

# **SOIL MANAGEMENT PLAN**

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Prepared By: Engeo

## SOIL MANAGEMENT PLAN

ROLLINS ROAD – CAROLAN AVE PARCELS  
BURLINGAME, CALIFORNIA

The logo features the word "ENGEO" in large, white, 3D block letters. The letters are positioned over a background collage. The left side of the collage shows a close-up of waves crashing against rocks. The right side shows a green, rolling hill under a blue sky with a few trees. The word "ENGEO" is centered horizontally across the middle of the collage.

*Expect Excellence*

**Prepared for:**  
SummerHill Apartment Communities  
777 South California Avenue  
Palo Alto, California

**Prepared by:**  
ENGEO Incorporated  
332 Pine Street, Suite 300  
San Francisco, California

**November 19, 2014**  
**Latest Revision January 15, 2015**

**Project No.**  
**10391.000.000**

Project No.  
**10391.000.000**

November 19, 2014  
Latest Revision January 15, 2015

Ms. Elaine Breeze  
SummerHill Apartment Communities  
777 South California Avenue  
Palo Alto, CA 94304

Subject: Rollins Road – Carolan Avenue Parcels  
APN 026-240-290, 026-240-370, 026-240-360, and 026-240-370  
Burlingame, California

## **SOIL MANAGEMENT PLAN**

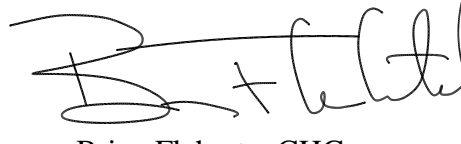
Dear Ms. Breeze:

As requested, ENGEO has prepared this Soil Management Plan for the subject property (Site) in Burlingame, California. The plan includes a summary of activities that have taken place at the Site, proposed redevelopment, and our recommendations for mitigation as needed.

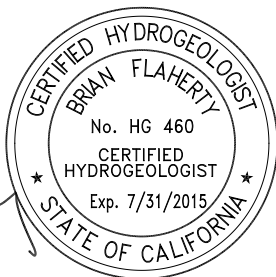
If you have any questions or comments regarding this report, please call and we will be glad to discuss them with you.

Sincerely,

ENGEO Incorporated



Brian Flaherty, CHG



Shawn Munger, CHG



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## 1.0 INTRODUCTION

This Soil Management Plan (SMP) was prepared for the proposed 5.40-acre residential development (Site), located at 1007-1025 Rollins Road and 1008-1020 Carolan Avenue in the City of Burlingame, San Mateo County, California (Figure 1). The Site is identified as APN 026-240-370, 026-240-360, and 026-240-340. The purpose of this SMP is to describe the procedures and protocols that may be needed if soil impacts are encountered during demolition and Site grading activities.

For at least 50 years, the Site was developed with commercial and automotive services structures. The Site currently encompasses an area with a history of mostly commercial and automotive services ranging from automobile sales, service and maintenance. The former use and locations of multiple underground storage tanks (USTs) have been identified on a number of the parcels. In addition, above-ground fuel storage tanks and a number of above-ground lifts have been noted in the automotive servicing areas within structures on the Property (Figure 2).

It is currently planned to redevelop the Site with multi-family residential units. We understand that the project will include 22 2-story townhome condominiums in four buildings, 268 apartments in two 5-story buildings, semi-subterranean parking, landscaping and a public pedestrian paseo. The two 5-story residential apartment buildings over a two-level semi-subterranean parking garage are planned in the northern portion of the Property. The southern portion of the Property will include four 2-story townhome condominium buildings. A tree-lined pedestrian paseo and landscaped open space with seating is planned between the apartment buildings and town homes.

Chemicals of potential concern (COPCs) have been identified in soils associated with the past Site activities that include vehicle repair and maintenance that included the use of hydraulic lifts and the former use of underground and above ground storage tanks. The excavation and removal of soil from the northern section of the Site for an underground parking structure will remove a significant amount of soil possibly impacted by the past Site use.

## **2.0 PREVIOUS ENVIRONMENTAL REPORTS**

ENGEO, Pre-Demolition Environmental Summary Report, Rollins Road-Carolan Avenue, Parcels, APN 026-240-290, 026-240-370, 026-240-360 and 026-240-370, Burlingame, California, October 13, 2014.

The purpose of the Pre- Demolition Environmental Summary Report was to develop an overview of the existing environmental subsurface data as it relates to the planned redevelopment of the Site. This study was conducted to address concerns the San Mateo County Environmental Health Department (SMCEHD) stated after a review of the referenced 2013 ENGEO Phase II Environmental Site Assessment.

The numerous reports found in the SMCEHD files identified environmental conditions that warranted further evaluation prior to beginning the planned design and construction of the residential development. A number of documented USTs have been removed from the Property that reportedly contained fuels, oil, and paint thinner. Some of the UST removals have been approved and granted case closures from the San Mateo County Environmental Health Department (SMCEHD) while other tanks have been removed with no closure documentation found in the County files.

Areas of potential environmental concern were found to include Pre 1940 undocumented fill, former lumber planing and coal storage areas, and the former underground and above ground fuel and waste oil storage tanks.

A number of data gaps were also identified and included the following:

During review of the SMCEHD's and the Central County Fire District's files, some discrepancies and inconsistencies were found with regard to the number of underground and above ground fuel and waste oil storage tanks documented within the Site addresses. In some instances, permits for underground tank installation were found in the Fire District files (e.g., for 1017 Rollins Road, 1025 Rollins Road, and 1018 Carolan Avenue), but no corresponding records documenting the actual installation or subsequent removal of the tanks were found. In other instances, inspection reports were found documenting the observation of a tank removal, but no corresponding permits for the installation of the tank or records documenting the removal or any soil or ground water sampling or laboratory testing.

The records for the Site are complicated by the fact that there have historically been multiple formal and informal addresses for the site. In addition, there is no clear delineation on-site (e.g., fencing) that would allow regulators to clearly associate a particular tank location with a particular address. Consequently, some of the records might be associated with the wrong address.

The Site is currently occupied by businesses that provide automotive maintenance and repair services. A number of the facilities at the Site are known to maintain or have in the past used below-grade hydraulic lifts. Former hydraulic lifts sometimes have a small storage reservoir of

approximately 20 to 30 gallons of hydraulic fluid. During review of the SMCEHD files and Fire District files, records documenting the installation or removal of hydraulic lifts from the Property addresses were not found.

Based on the historical use of the Site for automotive services, the gaps in the records, and experience with similar sites, it is anticipated that with a Property of this size, remnant tanks and undocumented buried structures could be encountered during the Site redevelopment process.

### **3.0 EXTENT OF SOIL IMPACTS**

Review of the earlier environmental studies undertaken across the Site found that it is unlikely that a pervasive environmental condition exists at the Property. However, residual environmental impact likely occurs in the locations specified in the reports.

The Site has had numerous sampling programs performed in the past as shown in Figure 3. Given that the Site operated with businesses that provide automotive maintenance and repair services and has a history of the use of numerous underground and above ground storage tanks, it is reasonable to expect minor localized impacts. The areas with possibly impacted material can generally be described as the former UST areas and the vehicle maintenance and repair shops that maintained hydraulic lifts.

Review of laboratory test results found detectable concentrations of total petroleum hydrocarbons and heavy metals in the soil. Based on a review of the laboratory analyses, heavy-range TPH constituents, including diesel and motor oil, are the chemicals of potential concern (COPC). As requested by San Mateo County Environmental Health Department, TPH as gasoline and BTEX will also be considered as COPCs around the former fuel UST. The TPH impacts appear to generally be confined within 8 to 10 feet of the ground surface. Volatile organic compounds (VOCs), semi-VOCs, and metals had reported concentrations below applicable screening levels that would not be expected to impact future Site development; however, these COPCs will also be analyzed as part of initial screening of contaminated areas encountered during grading and construction.

Temporary construction workers will not have prolonged exposed to potential COPCs that would necessitate additional activities besides typical level D modified personal protective equipment, such as gloves, boots, safety vest, etc.

### **4.0 EXTENT OF GROUNDWATER IMPACTS**

Given the proximity to the Bay and its brackish quality, we do not expect groundwater to be used as a potable water supply, nor would it represent a health risk to future occupants. The TPH levels found in the groundwater require that dewatering plans for the underground structure be implemented during construction and should consider possible onsite treatment prior to disposal to the city's sewer system. A small-scale carbon filtration system could be considered for water treatment. A skid-mounted or trailer-mounted filtration system could be used during construction



across the site to pump and process the groundwater through a predetermined number of stages of increasingly fine filtration.

Prior to grading, the developer should prepare a dewatering plan for the site to be implemented during construction, subject to review and approval by the City of Burlingame. The dewatering plan should include appropriate treatment requirements to provide that water from the site meets applicable pre-treatment standards prior to disposal into the city's sewer system.

## **5.0 REMOVAL ACTION OBJECTIVE**

The potential removal action objective (RAO) is to reduce the human risks associated with the COPCs in Site soils to a level that is acceptable for the planned future development and to allow for future unrestricted residential use of the Site. The development will consist of a significant engineered cut of up to 8 to 9 feet below the ground surface in the northern portion of the Site for the construction of the underground parking. The excavation will impact the near-surface soils on 1017, 1019, 1025 Rollins Road and 1020 and 1028 Carolan Avenue.

Site grading in the southern portion of the site for the townhomes and pedestrian way will include minor cutting and filling of about 1 to 3 feet to establish the planned site grades. For geotechnical purposes and prior to placing fill, the upper 12 inches of material will be scarified.

Based on the RAO, cleanup levels have been established that are protective of human health and the environmental and reduce the potential for exposure to the COPCs in soil encountered at the Site.

### **5.1 TOTAL PETROLEUM HYDROCARBONS AS DIESEL**

The Regional Water Quality Control Board's (RWQCB) environmental screening level (ESL) of 100 mg/kg will be utilized as the soil cleanup level for TPH-diesel in residential soils. Any soil encountered during demolition/construction exhibiting TPH-diesel concentrations exceeding the ESL will be excavated and properly disposed.

### **5.2 TOTAL PETROLEUM HYDROCARBONS AS MOTOR OIL**

Similar to TPH as diesel, TPH as motor oil concentrations will be compared to the RWQCB's ESL for residential soils of 100 mg/kg. Any soil encountered during demolition/construction exhibiting elevated TPH-motor oil concentrations exceeding the ESL will be excavated and properly disposed.

### **5.3 TOTAL PETROLEUM HYDROCARBONS AS GASOLINE**

Similar to TPH as diesel and motor oil, TPH as gasoline concentrations around the former UST area will be compared to the RWQCB's ESL for residential soils of 100 mg/kg. Any soil encountered during demolition/construction exhibiting TPH-gasoline concentrations exceeding the ESL will be excavated and properly disposed.



## 5.4 BTEX

Similar to TPH as gasoline, BTEX concentrations around the former UST area will be compared to the RWQCB's ESL<sup>1</sup> for residential soils of benzene (0.044 mg/kg), toluene (2.9 mg/kg), ethyl-benzene (3.3 mg/kg), and xylenes (2.3 mg/kg). Any soil encountered during demolition/construction exhibiting BTEX concentrations exceeding ESLs will be excavated and properly disposed.

**Table 5.4-1**  
Remedial Action Objectives (RAOs)

COPC	Basis for Soil Cleanup Level	Soil Cleanup Level
TPH-Diesel	Residential ESL	100 mg/kg
TPH-Motor Oil	Residential ESL	100 mg/kg
TPH-Gasoline	Residential ESL	100 mg/kg
Benzene	Residential ESL	0.044 mg/kg
Toluene	Residential ESL	2.9 mg/kg
Ethylbenzene	Residential ESL	3.3 mg/kg
Xylenes	Residential ESL	2.3 mg/kg

## 6.0 DEMOLITION AND EXCAVATION ACTIVITIES

ENGEO will provide full-time observation services during demolition and grading activities. Soils encountered across the entire Property will be observed for discoloration/staining or olfactory evidence of contaminant impacts, with particular attention given to the location of identified soil impacts. In the event unforeseen environmental conditions, such as those listed above, are encountered during demolition and pre-grading work, the Site Soil Management Plan will be implemented.

## 7.0 POST-DEMOLITION SOIL CHARACTERIZATION

The current building layout across the Site has limited the soil sampling coverage of the near surface soil particularly in the area of the planned excavation for the underground parking structure. Additional sampling and laboratory testing is recommended in the area beneath the existing structures after building demolition to characterize the soil for excavation, removal, off-site transport and disposal. It appears that most of the soil at the Site may be characterized for Class III disposal, while the soil with elevated TPH can be excavated separately for Class II disposal.

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<sup>1</sup> SFRWQCB ESLs, 2013: Summary Table A – Shallow Soils, Groundwater is Current of Potential Drinking Water Source,

Once the buildings have been demolished and the debris removed from the Site, the soil beneath the buildings in the area of the planned underground parking structure will be characterized for removal to the appropriate landfill. The findings from this study will be used to begin to quantify the soil for the various disposal options prior to beginning the excavation.

For the purposes of this SMP, the following sampling methodology will be implemented for the planned excavation area:

It is anticipated that a total of 22 Geoprobe® will be advanced in a grid pattern across the footprint of the planned excavation area. ( Figure 5) Samples will be recovered at the surface and at approximate 3-foot intervals to the planned base of the excavation ( 8 – 10 feet). It is anticipated that a total of 80 samples will be recovered from the borings for laboratory testing.

Soil samples will be retrieved within continuous Geoprobe® acetate core liners measuring 4 or 5 feet in length. Continuous soil cores from each boring will be logged by an ENGEO geologist or engineer. Specific soil samples will be collected for laboratory analysis by cutting a 6-inch portion of the Geoprobe soil core liners corresponding to the respective desired sampling depths in each location. The samples will be collected from various depths of the sampled soil profile, and target analytes will be selected based on potential presence with respect to soil depth.

The sample sleeves will be sealed using Teflon® sheets secured by tight-fitting plastic end caps. Upon collection of samples, a sample label will be placed on the sample and will include a unique sample number, sample location, time/date collected, laboratory analysis, and the sampler's identification. For volatile organic analyses (TPH-gasoline, BTEX) samples will be recovered using 25-gram Encore samplers (EPA 5035). The soil samples will be placed in an ice-cooled chest and will be submitted under documented chain-of-custody to a State-accredited fixed-base analytical laboratory.

For the purpose of landfill profiling, the upper samples will be prepared as either 3- or 4- point composite samples that will be analyzed for the following target analytes:

- *Total petroleum hydrocarbons (TPH) as gasoline (EPA Method 8260)*
- *Volatile organic compounds (VOCs) (EPA Method 8260)*
- *TPH as diesel and motor oil w/silica gel cleanup (EPA Method 8015M)*
- *CAM 17 Metals*
- *SVOCs (SIM)*

The base samples (garage floor elevation) will be analyzed as discrete samples for the following analytes:

- *Total petroleum hydrocarbons (TPH) as gasoline (EPA Method 8260)*
- *Volatile organic compounds (VOCs) (EPA Method 8260/8035)*
- *TPH as diesel and motor oil (EPA Method 8015M)*
- *CAM 17 Metals*
- *SVOCs (SIM)*

## **8.0 SOIL MANAGEMENT**

The Pre-Demolition Environmental Summary identified areas of concern on the Site that will require additional characterization and attention prior to Site development. These include pre-1940 undocumented fill, the former lumber planing and coal storage areas, former underground and above-ground storage tanks, and data gaps discussed in an earlier section of this plan.

### **8.1 CONSTRUCTION ACTIVITIES**

The proposed soil mitigation consists of the removal of impacted soil, if any, encountered during demolition/construction that exhibits concentrations exceeding the noted ESLs. TPH-diesel and TPH-motor oil RAOs of 100 mg/kg, as well as TPH-gasoline and BTEX RAOs around the former UST area. These conservative activities will address potential concerns regarding potential groundwater impact and successfully reduce potential human health risk to acceptable levels for future residents and workers.

Primarily, visual and olfactory evidence will be used for soil screening; however, a photo-ionization detector (PID) will also be used to further screen soils for potential contaminants, as well as ambient air during excavation work. The specific locations of air monitoring will be field-adjusted based on potential access and safety limitations, but will generally include within the excavation area, along with the perimeter of the excavation. PID readings will generally be taken at least every hour and whenever suspect material is encountered.

PID screening of soil sampling will be conducted using the following methodology:

- A minimum of five samples will be recovered from suspect areas using one-gallon ziplock bags.
- Each bag will be allowed to equilibrate in direct sunlight, if possible, to allow for headspace accumulation.
- The PID probe will be placed into the bag and headspace VOC readings will be recorded
- Samples exhibiting highest PID reading will be submitted to the laboratory in stainless steel tubes and Encore samplers.

With regard to ambient air screening, any PID reading for volatile organics that is 10 ppm above background for more than 3 minutes will result in a stop work order. Background will be determined at the beginning of the day prior to excavation activities. Work will not continue until PID readings have attenuated below the action level.

The PID will provide real-time data on the presence of potentially hazardous compounds to provide for proper selection of Personnel Protection Equipment (PPE). The initial PPE will be Level D (modified) which includes safety glasses, hard hat, steel-toed boots, gloves, hearing

protection, and high visibility vests. In the unlikely event significant unforeseen environmental conditions are discovered, work will stop and San Mateo County Environmental Health will be contacted.

A primary and backup PID unit will be maintained onsite for the duration of fieldwork. Each unit will be fully charged and calibrated daily.

Work activities will be conducted Monday through Friday between 7:00 AM and 6:00 PM. Excavation will be performed using a combination of scrapers, backhoes, track-mounted excavators and/or loaders. The contractor will adhere to OSHA guidelines. If excavations require shoring, it will be provided by the contractor.

## **8.2 SOIL EXCAVATION AND STOCKPILE MANAGEMENT**

The development will consist of a significant engineered cut of up to 6 to 9 feet below the ground surface in the northern portion of the Site for the construction of the underground parking. Prior to beginning the excavation, the soil in the planned excavation area will be characterized to determine the appropriate disposal options and to allow for excavation and off-haul without first stockpiling on site (Section 7.0)

A PID will be used to screen soils during the excavation. Also, if soils exhibiting evidence of environmental impact (e.g., odor or staining) is identified at the proposed margins or bottom of the excavation, the excavation will be advanced to a greater depth and/or lateral dimension as appropriate until impacted soil exhibiting evidence of impact have been removed.

Impacted soils, if encountered, will be stockpiled onsite. As appropriate and necessary, to prevent potential impact to underlying soils or surfaces, stockpiles will be placed on 10-mil plastic sheeting. The soil stockpiles will be covered with 10-mil plastic sheeting and secured to prevent dust or runoff during storm events. Appropriate dust control and stormwater best management practices (BMPs) will be implemented during the soil mitigation activities.

The soil stockpiles will be profiled for landfill disposal in general accordance with the “*CAL-EPA Department of Toxic Substances Control (DTSC) Information Advisory – Clean Imported Fill Material*” document. The specific laboratory profile will be determined prior to excavation activities; however, it is anticipated as a minimum, the stockpile samples will be analyzed for Total Petroleum Hydrocarbons as diesel and motor oil with silica gel cleanup (EPA 8015) and CAM 17 metals (EPA 6010B).

## **8.3 CONFIRMATION SAMPLING**

Where impacted soils are encountered and removed, verification samples will be collected from the resulting excavations. Sample areas exhibiting target analytes (see list below) in excess of the corresponding screening levels<sup>2</sup> will be excavated an additional 12 inches vertically and

laterally, with subsequent confirmation sampling. This process will continue until all concentrations are below the applicable screening levels.

Excavation base discrete soil samples will be recovered from the center of 20 by 20 foot grids identified with soil impact for laboratory testing (minimum one base sample per excavation). Sample grids exhibiting COPCs in excess of the corresponding residential ESLs will be excavated an additional twelve inches vertically with subsequent confirmation sampling. A minimum of one sample will be recovered for each sidewall on a 20 lineal foot basis. Sidewall samples will be recovered from the mid point of the sidewall on a 3 vertical foot interval. This process will continue until the laboratory testing shows that the soil left in place is below the corresponding ESLs. If groundwater is encountered within any remedial excavation, a grab water sample will be recovered in addition to the base sample(s).

Soil samples will be recovered using a hand slide hammer and 2 by 6 inch stainless steel liners. The sample liners will be sealed using Teflon® sheets secured by tight-fitting plastic end caps. Upon collection of samples, a sample label will be placed on the sample and will include a unique sample number, sample location, time/date collected, laboratory analysis, and the sampler's identification. For volatile organic analyses (TPH-gasoline, 8260) samples will be recovered using 25-gram Encore samplers (EPA 5035). The soil samples will be placed in an ice-cooled chest and will be submitted under documented chain-of-custody to a State-accredited fixed-base analytical laboratory.

The samples will be analyzed for the following target analytes:

- *Total petroleum hydrocarbons (TPH) as gasoline (EPA Method 8260)*
- *Volatile organic compounds (VOCs) (EPA Method 8260)*
- *TPH as diesel and motor oil (EPA Method 8015M)*
- *CAM 17 Metals (if required based on initial screening)*
- *SVOCs (SIM) (if required based on initial screening)*

This required additional soil sampling and laboratory testing protocol will be particularly important at the 1019 Rollins Road parcel where recent laboratory testing found that the backfill soil within a former UST and sump excavation is impacted by total petroleum hydrocarbons as gasoline. Soil samples collected at a depth of 8 to 8.5 feet below the ground surface were found to contain mineral spirits ranging from 1,100 to 11,000 mg/kg. Soil samples collected from a depth of 12 feet below the ground surface were non-detect for gasoline. It appears that the petroleum hydrocarbon contamination within the former tank excavation is limited to the excavation backfill soils and does not extend below the bottom of the former excavation.

The proposed Site grading plan and cut/fill plan shows that this portion of the Property will be excavated as part of the underground parking structure (Figure 5). The planned depth of cut of about 6 to 8 feet will remove the area of gasoline-impacted soil. The former tank areas can be geo-located prior to Site demolition and the beginning of grading.

The former tank/sump area at 1019 Rollins will be excavated prior to mass grading of the Site. Figure 6 depicts the estimated limits of the excavation footprint. The specific depth and lateral extent of the excavation will be determined based on field observations and confirmation sampling.

It is anticipated that following soil stockpiling and characterization of impacted materials, these soil materials would be transported to an appropriate landfill facility. Prior to off-site disposal, soils will be sampled and characterized. A minimum of one stockpile sample will be collected. As necessary, one sample per 250 cubic yards of stockpile volume will be collected. The samples will be analyzed on a discrete basis for the following target analytes:

- Total petroleum hydrocarbons as gasoline (TPH-g) and volatile organic compounds (VOCs) by EPA Method 8260B/EPA 5035.
- Total petroleum hydrocarbons as diesel (TPH-d), mineral spirits (TPH-ms) and motor oil (TPH-mo) by EPA Method 8015B.
- CAM-17 Metals by EPA Test Method 6010B and 7471.

## **9.0 FINAL REMOVAL ACTION REPORT**

Upon completion of the soil excavation, confirmation sampling and backfill, we will prepare a final report documenting work for submittal to the County of San Mateo Environmental Health Department. The report will include details regarding soil excavation, sampling, and landfill disposal documentation.



## **FIGURES**

**Figure 1 – Site Location**

**Figure 2 – Site Plan**

**Figure 3 – Proposed Grading and Existing Site Conditions**

**Figure 4 – Previous Explorations**

**Figure 5 – Cut/Fill Plan**

**Figure 6 – Site Plan – 1019 Rollins Road**







BASE MAP SOURCE: GOOGLE EARTH PRO



**SITE LOCATION**  
CAROLAN AVENUE / ROLLINS ROAD  
BURLINGAME, CALIFORNIA

PROJECT NO.: 10391.000.000

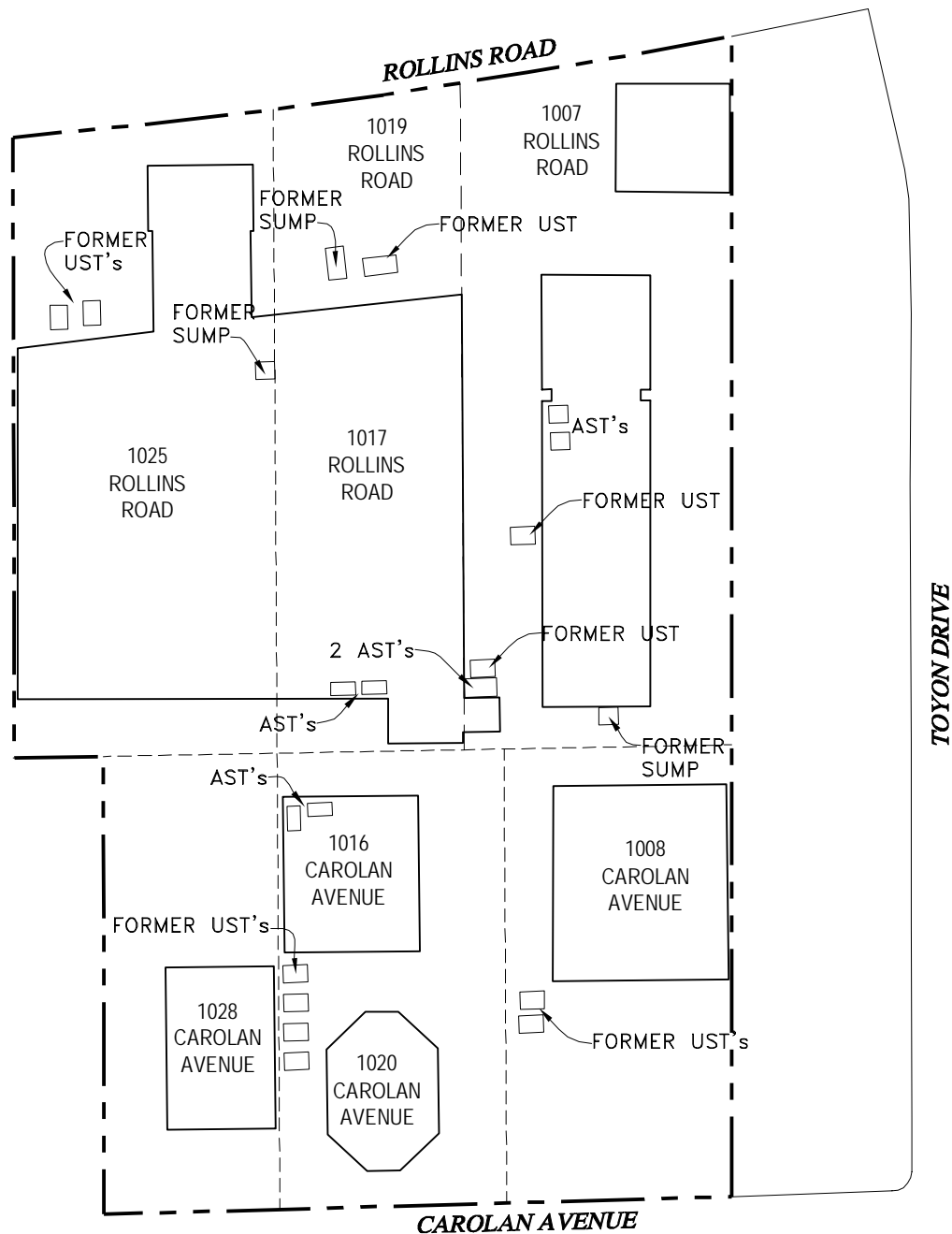
SCALE: AS SHOWN

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CHECKED BY: BF

FIGURE NO.

1



NOTE:  
RECORDS INDICATE THE EXISTENCE OF AT LEAST 8 POSSIBLE  
ADDITIONAL CURRENT OR FORMER USTs BUT THEIR PRECISE  
LOCATION CANNOT BE DETERMINED FROM THE RECORDS.



**SITE PLAN**  
CAROLAN AVENUE / ROLLINS ROAD  
BURLINGAME, CALIFORNIA

PROJECT NO.: 10391.000.000

SCALE: AS SHOWN

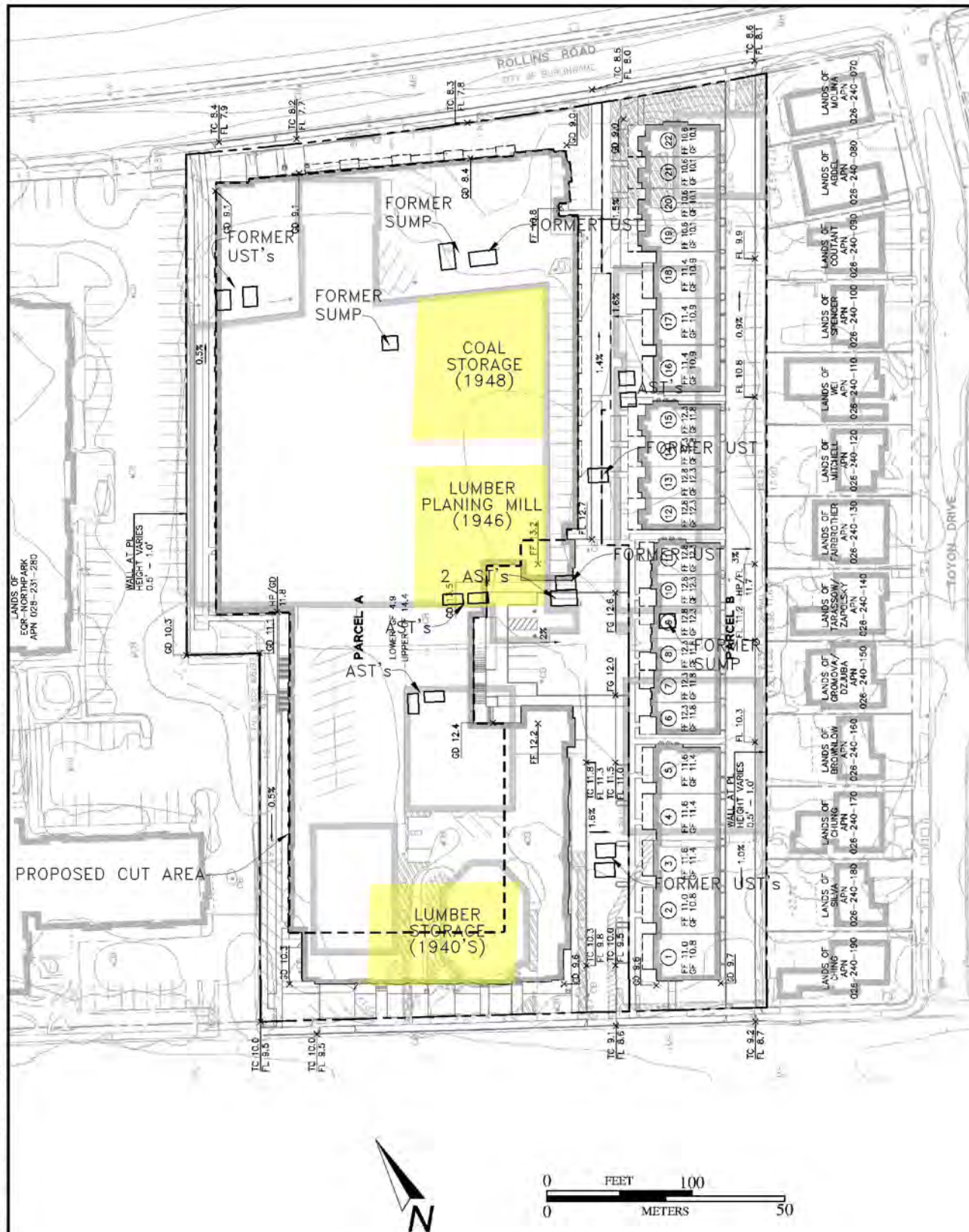
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FIGURE NO.

2





SOURCE: BKF



PROPOSED GRADING AND EXISTING SITE CONDITIONS  
CAROLAN AVENUE / ROLLINS ROAD  
BURLINGAME, CALIFORNIA

PROJECT NO.: 10391.000.000

SCALE: AS SHOWN

DRAWN BY: DLB

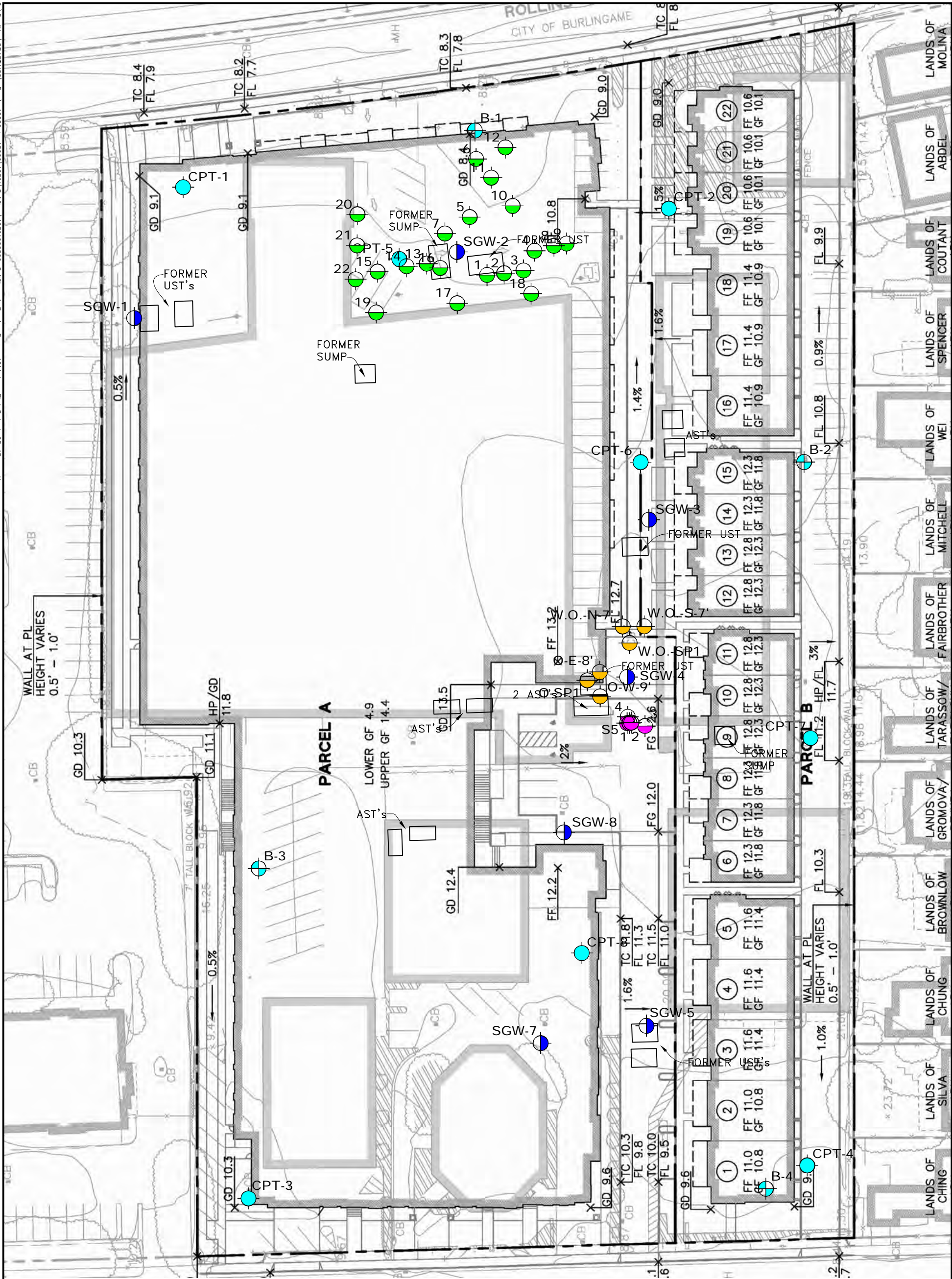
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FIGURE NO.

3



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EXPLANATION

ALL LOCATIONS ARE APPROXIMATE

- BORING (ENGEO, 2013)
- BORING (ROCKRIDGE, 2013)
- CPT (ROCKRIDGE, 2013)
- SOIL SAMPLE (ACCUTITE, 1994)
- SOIL SAMPLE (ACCUTITE, 1991)
- SOIL SAMPLE (HYDRO-GEO, 1990)
- SOIL SAMPLE (E2C, 1997-1998)

SOURCE: BKF



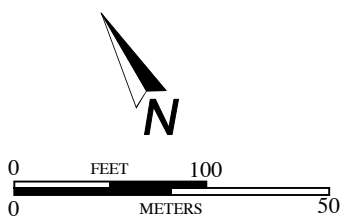
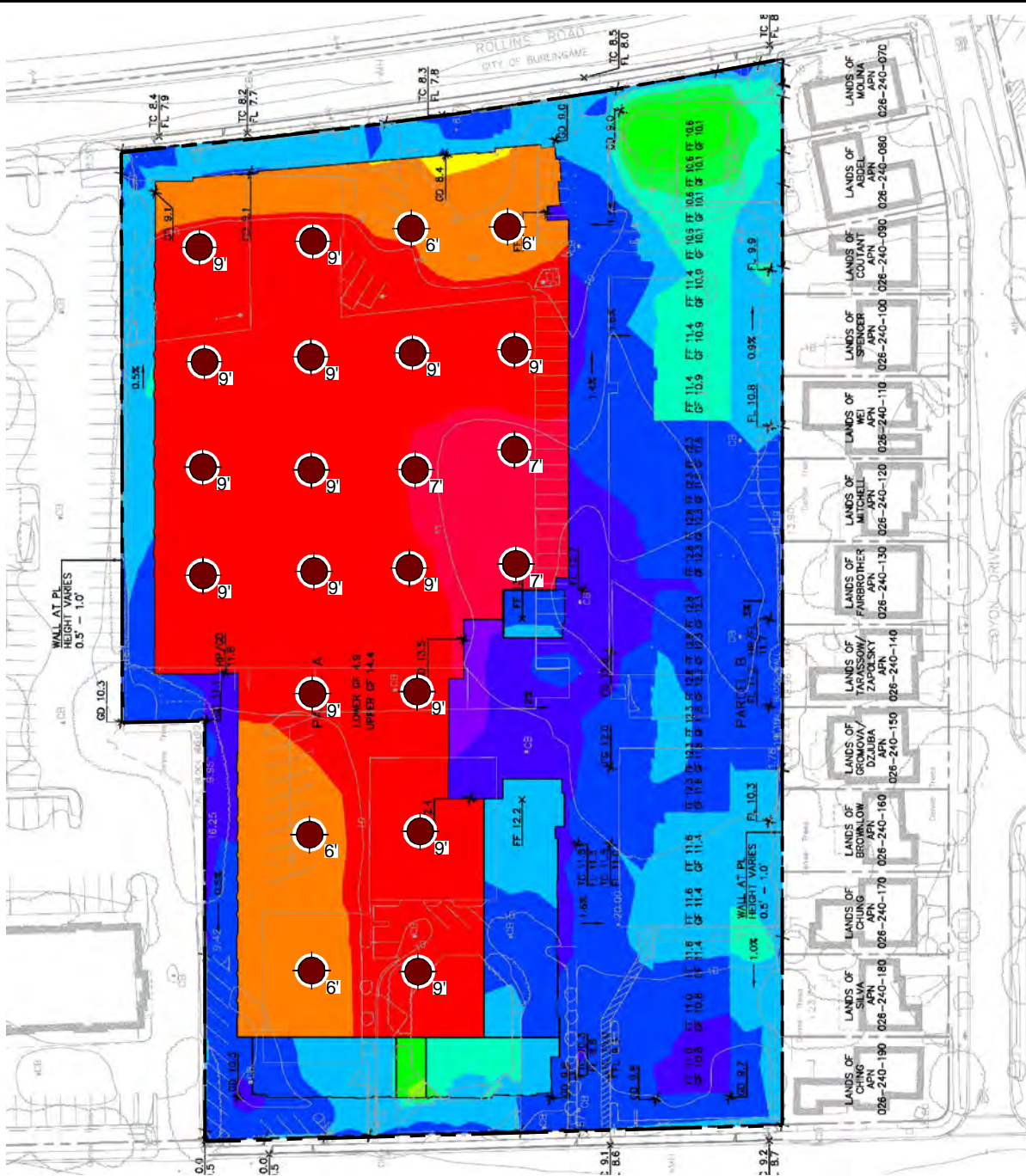
PREVIOUS EXPLORATIONS  
CAROLAN AVENUE / ROLLINS ROAD  
BURLINGAME, CALIFORNIA

PROJECT NO.: 10391.000.000  
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FIGURE NO.  
4

ORIGINAL FIGURE PRINTED IN COLOR





### EXPLANATION

ALL LOCATIONS ARE APPROXIMATE

9' PROPOSED GEOPROBE  
SHOWING DEPTH IN FEET

Earthwork Cut/Fill Table			
Number	Minimum Elevation	Maximum Elevation	Color
1	-9.00	-8.00	Red
2	-8.00	-7.00	Orange
3	-7.00	-6.00	Yellow
4	-6.00	-5.00	Light Green
5	-5.00	-4.00	Green
6	-4.00	-3.00	Light Blue
7	-3.00	-2.00	Blue
8	-2.00	-1.00	Dark Blue
9	-1.00	0.00	Very Dark Blue
10	0.00	1.00	Black
11	1.00	2.00	Dark Grey
12	2.00	3.00	Light Grey

SOURCE: BKF



CUT/FILL PLAN  
CAROLAN AVENUE / ROLLINS ROAD  
BURLINGAME, CALIFORNIA

PROJECT NO.: 10391.000.000

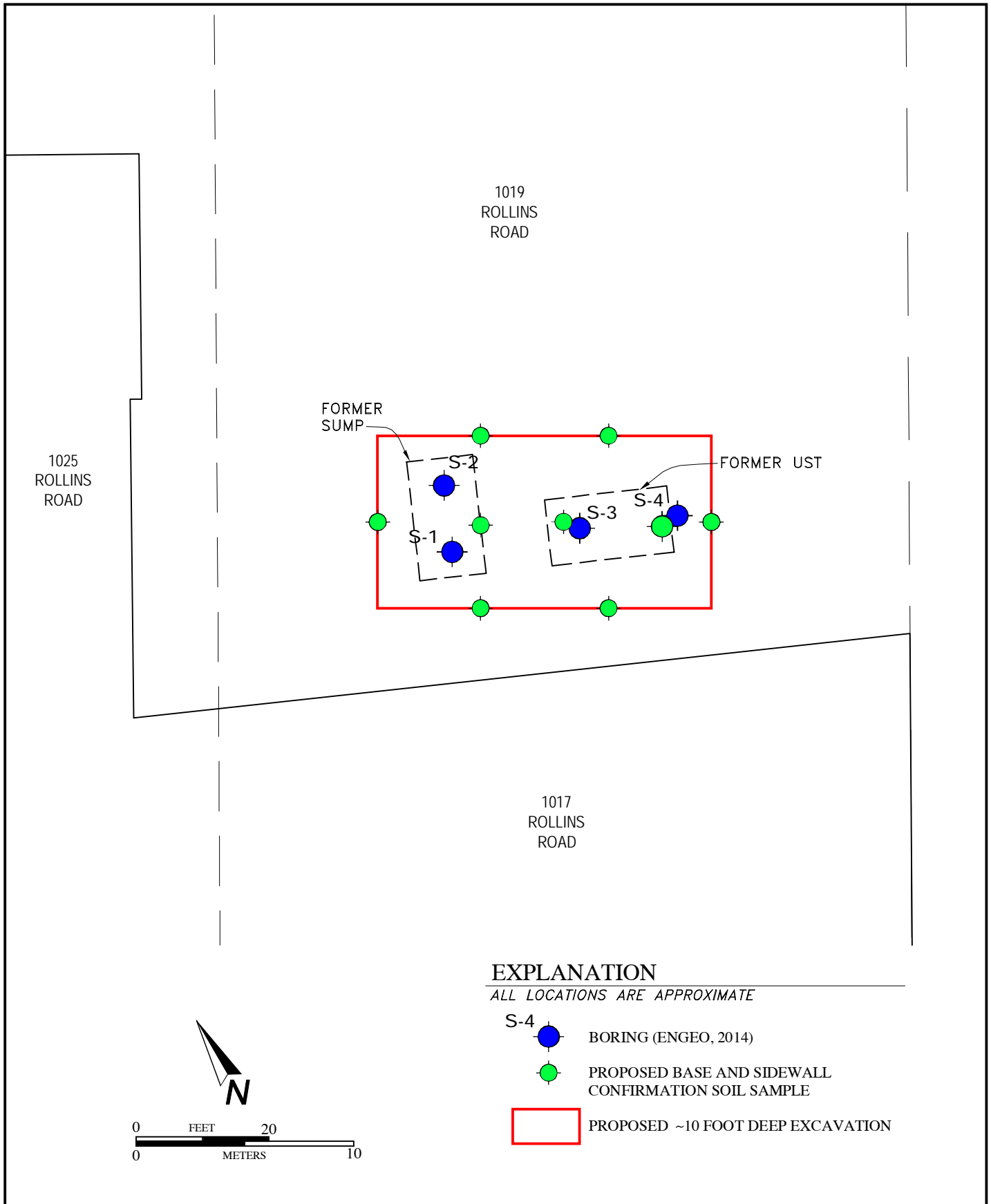
SCALE: AS SHOWN

DRAWN BY: DLB

CHECKED BY: BF

FIGURE NC

5



	<b>SITE PLAN - 1019 ROLLINS ROAD</b> CAROLAN AVENUE / ROLLINS ROAD BURLINGAME, CALIFORNIA	PROJECT NO.: 10391.000.000	<b>FIGURE NO.</b>  6
		SCALE: AS SHOWN	
		DRAWN BY: DLB    CHECKED BY: BF	