

## H. HAZARDS

This section describes the potential for hazardous materials<sup>1</sup> and other public health and safety hazards to affect human health and the environment in and around the project site. Releases of hazardous materials at the project site are known to have affected soils underlying the site. There may be a potential for construction workers to be affected by these hazardous materials or hazardous building materials (e.g., lead and asbestos) that could be encountered during demolition of on-site structures. In addition, hazardous materials used on the site during construction of the proposed project could result in adverse health effects to construction workers and the general public.

Analysis of current conditions at the project site is based on a review of a Phase I environmental site assessment (Phase I ESA) completed for the project site, communications with regulatory agency staff, review of an environmental document completed for an adjacent site, regulatory agency database records, and a site reconnaissance.

### 1. Setting

The following section describes the regulatory framework that affects the management of hazardous materials within the project site.

**a. Regulatory Framework.** A myriad of laws and regulations at the federal, State, and local levels affect the management of hazardous materials. In California, the U.S. Environmental Protection Agency (U.S. EPA) has granted most enforcement authority over federal hazardous materials regulations to the California Environmental Protection Agency (Cal EPA). In turn, a local agency, the San Mateo County Health Services Agency, Environmental Health Division (SMCEHD), has been granted authority by the State to implement and enforce most regulations pertaining to hazardous materials in the City of Menlo Park.

Oversight over investigation and remediation of sites affected by hazardous materials releases can be performed by State agencies, such as the Department of Toxic Substances Control (DTSC), regional agencies, such as the San Francisco Bay Regional Water Quality Control Board (Water Board), or local agencies, such as SMCEHD.

**b. Hazardous Materials Setting.** Hazardous materials related to current and historical land uses at and near the project site were evaluated in a Phase I ESA.<sup>2</sup> The Phase I ESA was prepared based on a review of historical aerial photographs, topographic maps, and fire insurance maps; a site reconnaissance; a review of publicly-available lists and databases of hazardous materials sites for the project site and nearby sites; interviews with persons knowledgeable about the site; and a limited visual asbestos-containing-material (ACM) survey.

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<sup>1</sup> The California Health and Safety Code defines a hazardous material as, "...any material that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety, or to the environment. Hazardous materials include, but are not limited to, hazardous substances, hazardous waste, radioactive materials, and any material which a handler or the administering agency has a reasonable basis for believing that it would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment." (California Health and Safety Code, Section 25501).

<sup>2</sup> EFI Global (EFI), 2005. *Phase I Environmental Site Assessment, Former Anderson Cadillac-Oldsmobile Dealership, 1300 El Camino Real*, prepared for Sand Hill Property Company, San Mateo, California. July 7.

A portion of the project site was used by the Menlo Park Central Schools Library and Storage Yard from at least 1916 to 1956. Another account reported that Menlo Park Public Schools owned the site from 1907 to 1966 and a school building and auditorium were present at the site at that time.<sup>3</sup>

Construction of a car dealership, operated by Shepard Cadillac, began in 1967, and in 1970 and 1987, a detached service bay building and a second spray paint booth were added. Roger Penske Cadillac occupied the site from at least 1983 to 1987, Stanford Cadillac occupied the site from at least 1990 to 1997, and Anderson Cadillac and Oldsmobile occupied the site from 1997 to June 2005.<sup>4</sup> See Figure IV.H-1 for the locations at the former car dealership that may have been associated with hazardous materials uses/releases, including a parts storage area, body shop and detailing area (including a spray paint booth), service bays for vehicle maintenance, car wash area, separate service bay building, underground storage tanks (USTs), and a clarifier (oil-water separator), described below.

**(1) On-site Hazardous Materials Investigations: Underground Storage Tanks, Hydraulic Lifts, and Other Potential Source Areas.** One 2,500-gallon UST, one 500-gallon waste oil UST, and one 250-gallon mineral spirits UST were installed at the property in 1967. One 10,000-gallon gasoline UST was installed in 1973 near the other USTs. In November 1993, the four USTs, fuel lines, and pump islands were removed. Results of the soil testing conducted during the tank removal activities indicated the presence of petroleum hydrocarbons.<sup>5</sup> In December 1993, additional soil was excavated in the areas where the petroleum hydrocarbons had been detected. Based on the results of the excavation activities<sup>6</sup> and an additional soil boring installed to a depth of 50 feet below the former waste oil tank and former UST area,<sup>7</sup> the San Mateo County Health Services Agency granted a case closure for the subject property USTs on August 15, 1994.<sup>8</sup>

In May 1998, Aquifer Sciences collected soil samples from 20 borings at the project site. Three aboveground storage tanks (ASTs) were observed at the time of the investigation in the northern portion of the service building; other hazardous materials uses were also reportedly observed.<sup>9</sup> Two of

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<sup>3</sup> Goldberg-Zoino & Associates, 1990, as cited in Aquifer Sciences, Inc., 1998. Confidential, *Environmental Testing Results, Stanford Cadillac, 1300 El Camino Real, Menlo Park, California*, prepared for Hanson, Bridgett, Marcus, Vlahos & Rudy, LLP, San Francisco. June 3.

<sup>4</sup> EFI, 2005. p. i.

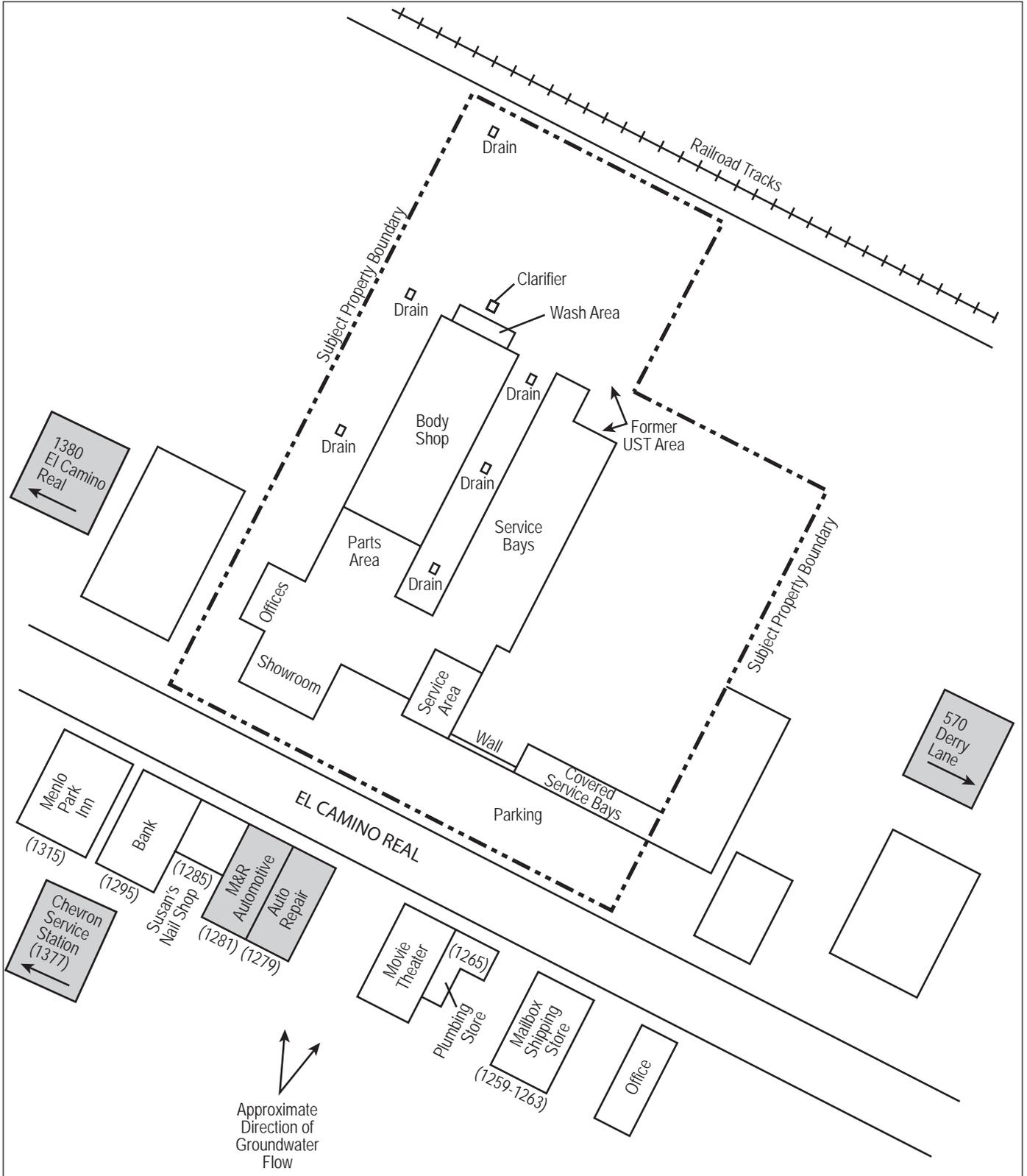
<sup>5</sup> Soil samples were reportedly collected from 10-14 feet below ground surface (bgs). Results reported above laboratory reporting limits included: 0.1 part per million (ppm) toluene and 0.008 ppm xylenes in a sample from the base of the former 2,500 gallon gasoline UST; 64 ppm total petroleum hydrocarbons as mineral spirits, 0.1 ppm benzene, and 0.8 ppm xylenes from the base of the former 250-gallon mineral spirits tank; and 0.54 ppm acetone, 0.021 ppm perchloroethylene (PCE), and 980 ppm total oil and grease (TOG) from the sample from the base of the 500-gallon waste oil tank (EFI, 2005. p. 8).

<sup>6</sup> A soil sample collected from the base of the waste oil tank excavation reportedly contained TOG at 98 ppm and another sample from the base of the mineral spirits tank contained 21 ppm TOG. No other petroleum hydrocarbons or chlorinated compounds were reported above the laboratory reporting limits (EFI, 2005. p. 8).

<sup>7</sup> Groundwater was not reportedly encountered to a depth of 50 feet bgs and TOG was reported below laboratory reporting limits in the soil borings (EFI, 2005. op. cit. p., 9).

<sup>8</sup> EFI, 2005. p. ii.

<sup>9</sup> Containers of toluene and acetone were observed in the paint shop. Chemical storage was also reportedly evident in other areas of the project site, but these areas were not specified in the Phase I ESA (EFI, 2005. p. 10) or in Aquifer Sciences, Inc., 1998.



LSA

FIGURE IV.H-1

  
 NOT TO SCALE

 PROJECT SITE  
 OFF-SITE PROPERTIES DISCUSSED IN EIR SECTION

1300 El Camino Real Project EIR  
 Land Uses with  
 Hazardous Materials Concerns

SOURCE: EFI, 2005

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the ASTs contained motor oil and the third contained gear lubricant (capacity of 220 to 350 gallons each). Soil samples were collected from locations near hydraulic lifts that had been decommissioned at the site, the former fuel pump island, fuel pipeline trench, a parts wash area, a floor drain, four decommissioned subgrade sumps,<sup>10</sup> the paint shop, and the detail shop. One soil sample was reportedly collected from each of the soil borings. The results of the investigation indicated the presence of low levels of gasoline, diesel, benzene, toluene, ethylbenzene, and xylenes below U.S. EPA 1996 preliminary remediation goals (PRGs) for petroleum hydrocarbon constituents in soil. Motor oil, hydraulic fluid, fuel oxygenates, and chlorinated volatile organic compounds were not reported above laboratory reporting limits in the samples collected.<sup>11</sup>

**(2) Permitted Hazardous Material Use and Facility Closure.** A hazardous materials business plan was on-file for the project site with the Menlo Park Fire Department, and permit invoices for the use of the welding, repair, and spray booth for 1998 and 2000 to 2004 were identified. Annual fire inspection notices were on-file for the years 1990, 1995, 1998, 2001, 2003, and 2004; these notices contained corrections that were made after each inspection.<sup>12</sup> Signage in areas observed during the site reconnaissance of the property in 2005 for the Phase I ESA indicated that hazardous materials/waste formerly stored on-site by the auto dealership included waste oil, batteries, oil filters, car parts, paint, antifreeze/coolant, and solvents.<sup>13</sup>

In June 2005, the Menlo Park Fire Protection District performed a final inspection of the facility. The closure inspection notice stated that all hazardous materials had been removed from the site.<sup>14</sup> At the time of the site inspection, the property was in the process of being vacated.

**(3) Off-site Hazardous Materials Investigations.** Five sites were identified in the vicinity of the project site with the potential to adversely affect the project site due to reported releases of hazardous materials and hazardous materials/waste storage (Figure IV.H-1). These release sites were evaluated in the Phase I ESA with respect to the nature and extent of the release (if any), the distance from the project site, and the topographic position of the release site with respect to the project site,<sup>15</sup> among other considerations. The five properties, and their potential to adversely affect the project site, are summarized below (“upgradient” and “downgradient” are used to describe the relationship between the project site and the investigated property in regard to the flow of groundwater).

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<sup>10</sup> The 21 hydraulic lifts were decommissioned by removing the fluid and spot welding metal plates over the openings in the floor. The cylinders were not removed. Four subgrade sumps were located in the service building and were also decommissioned by removing the liquid and solid waste material in 1994 and filling each basin with concrete (EFI, 2005. p. 10). It is unknown if any soil or groundwater testing was conducted at the time the hydraulic lifts and sumps were decommissioned (Aquifer Sciences, 1998.).

<sup>11</sup> Aquifer Sciences, Inc., 1998.

<sup>12</sup> EFI, 2005. p. 7-8.

<sup>13</sup> EFI, 2005. p. 14.

<sup>14</sup> EFI, 2005. p. 8.

<sup>15</sup> The groundwater depth beneath the property is reportedly greater than 50 feet below ground surface (bgs) and the regional groundwater flows in a northeasterly direction towards San Francisco Bay. However, it was noted that groundwater pumping in Santa Clara and San Mateo counties has caused overdraft conditions and at times, has caused a southerly groundwater flow direction (EFI, 2005. p. 12).

All properties evaluated were found not to present a significant hazardous materials concern to the project site based on environmental investigations completed at 570 Derry Lane and data reviewed as part of the preparation of this EIR.<sup>16</sup>

- **1281 El Camino Real, M&R Automotive (south, upgradient).** This facility is listed on the San Mateo County Business Inventory database for the storage and use of waste oils and solvents. A release from this property had not been documented as of the 2005 site reconnaissance, and no violations or releases were noted in the files.
- **1279 El Camino Real, Auto Dynamics (south, upgradient).** This auto repair facility is also listed on the San Mateo County Business Inventory database for the storage and use of waste oils and solvents. As with the site above, no releases had been documented as of the 2005 site reconnaissance, and no violations or releases were noted in the files.
- **1377 El Camino Real, Chevron (west, cross to downgradient).** Leaking USTs were removed from the site in 1989 and case closure was granted by San Mateo County Health Care Services Agency in June 2002.
- **1380 El Camino Real (west, crossgradient).** Leaking USTs were removed in 1998. San Mateo County Health Care Services Agency granted closure in September 2002.
- **570 Derry Lane, Wo Sing Cleaners (east, downgradient).** A release was reported in May 2002 related to use of the site as a dry cleaner. An investigation indicated that the soil had been affected by PCE (perchloroethylene, a chlorinated solvent) at concentrations up to 4.1 ppm, and groundwater at up to 230 parts per billion (ppb). Other chlorinated contaminants likely related to the release of dry cleaning solvents (trichloroethylene (TCE), cis 1,2-dichloroethylene (cis-1,2-DCE), and chloroform) were identified above groundwater environmental screening levels (ESLs).<sup>17</sup> Additional sampling completed at this site has identified other contaminants of concern, including vinyl chloride and petroleum hydrocarbon contamination, associated with a towing and autobody shop at 570 Derry Lane.<sup>18</sup>

<sup>16</sup> LSA Associates, Inc., 2006. Derry Lane Mixed-Use Development EIR, Hazards Section. March.

<sup>16</sup>DTSC Envirostor database was also consulted for information regarding regulatory oversight actions at the Derry Lane site; information reviewed on-line at <http://www.envirostor.dtsc.ca.gov>, October 22 2007. The Derry Lane site is under the oversight of DTSC and is Envirostor Identification Number 60000286.

State Water Resources Control Board (SWRCB) Geotracker database, <http://www.geotracker.swrcb.ca.gov>, October 22, 2007. No active releases were identified for 1281 El Camino Real, 1279 El Camino Real, 1377 El Camino Real or 1380 El Camino Real. No other hazardous materials release sites upgradient to the project site were identified.

Environmental Screening Levels (ESLs) are conservative risk-based concentrations established by the Water Board for use in screening analytical data. Separate ESLs have been established for residential and commercial/industrial land uses. Residential land use ESLs are more protective, because the potential exposures to contaminated materials are longer (residents may be exposed for 24 hours per day), and because residents may include children, the elderly, and the infirm, who are generally more susceptible to the health effects from hazardous materials exposure than the general population. Exceedance of ESLs does not necessarily mean that a site may pose a health risk, but ESLs may be used by regulatory agencies to assess whether additional investigation and/or remediation of a site is warranted. ESLs were from the San Francisco Water Board, 2003a, Table A for shallow soil ESLs, where the groundwater is a potential drinking water source (LSA, 2006.). See <http://www.waterboards.ca.gov/sanfranciscobay/esl.htm> for the current ESLs (February 2005).

<sup>18</sup> DTSC, 2006. Letter and Community Survey to Community Member of proposed cleanup project at Derry Lane, September 13. Information reviewed at <http://www.envirostor.dtsc.ca.gov>, October 22, 2007.

**Groundwater Well Survey and Groundwater Flow Direction.** A groundwater well survey was conducted in 2003 to determine if any water supply wells were present in the vicinity of the Derry Lane site that could be affected by the dry cleaning solvent releases. Groundwater was encountered at this site at a depth of 35 to 40 feet below ground surface (bgs). Property owners within 1,000 feet to the northeast (hydraulically downgradient of the site, based on an assumed northeasterly groundwater flow direction),<sup>19</sup> and within 250 feet in cross- and up-gradient positions, were surveyed. No water supply wells were identified within this area.<sup>20</sup> Based on the northeasterly groundwater flow direction, 1300 El Camino is not downgradient of the Derry Lane site.

### **Soil Vapor Investigation and Activities Completed Under a Voluntary Cleanup**

**Agreement.** An initial soil vapor quality evaluation and health risk assessment was conducted at the Wo Sing Cleaners site in April 2005. The results of the health risk assessment indicated that the excess cancer risk for future residents and workers exceeded  $1 \times 10^{-6}$ , or a one in one-million excess lifetime cancer risk, which is generally considered less than significant by the U.S. EPA and State regulatory agencies.<sup>21</sup> The site was originally under the oversight of SMCEHD, but DTSC is now the lead agency overseeing a voluntary cleanup on this property. A voluntary cleanup agreement (VCA) was signed between the responsible party and DTSC on July 6, 2006. Under the VCP, the responsible party has completed the following activities: a preliminary endangerment assessment report, public participation/community profiles,<sup>22</sup> site investigation/characterization workplans for additional groundwater, soil and soil gas sampling,<sup>23</sup> and additional field work in November 2006 and May 2007.<sup>24</sup>

DTSC approved the Supplemental Soil, Water Vapor, and Ground Water Quality Evaluation conducted on the site on May 7, 2008.<sup>25</sup> In addition, under the VCA, the responsible party will be required to prepare: a removal action workplan indicating the cleanup remedy selection for the Derry Lane site; a feasibility study to determine the best available options to consider for cleaning up the site; a CEQA analyses on proposed removal actions; an operations and maintenance plan for any residual contamination left in place following the cleanup activities to protect future site users; a deed restriction and land use covenant to protect future site users (as needed); and a removal action completion report documenting the completion of all cleanup activities. These activities will ensure that releases at the Derry Lane site do not pose a health risk to future site users (and adjacent land

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<sup>19</sup> DTSC, 2006. Derry Lane Mixed Use Development-Menlo Park, California, letter to Mr. J. Pollart, O'Brien Group, 24 August. Information reviewed on-line at <http://www.envirostor.dtsc.ca.gov>, October 22, 2007.

<sup>20</sup> Lowney Associates, 2003. *Additional Site Characterization and Second Quarter 2003 Ground Water Monitoring Report, Wo Sing Cleaners, Menlo Park, California*. July 14.

<sup>21</sup> LSA, 2006. p. 173.

<sup>22</sup> The first public participation/community profile was submitted to DTSC on September 13, 2006. The second profile was submitted, as required by DTSC on October 12, 2007. Information reviewed on-line at <http://www.envirostor.dtsc.ca.gov>, October 22, 2007.

<sup>23</sup> The first site investigation/characterization workplan was submitted 28 September 2006, and approved by DTSC on October 25, 2006. Additional workplans were submitted in January and February 2007 to address datagaps identified during implementation of the first workplan. Information reviewed on-line at <http://www.envirostor.dtsc.ca.gov>, October 22, 2007.

<sup>24</sup> Results from the field work completed on May 25, 2007 were not yet available for review at <http://www.envirostor.dtsc.ca.gov>, October 22, 2007.

<sup>25</sup> DTSC, 2009. Information reviewed on-line at <http://www.envirostor.dtsc.ca.gov>.

uses, including these proposed as part of the project) under planned redevelopment of this property for residential and commercial uses. At the completion of this process, the applicant would receive a Certificate of Completion from DTSC.

**(4) Recommendations from the Phase I ESA.** The following evidence of recognized environmental conditions<sup>26</sup> was identified in the Phase I ESA in connection with the project site. The bullet points below summarize concerns and conclusions discussed in the report.

- Twenty-one in-ground hydraulic lifts in the service bays remain on the property. Seventeen are in the large service bay building, three in the smaller detail service building, and one in the car washing area. In 1993, the hydraulic lifts were rendered unusable by removing the fluid and spot welding metal plates over the openings in the floor. The cylinders were not removed and remain in the ground. Soil testing was completed in 1998, as described above, of at least 10 of 21 lifts. Residual petroleum hydrocarbons, but no hydraulic fluids, were detected in the soil samples. However, there exists the potential for residual hydraulic fluids to be present in soil around the lift cylinders.
- An exterior oil-water separator was observed on the north side of the former body shop that serviced the car wash area. This separator was cleaned in 2005 and inspected by the Menlo Park Fire Department as part of the facility closure activities. A soil sample was collected on one side of the separator; no petroleum hydrocarbons or chlorinated solvents were reported above laboratory reporting limits in the sample collected. The oil-water separator is still present at the project site and there exists the potential for soils below the separator to have been adversely affected.
- A limited visual asbestos-containing materials survey was completed at the site. Several suspect asbestos-containing materials were identified in the on-site buildings. The materials were observed to be in good condition at the time of the survey. No survey work or demolition activities associated with the on-site buildings have been completed since the date of the Phase I ESA and site reconnaissance conducted in support of this section.

**(5) Lead, Asbestos and Other Hazardous Building Materials.** Prior to 1978, lead compounds were commonly used in interior and exterior paints. Prior to the 1980s, building materials often contained asbestos fibers, which were used to provide strength and fire resistance to the materials. If maintained in good condition, lead-based paint and asbestos-containing materials would not be expected to present a health risk, but demolition of these materials has the potential to release lead particles and/or asbestos fibers to the air, where they may be inhaled by construction workers and the general public.

Lead is a suspected human carcinogen, a known teratogen (i.e., causes birth defects), and a reproductive toxin. Asbestos is a known human carcinogen. Federal, State, and local requirements govern the

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<sup>26</sup>The term *recognized environmental condition* means the presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, groundwater, or surface water of the property. The term is not intended to include *de minimis* conditions that generally do not present a material risk of harm to public health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies (American Society for Testing and Materials, 2000. *Standard Practice of Environmental Site Assessments: Phase I Environmental Site Assessment Process*, E 1527-00. July).

abatement of lead-based paint and removal of asbestos or suspected asbestos-containing materials, including special construction worker health and safety standards for sites where lead and/or asbestos may be present. These requirements are promulgated by federal and State agencies (e.g. Cal/OSHA) and the Bay Area Air Quality Management District (BAAQMD).

Fluorescent lighting tubes and ballast, computer displays, and several other common items containing hazardous materials are regulated as “universal wastes” by the State of California. Universal waste regulations allow common, low-hazard wastes to be managed under less stringent requirements than other hazardous wastes. Management of other hazardous wastes is governed by DTSC hazardous waste rules, as described above.

## 2. Impacts and Mitigation Measures

This section analyzes the impacts related to hazards that could result from implementation of the proposed project. The section begins with criteria of significance, which establish the thresholds for determining whether a project impact is significant. The latter part of this section presents the potential hazards associated with the proposed project. Mitigation measures are provided for significant impacts, as appropriate.

**a. Criteria of Significance.** The following criteria are based on Appendix G of the *CEQA Guidelines*. The project site is not subject to airport-related hazards; therefore, criteria relating to such hazards were not included in the list below.

A significant hazardous materials or public health and safety impact would occur if the project would:

- Create a significant hazard to the public or environment through the routine transport, use, or disposal of hazardous materials (*Hazards Criterion A*).
- Create a significant hazard to the public or environment through reasonably foreseeable upset or accident conditions involving the release of hazardous materials into the environment (*Hazards Criterion B*).
- Create a significant hazard to the public or environment through exposure to hazardous materials present in soils, surface water, groundwater, and/or building materials as a result of historical land uses in the project site vicinity (*Hazards Criterion C*).
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼-mile of an existing or proposed school (*Hazards Criterion D*).
- Be located on or adjacent to a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would result in a safety hazard for people residing or working in the area (*Hazards Criterion E*).
- Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan (*Hazards Criterion F*).
- Result in an increased risk of exposure to wildland or urban fire hazards (*Hazards Criterion G*).

**b. Less-than-Significant Impacts.** Following project construction, the project would not result in significant impacts from the routine transport, use, or disposal of significant quantities of hazardous materials. Street front retail and non-medical office uses are not typically associated with the use of large volumes of hazardous materials (*Criteria A, B*). Any hazardous materials (pesticides, herbicides,

fertilizers, fuels) used for the maintenance of open space/landscaped areas would be brought onto the project site for immediate use and would not be stored on-site. Although specific future retail and service industry and office tenants at the project site are not currently known, any businesses that transport, generate, use, and/or dispose of hazardous materials would be subject to existing hazardous materials regulations, such as those implemented at the project site by SMCEHD (see Regulatory Framework, above). The grocery store/market/major retail tenant and office land uses proposed as part of the project would not generate hazardous emissions with the potential to affect existing or proposed schools in the vicinity of the project site (*Criterion D*).

The project site is listed on one of the databases that comprise the State Cortese List of known hazardous materials sites (*Criterion E*). The listing was on the SWRCB Leaking UST (LUST) database.<sup>27</sup> However, the listing of the project site would not be associated with a significant public health and safety hazard for people residing or working in the area. The listing of the site on the LUST database was related to LUST and soil remediation activities that were completed at the project site in 1993. The SMCEHD granted closure of the site for the four USTs in August 1994.<sup>28</sup>

The project would not be expected to impair implementation of or interfere with any emergency response or evacuation plans (*Criterion F*) in the project site vicinity. The project involves development of previously-developed parcels in an urbanized area. El Camino Real, U.S. Highway 101 to the northeast of the site, and Interstate Highway 280 to the west could be used for evacuation in the event of a major emergency.<sup>29</sup> No roadways would be obstructed or removed as part of the project. Proposed buildings would be required to conform to the applicable California Fire Code and include automatic sprinkler protection per City of Menlo Park sprinkler requirements. In addition, a fire access plan for fire truck access routes and emergency foot path routes has been prepared for the proposed project.<sup>30</sup> The proposed project therefore would not be expected to result in an increased risk of exposure to fire hazards (*Criterion G*).<sup>31</sup>

**c. Significant Impacts.** The proposed project would result in three significant impacts related to hazardous materials and public health and safety, as discussed below.

**Impact HAZ-1: Development of the project could expose construction workers to contaminants in soils and structures formerly containing hazardous materials at the site. (S)**

Environmental investigations completed at the site have identified contaminants related to former operation of USTs and other structures associated with the car dealership and maintenance facilities from 1967 to approximately 1995. Case closure was granted by SMCEHD in August 2004 following the removal of four USTs and associated fuel lines and pump islands. Residual contamination was permitted to be left in place following closure.

<sup>27</sup> SWRCB, Geotracker, database: <http://www.geotracker.swrcb.ca.gov>. October 22, 2007.

<sup>28</sup> EFI, 2005. p. ii.

<sup>29</sup> Jensen, Dirk, Hazardous Materials Specialist IV, San Mateo County Health Services Agency, Environmental Health Division, 2006. Personal communication with Baseline Environmental Consulting. June 1.

<sup>30</sup> BKF Engineers, 2007. 1300 El Camino Real, Fire Access Plan, Menlo Park, CA. September 17.

<sup>31</sup> Keefer, Ron, Assistant Fire Marshall, Menlo Park Fire Protection District, 2006. Personal communication with Baseline Environmental Consulting. May 31.

An investigation was completed in 1998 in which soil samples were collected from 20 locations near 10 of the 21 decommissioned hydraulic lifts, the former fuel pump island, a fuel pipeline trench, a parts wash area, floor drain, four decommissioned sumps, a paint shop, and detail shop. The results of the investigation indicated the presence of low levels of gasoline, diesel, benzene, toluene, ethylbenzene, and xylenes below 1996 preliminary remediation goals (PRGs) established by the U.S. EPA. The 21 in-ground hydraulic lift cylinders and the concrete-filled sumps remain on the property and would be removed as part of the proposed project. Soil sampling was not completed at all of the hydraulic lifts that will be removed from the site. It is unknown if soil contamination is present near or under all of the lifts.

Four sumps were also located in the service building of the property; they were decommissioned by removing the liquid and solid waste and filling the sumps with concrete. Soil samples were collected near the sumps during a 1998 investigation. Residual concentrations of toluene were reported in two of the samples collected near the four sumps (0.007 to 0.01 ppm). It is unknown if soil contamination is present underneath the sumps.

In addition, an exterior oil-water separator is still present at the project site that would be removed as part of site development activities. The separator was cleaned in 2005 prior to inspection by the Menlo Park Fire Department as part of facility closure activities. A soil sample was collected on one side of the separator and did not contain petroleum hydrocarbons or chlorinated solvents above laboratory reporting limits. A sample was not collected beneath the separator. It is possible that soils beneath the separator could have been adversely affected by oil spills or releases.

The site was permitted for other hazardous material uses, and hazardous wastes were generated on-site as part of former routine facility operations associated with a car dealership (including vehicle maintenance). Materials used on the site include waste oil, used batteries, used oil filters, antifreeze/coolants, solvents, and paints. It is unknown whether any releases or improper storage and disposal may have contributed to on-site subsurface contamination. However, no violations or releases were identified for the project site in regulatory agency records reviewed in preparation of the Phase I ESA or during the preparation of this EIR.<sup>32</sup>

Future construction workers would have direct contact with potentially contaminated soils and subsurface structures formerly containing hazardous materials during site preparation and soils excavation for the sub-grade parking area (*Criterion C*). Excavations for the proposed sub-grade parking would be to a maximum depth of 12 to 15 feet below existing grades.<sup>33</sup> On-site construction workers are not expected to have contact with groundwater since groundwater was not encountered on-site and was encountered at a neighboring site at a depth of about 35 to 50 feet bgs during previous sampling efforts.

Following site preparation activities, it is not anticipated that future retail, office, or landscape maintenance/utility workers would come into contact with contaminants in soil or groundwater

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<sup>32</sup> The proposed project located at 1300 El Camino Real, Menlo Park, California is not listed as an uncontrolled hazardous materials release site on the SWRCB Geotracker, <http://geotracker.swrcb.ca.gov> or DTSC Envirostor database, <http://www.envirostor.dtsc.ca.gov>. October 22, 2007.

<sup>33</sup> TRC Lowney, 2006. *Geotechnical Investigation, Mixed Use Development, 1300 El Camino Real, Menlo Park, California*, prepared for Sand Hill Property Group, San Mateo, California. March 23.

following site development. The site would be entirely paved except for areas designated for landscaping. All hydraulic lifts, the sumps, and the oil-water separator would be removed following construction, shallow soils would be excavated for the sub-grade parking area, and clean fill would be brought on-site and compacted for site development activities. Implementation of the following mitigation measure would reduce risks associated with soil contamination and hazardous building materials to a less-than-significant level.

Mitigation Measure HAZ-1: Prior to the issuance of any grading, demolition, or building permits for the project, the following two-part mitigation measure shall be implemented:

Mitigation Measure HAZ-1a: All hydraulic lifts, the four sumps, and the oil-water separator that previously contained hazardous materials shall be removed by a licensed contractor, under the direction of a regulatory oversight agency.<sup>34</sup> Following removal of the structures, sampling and analysis of samples shall be completed by a qualified environmental professional, as required by the regulatory oversight agency. All requirements regarding removal of these structures shall be satisfied, including the need for soils remediation if contamination is found associated with these structures.

Mitigation Measure HAZ-1b: A Risk Management Plan (RMP) shall be prepared for the project site. At a minimum, the RMP shall include: health and safety provisions for construction workers, including training, air monitoring, and personal protective equipment to be worn by workers; procedures to be undertaken in the event that previously unreported contamination or unknown subsurface hazards are discovered; identification of emergency procedures and responsible personnel; construction safety measures for excavation and other construction activities; and site security procedures. The RMP shall also include procedures for managing soils removed from the site to ensure that any excavated soils containing contaminants are stored, managed, and disposed of in accordance with applicable regulations. The RMP shall be prepared by a qualified environmental professional and submitted to the City Building Division and SMCEHD for review and prior approval. (LTS)

**Impact HAZ-2: Improper use or transport of hazardous materials during construction activities could result in releases affecting construction workers and the general public. (S)**

Construction activities proposed by the project may involve use and transport of hazardous materials (*Criterion A*). These materials could include contaminated soils, building demolition debris containing lead and asbestos, and fuels, oils, and other chemicals used during construction. Removal/relocation and transportation of hazardous materials could result in accidental releases or spills, posing health risks to workers and the public, and the environment. Implementation of the following mitigation measure would reduce this impact to a less-than-significant level.

Mitigation Measure HAZ-2: The RMP for the project site shall include emergency procedures for the management and disposal of contaminated soils (see Mitigation Measure HAZ-1b, above). Use, storage, disposal, and transport of hazardous materials during construction activities shall be performed in accordance with existing local, State, and federal hazardous

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<sup>34</sup> Smith, Pete, Hazardous Materials Specialist, 2006. San Mateo County Health Services Agency, Environmental Health Division. Personal communication with Baseline Environmental Consulting. June 2.

materials regulations, and in accordance with the requirements of the Storm Water Pollution Prevention Plan and Best Management Practices for hazardous materials storage required for the project (see Mitigation Measures HYD-1a and HYD-1b in Section IV.C, Hydrology and Water Quality). (LTS)

**Impact HAZ-3: Demolition of any structures containing lead-based paint and/or asbestos-containing building materials could release airborne lead and asbestos particles, which may adversely affect construction workers and the public. (S)**

Historical records reviewed for the Phase I investigation indicate that the majority of the project site buildings were constructed in 1967 when asbestos-containing materials were still commonly used in building materials. A limited visual asbestos-containing materials survey was conducted at the site by EFI in 2005; no samples were collected. Materials observed during the site inspection that could potentially contain asbestos-containing materials included drywall and joint compounds, HVAC wrapped piping, floor tiling and mastic, and exterior stucco (*Criterion C*). All materials were observed to be in good condition at the time the observations were made. A lead-based paint survey of the structures planned for demolition has not been completed.

If asbestos-containing materials and/or lead-based paint are present in structures on the project site, demolition of these structures could expose construction workers and nearby residents and workers to asbestos fibers and lead-based paint dust during demolition activities, resulting in potential adverse health effects. Workers could also come into contact with other hazardous building materials during demolition activities, possibly resulting in adverse health effects. Implementation of the following mitigation measure would reduce this impact to a less-than-significant level.

**Mitigation Measure HAZ-3:** The project sponsor shall implement the following two-part measure:

**Mitigation Measure HAZ-3a:** An asbestos and lead-based paint survey (including the collection and analysis of suspect materials, as appropriate) shall be performed by a qualified environmental professional and submitted to the City prior to the issuance of any demolition permit. If asbestos-containing materials are determined to be present, the materials shall be abated prior to demolition by a certified asbestos abatement contractor in accordance with the regulations and notification requirements of the Bay Area Air Quality Management District. If lead-based paint is identified, then federal and State construction worker health and safety regulations shall be applied during demolition activities, and any required worker health and safety procedures for asbestos and lead shall be incorporated into the RMP for the project (Mitigation Measure HAZ-1b). If loose or peeling lead-based paint is identified, the paint shall be removed by a qualified lead abatement contractor and disposed of in accordance with existing hazardous waste regulations.

**Mitigation Measure HAZ-3b:** Other hazardous materials and wastes generated during demolition activities, such as fluorescent light tubes and computer displays, shall be managed and disposed of by the demolition contractor(s) in accordance with applicable universal and hazardous waste regulations. The RMP (see Mitigation Measure HAZ-1b) shall include provisions for appropriate off-site disposal of these materials in accordance with applicable regulations. (LTS)