundwater at the site, CET collected soil and groundwater samples from three locations. Soil samples from depths of five feet and groundwater samples from four to eight feet were analyzed for gasoline, diesel, the petroleum compounds benzene, toluene, ethyl benzene and xylenes (BTEX), MTBE, volatile organic compounds (VOCs), organochlorine pesticides and organophosphorus pesticides.

No gasoline, diesel, BTEX, MTBE, VOCs, organochlorine pesticides or organophosphorus pesticides were detected in any of the samples. EPA Test Method 8015, which was used to analyze for diesel, detected an unidentified petroleum hydrocarbon compound which does not qualify as diesel fuel, but most closely resembles motor oil. This compound was detected at low concentrations in two of the three soil samples and in all three groundwater samples. The compound was detected in both soil samples at five milligrams-per-kilograms (mg/kg) and in the groundwater samples at 160, 210 and 270 micrograms-per-liter (ug/L). These concentrations are orders of magnitude less than those found on other facilities in the region where the ACWD or the RWQCB have required no further action and/or granted site closure.

Because no evidence was found during this ESA of any current or past practices at the site which could have caused this contamination, because the occurrences of the compound in the soil are more than 500 feet apart, and because of documented and potential contaminant sources up gradient of the site, CET considers the presence of this compound in the soil and groundwater at the site to be the result of groundwater migration from an unidentified up-gradient source.



The RWQCB has a policy indicating that they will not pursue cost recovery or enforcement actions, solely on the basis of ownership, against property owners whose land, such as the subject property, overlies groundwater which may be contaminated from off-site sources.

CET recommends no further environmental investigation activities at the site.



## 1.0 INTRODUCTION

This report presents the results of a Phase I and Limited Phase II Environmental Site Assessment (ESA) of the properties located on Stevenson Boulevard in Newark, California, herein referred to as the site. The objective of the ESA was to identify historical or current activities at the site and surrounding properties which could have contributed to, or currently contribute to, the degradation of the environmental quality of the site's soil and/or groundwater, and to evaluate if there is contamination in the soil and groundwater of the site, whether caused by on-site or off-site sources.

### 1.1 PURPOSE

This report was prepared by CET Environmental Services, Inc. for Lincoln Property Company, for their consideration prior to purchase of the site.

### 1.2 SCOPE OF WORK

This ESA relies on readily available historical and current site-use information, a site reconnaissance, and chemical analyses of soil and groundwater samples collected at the site. The present of work included a review of historical aerial photographs; a search for historic Sanborn insurance maps; a review of information contained in regulatory agency lists to find documentation of the use of hazardous materials or petroleum products and/or the possible release of such materials to the site or vicinity properties; site visits to observe present site and vicinity property uses. Reviews of environmental files regarding other properties in the vicinity of the site were conducted at the Regional Water Quality Control Board - San Francisco Bay Region (RWQCB) and the Alameda County Water District (ACWD), and interviews were conducted with property owners and with ACWD and RWQCB personnel. CET also contracted with drilling and laboratory contractors, obtained a permit from the ACWD for sampling soil and groundwater, collected soil and groundwater samples, received the results from the laboratory, and evaluated all information collected.

### 1.3 REPORT ORGANIZATION

A description of the site and surrounding properties is given in Section 2. Section 3 presents the site history, Section 4 presents observations from the site reconnaissance, Section 5 presents the environmental background survey, and Section 6 discusses the potential for agricultural use. Sampling and analytical activities and results are described in Section 7. Conclusions are given in Section 8. Figures are provided in Appendix A. Photographs of the subject site are included as Appendix B. The EDR report of vicinity sites listed under various regulatory lists is included as Appendix C. Relevant backup information is included as Appendix D. The laboratory analytical reports and chain-of-custody forms for the samples collected are presented in Appendix E. Limitations and uncertainties of this report are provided as Appendix F.



#### 1.4 SITE LOCATION

The site is located on the west side of the southern end of Stevenson Boulevard, between Stevenson Boulevard and an Alameda County Flood Control channel, in Newark, California, on the border with Fremont, California. The location of the site is shown in Figure 1. The site is approximately 3 miles east-northeast of the San Francisco Bay. It is bounded on the south by railroad tracks, beyond which is agricultural land; on the northwest by a flood control channel, beyond which are more croplands; on the north by croplands which are slated for industrial development; and on the east by Stevenson Boulevard, beyond which are agricultural land and industrial facilities.



## **2.0 SITE DESCRIPTION**

### **2.1 CURRENT AND FUTURE LAND USES AND ZONING**

The site is composed of APN 901-0125-002 and the southwestern third of APN 901-185-11-4, herein called the East Parcel and West Parcel, respectively. A plan of the site is provided in Figure 2. The site is currently used for agriculture. On the East Parcel, two crops per year are harvested: alternating crops of gladiolus and hay. The West Parcel has most recently been used to grow row vegetable crops. The site is now zoned for industrial development by the City of Newark.

### **2.2 ADJOINING PROPERTIES**

A map showing surrounding land use is included as Figure 3 in Appendix A. The property is bounded on the south by Southern Pacific Railroad tracks. The properties to the north, west, south and southeast of the site are undeveloped or used for farming. There are industrial facilities located northeast of the subject site. Feralloy Corporation and Golden Gate Auto Auction are located across Stevenson Boulevard from the site, between Mowry's Road and Spring Road. The Pacific Industrial Center is currently under construction northeast of the subject site. Celotex Company and Borden Incorporated are located on Boyce Road, northeast and east of the site. The land immediately north of the subject site (between the subject site and Cherry Street) is agricultural and currently planned for development. There is a recent town house development on the north side of Cherry Street.

### **2.3 GEOLOGIC AND HYDROGEOLOGIC SETTING**

The site is located approximately 3 miles east-northeast of the San Francisco Bay, and approximately 1 mile northeast of the Mowry Slough. Groundwater in this area generally flows towards the San Francisco Bay, except where influenced by local hydrologic features such as creeks or canals. Eddie So, of the Regional Water Quality Control Board, reported that groundwater in the area of the site generally flows south-southwest, and that the depth to groundwater is generally less than 15 feet below ground surface (bgs). Three Geoprobe borings drilled at the site on July 9, 1997 (see Section 7), encountered groundwater at 9, 13 and 17 feet bgs.

### **2.4 METEOROLOGIC INFORMATION**

Meteorologic information was obtained for the San Jose International Airport from the Western Regional Climatic Center in Reno, Nevada. The San Jose International Airport is approximately 10 miles south-southwest of the site. The average annual rainfall reported at the San Jose Airport is 14.2 inches, and the average temperature is 60.1 degrees Fahrenheit.



### 3.0 SITE HISTORY

#### 3.1 CHAIN OF TITLE

A chain of title search was not conducted for this Phase I ESA. On April 25, 1997, Chicago Title Company listed the following persons as holding an interest in the East Parcel: Brian J. O'Connor, Gregory M. O'Connor, Bradley D. O'Connor, Bruce T. O'Connor and Catherine J. O'Connor. According to Mr. John O'Connor, the West Parcel is owned by Sobrato Development Corporation.

#### 3.2 AERIAL PHOTOGRAPHY

Aerial photographs and topographic maps were obtained from Environmental Data Resources, Inc (EDR). Aerial photographs dated 1958 and 1965 were reviewed. Topographic maps were reviewed from the years 1943 and 1906, because aerial photographs were not available from that time period.

The site is located at the corner of the USGS quadrangle for Pleasanton, and so the adjoining topographic maps for Pleasanton, Haywards, San Jose, and Palo Alto were reviewed. The USGS Pleasanton quadrangle dated 1906 was reviewed, with the Haywards quadrangle dated 1915 and the San Jose and Palo Alto quadrangles dated 1899. In the map dated 1906, there is one building located on the East Parcel and two buildings shown on the West Parcel, near the corner of Addition Road and Station Road. There are no buildings on Stevenson Boulevard across from the site. Stevenson Boulevard is shown, as are Mowry's Road, part of Boyce Road, Addition Road and part of Cherry Street.

The Pleasanton, Palo Alto, and San Jose quadrangles dated 1943, and the Haywards quadrangle dated 1942 were reviewed. In the topographic maps dated 1943, there is again one building located on the East Parcel. There is a cluster of six buildings shown on the West Parcel, along Addition Road near the junction with Station Road. Ponding is marked near the current western boundary of the West Parcel, in the location of the current flood control channel. Newark Substation is located east of the site. Mowry's Road is not marked, however there is one building shown on the east side of Stevenson Boulevard, near where Mowry's Road is now. The railroad tracks, Boyce Road, Addition Road, and part of Cherry Street are shown.

In the aerial photograph dated 1958, the East Parcel appears to be utilized for row crops. The West Parcel is not visible on this photograph, and the photograph showing the entire site was not available from EDR. There are two small buildings visible near the southeast corner of Stevenson Boulevard and Mowry's Road. Stevenson Boulevard, Mowry's Road, and Boyce Road are visible.

In the aerial photograph dated 1965, the site appears to be utilized as farmland, both for row crops in the East Parcel and the northern part of the West Parcel, and for grazing in the central and southern parts of the West parcel. There are three buildings visible at the southern end of the



East Parcel, near the railroad, in the location of the existing barn on the site. These buildings are at approximately the same location as the building shown in the topographic maps. The group of buildings at the junction of Addition Road and Station Road are visible: these appear to be several large barns, sheds and several houses. These structures are a dairy that operated at the West Parcel at that time. Stevenson Boulevard is visible, as well as Mowry's Road, Cherry Street, and Boyce Road. Spring Road is not visible. There are several small buildings at the southeast corner of Stevenson Boulevard and Mowry's Road. There is a large building east of the site between Mowry's Road and Boyce Road. Otherwise, all surrounding lands can be seen to be vacant or growing crops.

### 3.3 SANBORN INSURANCE MAP REVIEW

EDR Sanborn, Inc. was contracted to locate any existing historic Sanborn fire insurance maps for the site. They reported that there were no known Sanborn maps for the site.

### 3.4 HISTORICAL INFORMATION BASED ON INTERVIEWS

To collect information on the historical uses and conditions at the site, interviews were conducted with Mr. Greg O'Connor and Mr. John O'Connor, representing ownership of the East Parcel; Ms. Kristie Kuechler of Sobrato Development Company, representing ownership of the West Parcel; Mr. John Robin of the Union Sanitary District; and Mr. Jim Ingle and Mr. Mike Morton of the ACWD. Historical information regarding the site obtained during these interviews include the following.

The site has been used since the late Nineteenth Century for agriculture. The East Parcel has been used for row crops. The West Parcel has been used for row crops, a dairy and grazing for dairy cows.

The O'Connors have owned the East Parcel since 1953, when they bought it from a Mrs. Irma Bonds, a local school teacher. In the 1960's and 1970's the land was leased to Piannetta Brothers of Fremont, who used the property for growing row crops such as lettuce and cauliflower. From 1992 until recently, the East Parcel has been leased to the firm Gladoway, which began the alternating crops of gladiolus and hay each year. Methyl bromide was used to fumigate the parcel between crops, but the use of pesticides was discontinued 6 or 7 years ago. According to the *Handbook of Environmental Degradation Rates* (Howard, et al, 1991), the half-life for the breakdown of methyl bromide in soil ranges from one to four weeks, indicating that no methyl bromide would still be expected to be found in the soil at the site.

The existing barn on the East Parcel is probably a hundred years old. Previously there were a house and another barn on this parcel. The house was demolished in the 1980's and the other barn was removed in the early 1990's. The O'Connors put in a well near the barn in 1955. They originally drilled it to 150-foot deep, but the first well collapsed, so they drilled again to a depth of 268 feet. This well is still used on the site for agricultural water. Mr. Ingle of the ACWD stated that there have been three wells on the site registered with the state, that two of them had



been properly destroyed in 1959, and that the remaining well, near the barn, had a 10-inch diameter casing, was 375 feet deep and was still in use.

The West Parcel was used both for row crops and a dairy from early in the century until the 1960's, when the dairy was closed. Portions of the site were used for grazing. Crops grown on the site have included row vegetables, such as cauliflower, and hay. The dairy structures were demolished in the late 1980's. Recent use of the site may have been for growing safflower. No information was found regarding the use of pesticides on the West Parcel.

The ACWD lists four water supply wells and four observation (monitoring) wells on the West Parcel, with no record of any having been destroyed. Only two supply wells and three observation wells were found during the site reconnaissance. The observation wells were installed by the water district in the 1970's to monitor groundwater salinity as part of a salinity barrier project. The manholes and sewage tank installation along the southwestern border of the West Parcel is part of a system including two sewage force mains, the tank installation probably being a drain collector/sewer pump station.



## 4.0 SITE RECONNAISSANCE

Reconnaissance of the site and other properties in the vicinity were conducted by CET personnel to assess whether there were any on-site or off-site features which might indicate possible sources of contamination. A plan of the site is provided in Figure 2, and a map showing the surrounding land use is provided in Figure 3. A log of photographs of the site is presented in Appendix B.

The following indicators of the potential usage of hazardous materials or petroleum products were not visually or physically observed to be present at the site during the reconnaissance:

- Above ground storage tanks (ASTs), underground storage tanks (USTs), fill or vent pipes leading underground, or subsurface access ways, excepting a municipal sewage drain collector
- Fuel dispensing equipment
- Strong, pungent or noxious odors
- Sacks of chemicals or discarded automotive or industrial batteries
- Lagoons, pretreatment units, impoundments, retention basins, drains or sumps other than storm water collection drains
- Areas of stressed vegetation from something other than insufficient water
- Liquid discharges to drains, ditches or streams
- Indications of fill or grading which suggest a trash or other solid waste disposal source

No evidence of the usage of hazardous materials or wastes was observed at the site. The reconnaissance revealed no indications of any current or past activities at the site which may have impacted soil or groundwater.

### 4.1 EAST PARCEL

Reconnaissance of the East Parcel was conducted by CET on May 15 and June 9, 1997. The site is relatively flat, and had been recently harvested for hay at the time of the site reconnaissance (see photographs 1 through 5). There is a dilapidated barn on the subject site (see photographs 4 and 6), and a working well which is used for agriculture is located approximately 100 feet east of the barn (see photograph 4 and 5).

### 4.2 WEST PARCEL

Reconnaissance of the West Parcel was conducted by CET personnel on June 20 and July 3, 1997. This parcel was relatively flat, and had been recently plowed at the time of the site reconnaissance (see photographs 7 through 14). Addition Road runs through the property, as shown on Figure 2. The road is made of asphalt, which is in poor condition, and no longer connects to Cherry Street. At the time of the site visit there were several piles of rocks on Addition Road, as well as a few pieces of discarded concrete pipe. There were also a few pieces of discarded pipe by the fence at the southeastern border of the parcel.



CET observed what appeared to be two water supply wells and three monitoring wells on the West Parcel. One water supply well was observed on the parcel between Addition Road and the canal, near the southwest corner of the site. The well consisted of a capped 2-inch diameter pvc pipe protruding from a larger metal casing (see photo 13). South of Addition Road, there was a wood post protruding from a metal casing, which appeared to be the remains of a well. The casing appeared to be filled at approximately 5 feet bgs with cement. There were also three ACWD observation wells located on or near the parcel. One observation well was located on the West Parcel, just south of Addition Road, approximately 100 feet from the railroad tracks. The two other wells were located southeast of this well, in the railroad easement. Jim Ingle of the ACWD stated that there are at least four water supply wells and four salinity observation wells on the West Parcel, and that he had no records of them being destroyed.

A dirt road runs along the south border of the property, near the railroad tracks. There were several manholes along this road which were labeled "USD". At the southeast corner of the property, on the boundary with the property on Stevenson Boulevard, was an enclosed area with an electric box and two concrete structures protruding from the ground, one of which has a vent. These are associated with sewer force mains along the easement, with the concrete structures possibly being drain collectors or a small pumping station.

#### 4.3 SITE VICINITY

To the south of the site is the Southern Pacific Railroad line, beyond which are more agricultural lands. To the west is a flood control channel and more agricultural fields. To the north of the site, between the site and Cherry Street, is a barren parcel of formerly agricultural land slated for development.

The site is bordered on the east and southeast by Stevenson Boulevard. Across Stevenson Boulevard to the southeast are undeveloped croplands. North of this area is an industrial facility containing Feralloy Corporation, a metal-working or finishing facility. Several large above-ground tanks were observed on this facility. Adjacent to Feralloy Corporation is Golden Gate Auto Auction, an automobile auctioning market. North of this facility, at the corner of Stevenson and Boyce Road, an industrial campus, called Pacific Industrial Center, is under construction. North of Boyce Road are more industrial facilities, including Celotex at the corner of Boyce Road and Stevenson Boulevard, which appears to be a light-industrial facility, and Borden Chemical, at 41100 Boyce Road.

Northwest of the subject site, on Cherry Street, is a Hewlett Packard Facility. The Newark Fire Department is located northwest of the site, on the corner of Cherry Street and Mowry Avenue. A public park and baseball field are located on Mowry Avenue west of the subject site, where Station Road joins Mowry Avenue (Station Road is unmarked). An AVCO facility is located further west on Mowry Avenue.

Facilities in the area which have or have had the potential to impact the environment at the site and are listed in government environmental databases are described in Section 5.0.



## 5.0 ENVIRONMENTAL BACKGROUND SURVEY

As part of the environmental background survey, CET performed a government agency environmental records database review for the site vicinity. The results of the environmental records background survey are described below, and can be referenced in the EDR report, included as Appendix C.

### 5.1 RECORDS SEARCHED

ASTM specified Federal records included in the records review are as follows:

- Comprehensive Environmental Response, Compensation and Liability Information Systems (CERCLIS) sites which the EPA has investigated or is currently investigating for potential hazardous substance contamination for possible inclusion in the National Priorities List (NPL).
- NPL sites compiled by the EPA pursuant to CERCLA 42 USC Section 9606(a)(8)(B) for highest priority for cleanup
- Emergency Response Notification System (ERNS) sites with reported CERCLA hazardous substance releases or spills in quantities greater than the reportable quantities specified in 40 CFR Parts 302 and 355.
- Resource Conservation and Recovery Act (RCRA) regulated hazardous waste treatment storage and disposal facilities and RCRA hazardous waste generators.

ASTM specified California State records included in the records review are as follows:

- California Department of Toxic Substances Control Sites (Cal-Sites)
- California Water Resources Control Board (WRCB) Leaking Underground Storage Tank (LUST) sites
- WRCB permitted Underground Storage Tanks (UST)
- WRCB Waste Management Unit Database System (WMUDS)
- California Waste Management Board's (CWMB) Solid Waste Information System (SWIS) list of active, inactive, and closed solid waste disposal and transfer facilities
- State of California Office of Planning and Research list of hazardous substance sites (Cortese Bill, CORTESE), now out of production.

Federal and State records, not specified for inclusion by the ASTM, but included in the records review are as follows:

- Federal Superfund Liens (LIENS) imposed pursuant to CERCLA 42 USC Section 9607(1)
- Superfund Amendments and Reauthorization Act (SARA) required filings of annual toxic chemical release inventories of facility releases to air, water, and land



- Waste Discharger System (WDS) operators who discharge to or operate a publicly owned treatment works under waste discharge requirements such as the National Pollution Discharge Elimination System (NPDES) Permits
- California Department of Health Services hazardous waste sites subject to an appropriation of funds for cleanup under the Bond Expenditure Plan (BEP), now out of production.
- CA SLIC sites listed by the Regional Water Quality Control Board (RWQCB)

## 5.2 RESULTS OF ENVIRONMENTAL RECORDS REVIEW

The site was listed in any of the databases searched. No CERCLIS, NPL, LIENS, SWIS, BEP, WDS, or ERNS sites were found within a one mile radius of the site. The following sites are within ½ mile of the site, and are shown on the EDR radius map in Appendix C.

- **Feralloy Reliance, at 6850 Stevenson Boulevard**, is less than 1/8 mile from the site, directly across Stevenson Boulevard. The facility is currently known as Feralloy Corporation, and is the result of a merger of Feralloy and Tricon Steel Service (see below). This facility is listed on the RCRIS database as a small quantity generator of hazardous waste with no violations found. Possible wastes generated include ignitable hazardous waste. This facility was also found as **Tricon Steel Service**, which is listed on the Ca. FID database as an active underground storage tank location. This facility is up-gradient of a portion of the site with respect to groundwater flow direction. Based on interviews with Matthew Holt at the Alameda County Water District (ACWD) and Eddie So at the Regional Water Quality Control Board, this site is overseen because of the former presence of a diesel fuel underground storage tank, but that the site is not a leak site. No evidence of contamination of the soil or groundwater was found during performance of the ESA.
- **Golden Gate Auto Auction, Incorporated, at 6700 Stevenson Boulevard**, is less than 1/8 mile from the site, and is listed on the RCRIS, FINDS, UST, Ca. FID, and LUST databases. This facility has been at this location for 24 years. This site is up-gradient of a portion of the site. The RCRIS database lists this facility as a small quantity generator of hazardous waste with no violations found. Possible wastes generated include ignitable hazardous waste and spent non-halogenated solvents. The LUST listing is due to a gasoline leak which was discovered on 12/08/94. The ACWD file for this case was reviewed by CET on July 2, 1997. The case was closed by the ACWD on 06/07/95, because minimal soil contamination was found and groundwater was not expected to be impacted. The FID and UST databases list this facility as an active underground storage tank location. Tanks listed on the UST database include one 5000-gallon waste tank and two 5000-gallon unleaded gasoline tanks. No indications of off-site migration of the remediated groundwater were found during this ESA.



- **Freightliner Corporation, at 6700 Stevenson Boulevard** (the same location as Golden Gate Auto Auction), was found in the database search in the FINDS and RCRIS databases as a large quantity generator of hazardous waste with no known violations. The EPA RCRA Notification Service stated that no information had been received from this facility in seven or eight years, since the RCRA notification was filed. ACWD and RWQCB interviewees stated that they had no knowledge of Freightliner at this site. Freightliner Trucks in Oakland, California stated that they had never had a facility in Newark or Union City. For these reasons, and because the Golden Gate Auto Auction has been at this location for 24 years, it appears that Freightliner Corporation at this address is a spurious database entry, and has never existed at this location.
  
- **Borden Incorporated Adhesives and Chemical, at 41100 Boyce Road**, is less than ½ mile from the site, and is listed on the FINDS, RCRIS, TSCA, CERCLIS-NFRAP, UST, Ca. FID, Cal-Sites, CA SLIC, SWIS, and WMUDS databases. This facility is up-gradient of the site. The CERCLIS-NFRAP (CERCLIS No Further Remedial Action Planned) database includes sites which were placed on the CERCLIS database, investigated for possible listing on the NPL, but determined not to require further action. The site was initially listed on 11/01/79, a preliminary assessment was completed on 04/01/80, and a screening site inspection was completed on 03/01/85. This facility is listed on the RCRIS database as a large quantity generator, small quantity generator, and transporter of hazardous waste, with no violations found. The list of possible wastes generated is contained in the EDR report. The FINDS database indicates that the facility has an active water discharge permit and is monitored or permitted for air emissions under the Clean Air Act. This facility is listed on the SWIS database as a solid waste disposal site. The type of waste disposed is not listed. The facility is listed on the Cal-Sites database, however the status indicates that the case did not require DTSC action and was referred to the RWQCB. The facility is listed as an inactive underground storage tank location on the FID database.

The facility is listed as an active CA SLIC site. CET contacted Eddie So, the case worker for this case at the RWQCB, and reviewed the file for Borden at the ACWD. Borden was previously involved with manufacturing adhesives, resin, and ink, but that they now are involved in chemical packaging. Contaminants in groundwater include TCE, methanol, diesel, acetone, ketones, butanol, polychlorinated biphenyls (PCBs), chloroform, vinyl chloride, DCA, TCA, DCE, and formaldehyde. Mr. So indicated that the sources of the contamination were leaking tanks and spills. He told CET that shallow groundwater was affected, but that the deep aquifer was unaffected, and that the plume was not migrating off-site. A groundwater extraction/remediation treatment system, including 26 groundwater extraction wells, a bioreactor, and a distillation facility was installed at the site between October 1993 and April 1994. The most recent quarterly report for this facility, dated February 26, 1997, indicated that the extraction and treatment of groundwater is continuing. The consultant stated in this report that the contaminant plumes appear to be contained due to the extraction wells. Diesel is no longer stored at this location, and the ink facility was removed from the site in 1982.



The facility is listed on the UST database with a total of 23 tanks. Twelve of these tanks have capacities of 6000 gallons or less and are reported to contain product (diesel and other unreported products). The leak detection method for these tanks is listed as stock inventory reconciliation. The other eleven tanks contain unspecified waste, and have capacities ranging from 112 gallons to 160,000 gallons. The leak detection method for these tanks is listed as visual detection (with the exception of two tanks for which no leak detection method is listed). This facility is listed on the WMUDS database, indicating the presence of a waste discharge system and a solid waste assessment test program. The facility is reported to be a "moderate threat to water quality". The facility is listed as active, with process waste and solid wastes.

- **Pacific Supply, at 41099 Boyce Road**, is less than ½ mile from the site, and is listed on the Cortese database. No information regarding the basis for listing this site was listed. This site is up-gradient of the site.
- **Boyce Road/Stevenson Boulevard** is less than ½ mile from the site, and is listed on the CHMIRS database due to a release of formaldehyde which occurred on 09/21/88.



## 6.0 POTENTIAL FOR AGRICULTURAL USE

The site is currently used for row crop production. Based on historical information, the site has always been used for agriculture, including both row crops and dairy activities. No evidence of orchards was observed during the site reconnaissance or aerial photograph review. Persistent pesticides such as DDT are generally associated with orchard crops. Methyl bromide has been used in the past as a fumigant, but the rate of degradation of this chemical indicates that it is unlikely that any remains in the soil at the site (see Section 4.4).



### 7.3 RESULTS

Soil encountered during advancement of the borings was generally silt from the surface to 4 to 6 feet bgs, and silty to sandy clay to the bottom of the boring. Groundwater was encountered at between 8 and 13 feet bgs in the borings. Copies of boring logs are presented in Appendix E.

Analytical results indicated that no TPH-G, TPH-D, BTEX, MTBE, VOCs, organochlorine pesticides or organophosphorus pesticides were detected in the soil and groundwater samples. Copies of laboratory reports are included in Appendix E.

Unidentified petroleum hydrocarbons that are not indicative of diesel fuel were detected by test method 8015. These hydrocarbons represent a heavier structure than diesel and most likely represent motor oil. This compound was found in soil samples from 5-feet in depth in borings B2 and B3 at concentrations of 2 milligrams per kilogram (mg/kg). This compound was also found in all three groundwater samples at 160 micrograms per liter (ug/L) in boring B1, 270 ug/L in boring B2 and 210 ug/L in boring B3.



## 8.0 CONCLUSIONS

CET has performed a Phase I Environmental Site Assessment of the subject property in consideration of the scope and limitations of ASTM Practice E1527-94. These conclusions are based on the information gathered and described in the report, and are subject to the limitations and uncertainties summarized in Appendix E.

The site is currently used for agriculture. There is a dilapidated barn on the East Parcel, and a working well for agricultural use. There are records of two other wells on the East Parcel which were closed in the past. There are records of four water supply wells and four observation wells on the West Parcel, some of which were observed by CET. In the past, methyl bromide was used as a fumigant at the subject property. This was reportedly discontinued six to seven years ago. The degradation rates of methyl bromide in soils indicate that it is highly unlikely that any of this compound remains in the soil on the subject property. No other evidence of hazardous materials or hazardous waste usage or spillage was observed at the subject site.

Across Stevenson Boulevard to the east of the subject property are several sites which manage, or have in the past managed, fuels and other hazardous materials or wastes. These sites are up gradient of the subject property. These sites include Feralloy Alliance (formerly Tricon Steel Service) at 6850 Stevenson Boulevard and Golden Gate Auto Auction at 6700 Stevenson Boulevard. Of these two facilities, only Golden Gate Auto Auction was found to have a documented release to the ground, of gasoline which contaminated soil at the site. The ACWD closed this case in 1995 because soil contamination had occurred at low levels and groundwater was not considered to be threatened.

Approximately one-quarter to one-half mile to the east northeast of the subject property, at 41100 Boyce Road, active groundwater remediation is being conducted at Borden Incorporated, under the oversight of the Regional Water Quality Resources Board (RWQCB). Groundwater contaminated with solvents and fuel is being controlled by groundwater extraction wells. The caseworker at the RWQCB stated that the contamination was not migrating off site.

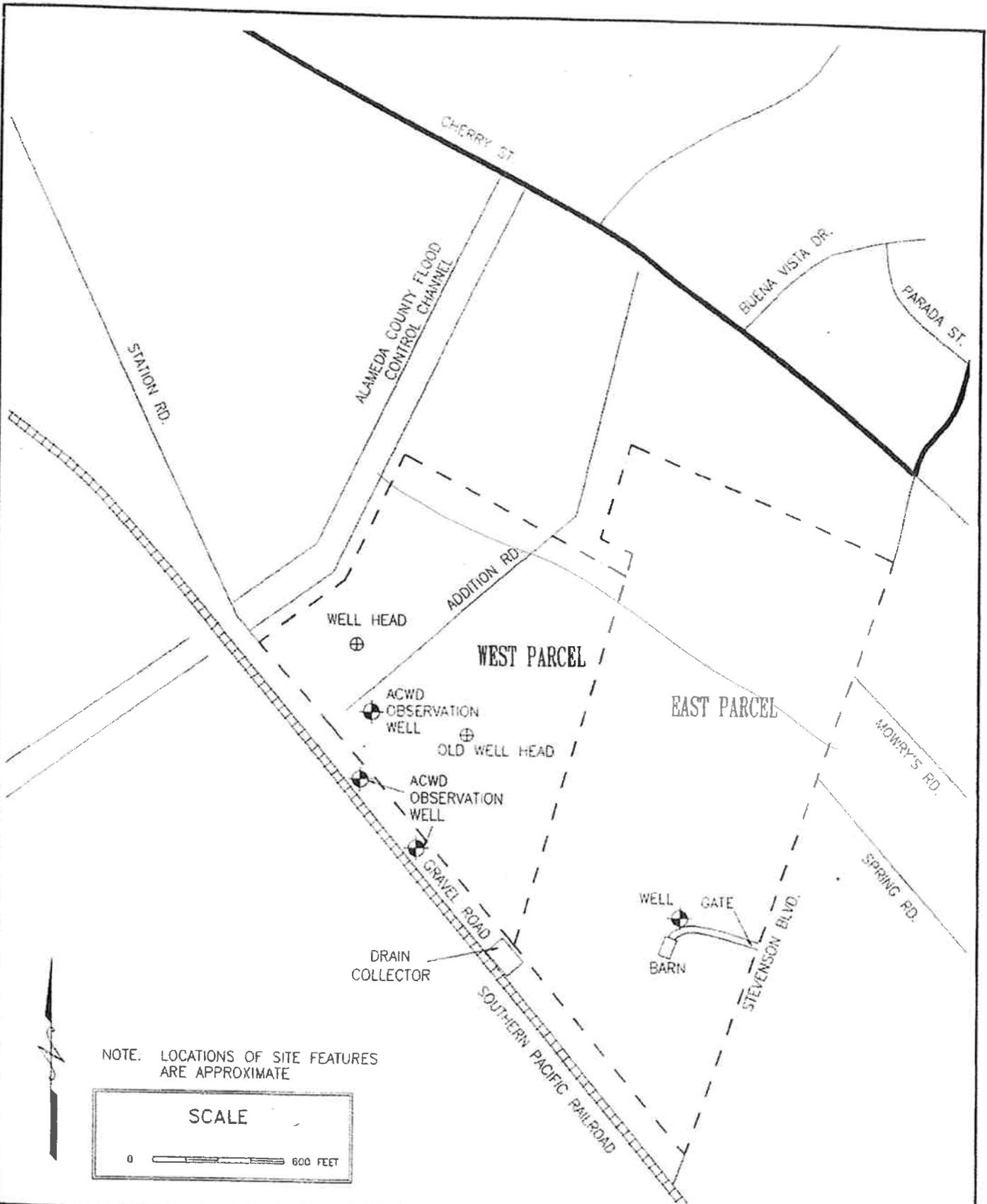
Soil and groundwater samples were collected on the East Parcel and analyzed for TPHD, TPHG, BTEX, MTBE, volatile organic compounds (VOCs) and organochlorine and organophosphorus pesticides. No TPHD, TPHG, BTEX, MTBE, VOCs, organochlorine pesticides or organophosphorus pesticides were detected. However small concentrations of hydrocarbons which appear to be motor oil were detected in the groundwater samples and two of the soil samples. The highest concentrations detected were 270 ug/L in the groundwater and 2 mg/kg in the soil. There are no standards set for groundwater or soil concentrations of motor oil, and the ACWD and the RWQCB have required no further action and/or granted closure for fuel sites having concentrations of motor oil and diesel an order of magnitude greater than these concentrations.

CET found no indications that current or past activities at the site that could have resulted in soil or groundwater contamination by motor oil. The presence of motor oil in the groundwater and

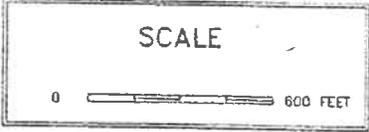


soil is considered to be due to a migrating plume from an unknown off-site source. Several documented underground storage tank sites and leaking underground storage tank sites were found up-gradient of the site during the environmental records review. The source of the hydrocarbons found at the site can not be identified based on information collected by CET during this investigation. The RWQCB has a policy indicating that they will not pursue cost recovery or enforcement actions, solely on the basis of ownership, against property owners whose land, such as the subject property, overlies groundwater which may be contaminated from off-site sources.

CET recommends no further environmental actions or investigations at this site.



NOTE: LOCATIONS OF SITE FEATURES ARE APPROXIMATE



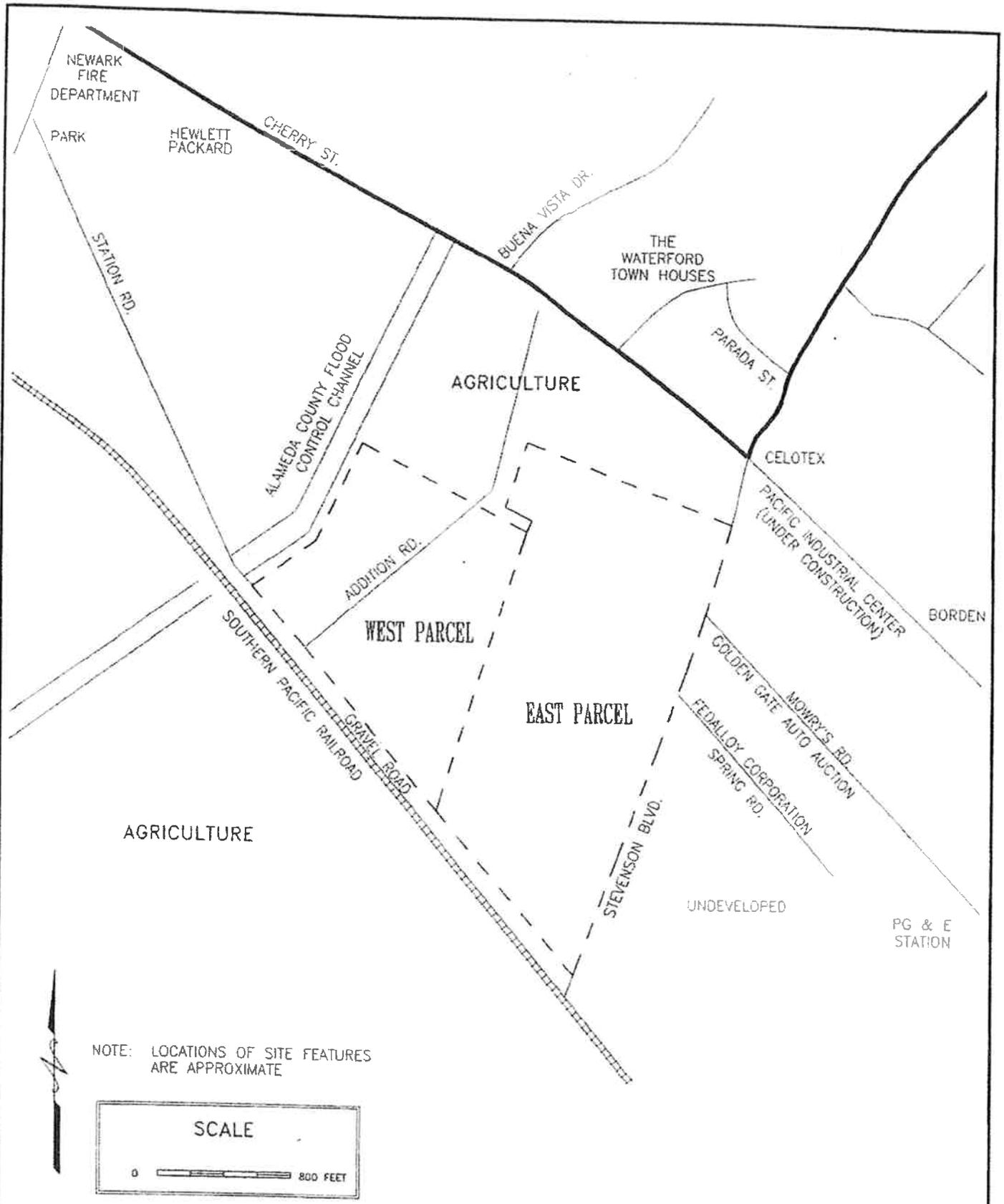
CET Environmental Services, Inc.

SITE PLAN  
PHASE I ASSESSMENT  
STEVENSON BOULEVARD  
NEWARK, CALIFORNIA

FIGURE

2

JOB NUMBER	DATE	DRAWING	BY	SCALE
3864	07/09/97	VICINITY	AW	1" = 600'



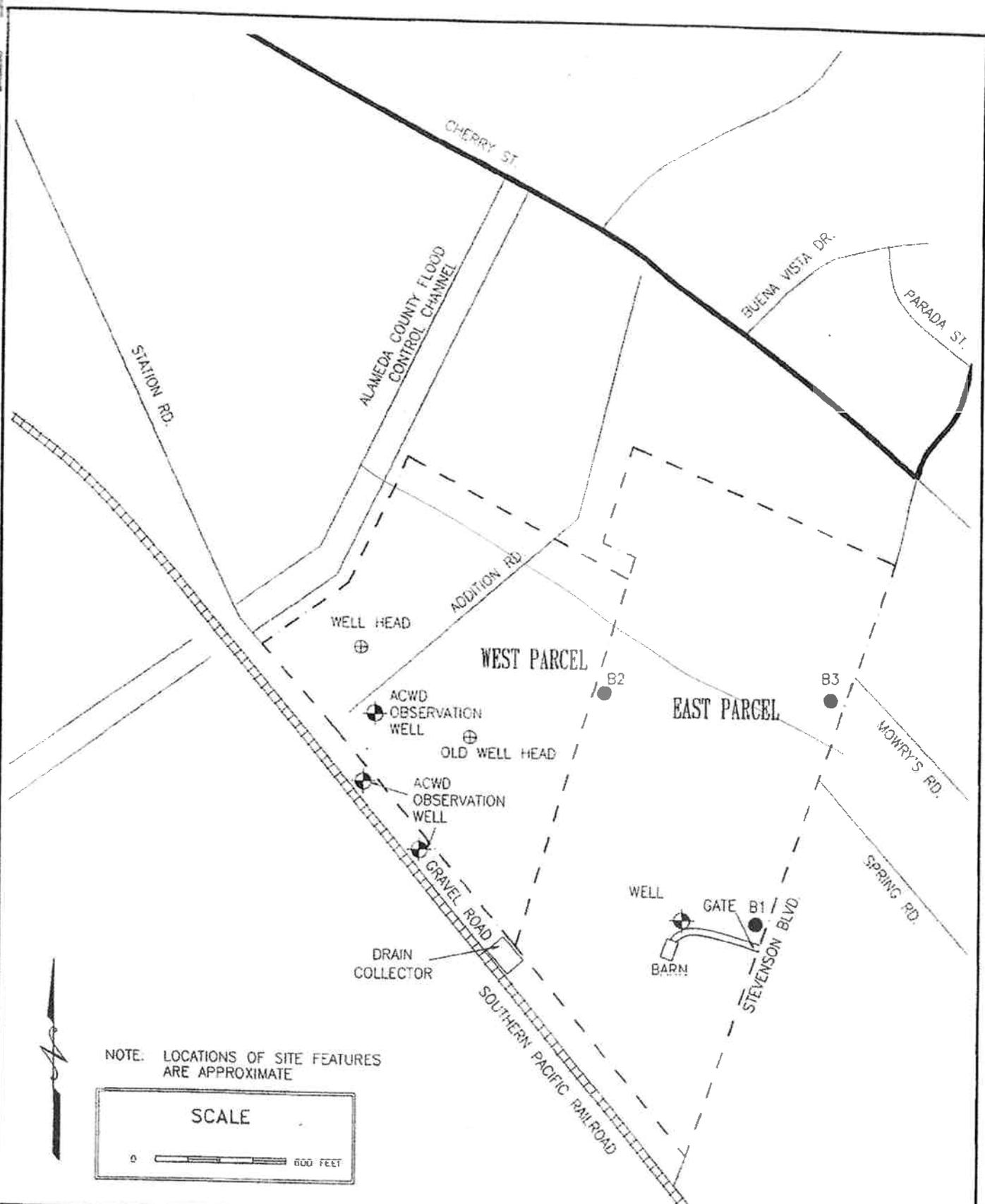
**CET Environmental Services, Inc.**

**SITE VICINITY  
PHASE I ASSESSMENT  
STEVENSON BOULEVARD  
NEWARK, CALIFORNIA**

FIGURE

JOB NUMBER	DATE	DRAWING	BY	SCALE
3864	07/09/97	SITE	AW	1" = 800'

3



CET Environmental Services, Inc.

SITE PLAN WITH BORING LOCATIONS  
 PHASE 1 ASSESSMENT  
 STEVENSON BOULEVARD  
 NEWARK, CALIFORNIA

FIGURE

4

JOB NUMBER	DATE	DRAWING	BY	SCALE
3854	07/09/97	BORING	AW	1" = 600'