

PEER REVIEW

Prepared By: Cornerstone Earth Group

Date: June 9, 2014

Project No.: 118-55-2

Prepared For: Mr. John Schwarz
Ms. Kristy Weis
DAVID J. POWERS & ASSOCIATES
1871 The Alameda, Suite 200
San Jose, CA 95126

Re: Carolan Avenue and Rollins Road Residential Development
Burlingame, California 94010

Dear Mr. Schwarz and Ms. Weis:

Per your request, this letter summarizes the previous environmental work performed at 1008-1028 Carolan Avenue and 1007-1025 Rollins Road (Site) in Burlingame (City), California (Figures 1 and 2). The Project proposes the redevelopment of the 5.40 acre Site into a residential community. The Project includes 22 two-story townhome condominiums in four buildings, 268 apartments in two 5-story buildings, semi-subterranean parking, amenities, landscaping, and a public pedestrian paseo.

Project Description

Apartments

- On the northern portion of the Site, the Project will feature two five-story residential apartment buildings over a two-level semi-subterranean garage. The apartment buildings will contain 268 one-, two-, and three-bedroom units with an average unit size of 978 square feet.
- Each apartment building will have a central courtyard. One of the courtyards will feature a resort-style pool and a spa, and both courtyards will offer an array of lounge seating, fireplaces, outdoor kitchens, landscaping, and tables and chairs.
- Between the two apartment buildings there will be a central plaza with additional seating areas and landscaping.
- The Project will provide 466 parking spaces, including 439 spaces in a secured garage area for residents, plus an additional 27 unsecured spaces available for guests, short-term visitors, and future residents.

Townhome Condominiums

- On the southern portion of the Site, the Project will feature four two-story townhome condominium buildings, with 22 two- and three-bedroom units. Unit sizes will range from 1,507 to 2,226 square feet.
- Between the apartment buildings and the townhomes, the Project will provide a tree-lined public pedestrian paseo with landscaped open areas and seating, creating a convenient walking connection between Carolan Avenue and Rollins Road.

- The Project will provide 58 parking spaces, including 52 spaces within private garages, plus an additional 6 at-grade spaces for residents and guests.

Site Description

The Site is located between Carolan Avenue and Rollins Road, west of their intersections with Toyon Drive. The Site consists of four contiguous parcels occupying approximately 5.4 acres. The properties are currently occupied by commercial buildings with adjacent asphalt-paved driveways and parking lots. Currently, the Site is occupied by automotive repair, rental, and sales facilities. There are seven existing buildings, ranging from approximately 5,000 to 49,000 square feet and constructed between 1943 and 1982. Approximately 97% of the Site is currently built or paved, with the existing buildings covering approximately 40% of the Site and the remainder of the Site covered by surface parking. Table 1 provides a general Site description.

Table 1. General Site Description

Address	APN	Reported Most Recent Tenants	General Operations	No. of Buildings	Building Size (sq. ft.)	Date of Construction
1019 Rollins Road 1025 Rollins Road	026-240-370 (Parcel A)	Hyundai of Burlingame Chilton Autobody Topline Automobile	Office, auto sales, maintenance and repair	One	49,000	1956 to 1968
1007 - 1009 Rollins Road and 1008 Carolan Ave.	026-240-360 (Parcel B)	Meineke Car Care Center Burlingame Auto Center Enterprise Rent-A-Car Anchor Auto Body (1008) CalBay Collision Anchor Auto Body	Office, auto sales, maintenance and repair	Three	26,000	1008 Carolan: 1946 (Three structures formerly located on-site: 1943 to 1946) 1007 – 1009 Rollins: 1980
1020 Carolan Ave.	026-240-340 (Parcel C)	Cammisa Car Compay	Auto sales, maintenance and repair	Two	11,300	Northern building: 1956 to 1974. Current Improvements: 1982
1028 Carolan Ave.	026-240-290	Topline Automobile Chilton Auto Body	Auto sales, maintenance and repair	One	5,400	At least 1946

Documents Reviewed

This letter briefly summarizes selected information obtained from the following reports:

- AEI Consultants, June 4, 2013. Phase I Environmental Site Assessment, 1007 – 1025 Rollins Road and 1008 – 1020 Carolan Avenue, Burlingame, California
- ENGEO, July 22, 2013. Environmental Peer Review, Rollins Road – Carolan Avenue Parcels, Burlingame, California.
- ENGEO, July 22, 2013. Phase I Environmental Site Assessment, 1028 Carolan Avenue, APN 026-240-290, Burlingame, California.
- ENGEO, August 29, 2013. Phase II Environmental Site Assessment, Rollins Road – Carolan Avenue Parcels, Burlingame, California.
- Rockridge Geotechnical, February 28, 2014. Final Geotechnical Investigation, Proposed Residential Development, 1008, 1016, and 1028 Carolan Avenue / 935 Rollins Road, Burlingame, California.
- San Francisco Bay Regional Water Quality Control Board, December 2013. Environmental Screening Tables.
- US EPA Region 9, May 2014. Regional Screening Level (RSL) Summary Tables.

For complete details, please refer directly to the original reports.

Parcel A Summary

Parcel A is located on the south side of Rollins Road. It is improved with one slab-on-grade building (approximately 49,000 square feet) with the address 1025 Rollins Road. Parcel A reportedly is occupied by Hyundai of Burlingame and the service departments for Chilton Autobody and Topline Automobile. Operations include office uses, auto sales, and auto repair and maintenance.

According to AEI (June 2013), the existing building on Parcel A was constructed between 1956 and 1968. Prior to the construction of the building, the Site was used as a planing mill (sawmill) in 1946, a coal storage shed in 1949, and was vacant land in 1943. Parcel A was formerly developed with a commercial structure and then developed with the current building (between 1956 to 1986).

A summary of potential environmental concerns is presented below in Table 2.

Table 2. Potential Environmental Concerns – Parcel A

Address/Parcel	Potential Environmental Concerns
Parcel A	Parcel A is located on reclaimed lands artificially filled along the western margin of the San Francisco Bay. Planing Mill (Sawmill) - 1946 Planing Mill replaced with Coal Storage Shed - 1949 Coal Storage Shed replaced with Auto Parts Warehouse - 1959
1019 Rollins Road	1973 Permit: install one 550 gallon and one 1,000 gallon solvent UST 1986 Permit to remove one 1,000 gallon and one 500 gallon USTs A 1,000-gallon gasoline UST, a 500-gallon paint thinner UST, and a “paint disposal sump” were removed. Analysis of the soil samples (collected below the sump) indicated that the soils were contaminated with tetrachloroethane (PCA), mineral spirits, mercury, and lead. Ground water data revealed 63 µg/L of total petroleum hydrocarbons (TPH) and 0.91 µg/L of dichloroethene (DCE); benzene was not detected in the ground water sampled. Case closure was granted in 1995 and the four wells were destroyed. Teevan Exterior Contractors is listed as an open, inactive SLIC site.
1025 Rollins Road	1991 Permit: Remove one 2,000 gallon waste oil UST and one 8,000 gallon gasoline UST 8,000 gallon gasoline UST and 2,000 gallon waste oil UST removed. “Low” concentrations of TPHg, benzene, toluene and ethylbenzene reported. Case closed in 1994.

Parcel B Summary

Parcel B is bordered by Rollins Road to the north and Carolan Avenue to the south. Three single-story, slab-on-grade buildings (approximately 26,000 square feet) occupy the parcel. Parcel B is associated with the addresses 1007-1009 Rollins Road and 1008 Carolan Avenue. AEI (June 2013) reported that Parcel B is occupied by Meineke Car Care Center at 1007 Rollins Road, Burlingame Auto Center at 1009 Rollins Road, and Enterprise Rent-A-Car and Anchor Auto Body & Detailing at 1008 Carolan Avenue. Operations include office uses, auto sales, auto detailing, car and truck rentals, and auto repair and maintenance.

AEI (June 2013) reported that the current building on the southern portion Parcel B at 1008 Carolan Avenue was constructed in 1946. Prior to the construction of the building, the southern portion of Parcel B was vacant land. AEI stated that the buildings on the northern portion of Parcel B at 1007 and 1009 Rollins Road were constructed in 1980. Prior to the construction of the buildings, the northern portion of Parcel B was occupied by California State Transportation Equipment from at least 1943 to 1979.

A summary of potential environmental concerns is presented below in Table 3.

Table 3. Potential Environmental Concerns – Parcel B

Address	Potential Environmental Concerns
Parcel B	Parcel B is located on reclaimed lands artificially filled along the western margin of the San Francisco Bay. Three fuel storage tanks (reported as “apparently aboveground”) - 1946
1007 Rollins Road	Les Vogel Dodge formerly occupied 1007 Rollins Road. In October 1997, motor oil was observed in a crack in the driveway in the area above the motor oil piping. The motor oil piping was excavated, and a soil sample was collected and revealed 2,100 mg/kg of total recoverable petroleum hydrocarbons (TRPH). The Site then underwent two phases of over-excavation. The Site was given closure in 2000; however, the case closure letter indicated that TRPH at concentrations of 800 mg/kg in the soil remain at the Site. Two 1,000 gallon USTs containing waste oil and motor oil removed; confirmation soil samples revealed TRPH at 85 to 90 mg/kg. Case closed in 1994. 2007 Facility Map: 360 gallon motor oil tank and 240 gallon transmission oil tank
1008 Carolan Avenue	1980 Permit: Two 1,000 gallon USTs for new and waste oil Inspection: Removal of one 2,500 gallon waste oil UST and installation of two 1,000 gallon oil USTs 1984 Inspection: One 2,500 gallon gasoline UST One 2,500 gallon diesel UST One 1,000 gallon oil UST One 1,000 gallon waste oil UST 1986 Permit: Removal of two 500 gallon diesel USTs, two pumps and vent Two 1,000 gallon USTs (that were installed in approximately 1980) removed in 1986. No documentation readily available for these UST removals. Note: Lack of documentation for UST removals.
1009 Rollins Road	Seven below ground hydraulic lifts located in the auto servicing area of CalBay Collision. 250 gallon used anti-freeze AST 500 gallon used motor oil AST

Parcel C Summary

Parcel C is located on the north side of Carolan Avenue; it is improved with two buildings (approximately 11,300 square feet): one single-story slab-on-grade building and one single-story building with a sub-grade basement. Parcel C is associated with the address 1020 Carolan Avenue. AEI (June 2013) reported that Parcel C was occupied by Cammisa Car Company; operations include auto sales, maintenance, and repair.

According to AEI (June 2013), the current building on the northern portion of Parcel C was constructed between 1949 and 1956, and the southern building was constructed between 1974 and 1982. Prior to the construction of the buildings, Parcel C was used for lumber storage or parking from 1946 to 1949 and was vacant land in 1943.

A summary of potential environmental concerns is presented below in Table 4.

Table 4. Potential Environmental Concerns – Parcel C

Address	Potential Environmental Concerns
1020 Carolan Ave. Parcel C	Parcel C is located on reclaimed lands artificially filled along the western margin of the San Francisco Bay. “Irregular lumber piles” noted in 1946. Bus repair facility from 1956 to 1974 1990 Permit: Removal of four USTs Note: Lack of documentation on UST removals

1028 Carolan Avenue Summary

1028 Carolan Avenue is developed with one rectangular building (approximately 5,400 square feet) and associated parking areas. The building is divided into two front office areas for the tenants identified as Topline Automobile Incorporated (Topline) and Chilton Auto Body Incorporated (Chilton) and a rear car showroom area for Topline. Reportedly, the service/repair operations for Chilton and Topline were located on the northern adjacent parcel (1025 Rollins Road).

Review of historical records indicate that 1028 Carolan Avenue has been occupied by the existing commercial building since at least 1946. Prior tenants dating from 1956 reportedly include: Burlingame Sash & Door Company, Centry Brake & Tire, Cammisa Motor Car Company and Bay Cities Collision Center.

A summary of potential environmental concerns is presented below in Table 5.

Table 5. Potential Environmental Concerns – 1028 Carolan Avenue

Address	Potential Environmental Concerns
1028 Carolan Avenue	1028 Carolan Avenue is located on reclaimed lands artificially filled along the western margin of the San Francisco Bay. Two above-ground hydraulic lifts noted as potentially connected to a below-grade oil reservoir. Two capped/grouted former lifts observed; six former lifts reported. 250 gallon waste oil AST 110 gallon organic solvent drum

Subsurface Conditions

Based on the Final Geotechnical Investigation (Rockridge, February 2014), the Site is generally covered by approximately 2 to 5 feet of fill (placed around the bay margin to reclaim land) and native material that consists of medium stiff to very stiff fine-grained soil with varying sand and gravel content interbedded with loose to medium dense sands and gravels with varying amounts of fines. Ground water was measured in the borings immediately after drilling. The majority of the readings may not reflect stabilized ground water levels, with the exception of boring B-2, which was allowed to stabilize for about 16 hours, during which time the water level rose from a depth of approximately 10 feet to 6 ½ feet.

Rockridge anticipates that the ground water level will fluctuate several feet seasonally with potentially larger fluctuations annually, depending on the amount of rainfall. To estimate the highest potential ground water level at the Site, Rockridge reviewed information on the State of California Water Resources Control Board GeoTracker website (<http://geotracker.swrcb.ca.gov>). The two closest sites with ground water data on the GeoTracker website are at 1095 Carolan Drive, which is approximately 1,200 feet west of the Site, and at 1147 Rollins Road, which is approximately 1,000 feet northwest of the Site. The data from these two properties indicates the ground water generally flows to the northeast. Rockridge estimated the highest ground water levels at the Site would be approximately 3 feet higher than the readings obtained during their field investigation. Rockridge concluded that a design ground water of Elevation 3 feet should be assumed beneath the northeast end of the development and a design ground water of Elevation 6 feet should be used beneath the southwest end of the development.

Phase II Investigation

ENGEO (August 2013) performed a soil, soil vapor and ground water quality investigation to evaluate potential on-Site environmental concerns. Seven Geoprobe borings were advanced to an approximate depth of 16 feet using a PowerProbe Geoprobe rig in direct push mode (Figures 3 and 4). The sample locations were selected based on ENGEO's review of prior reports. Twelve soil samples and two grab ground water samples were collected. The soil and ground water samples were analyzed for volatile organic compounds (VOCs) and Total Petroleum Hydrocarbons (TPH) as gasoline (EPA Test Method 8260B) and TPH as diesel and TPH motor oil with silica gel cleanup (EPA Test Method 8015B). The soil samples were additionally analyzed for CAM 17 metals (EPA Test Method 6020B).

To evaluate if a vapor intrusion health risk may be present at the Site, four soil gas monitoring wells were installed to a depth of approximately 5 feet and sampled in general accordance with Department of Toxic Substances Control (DTSC 2012).

The soil and ground water analytical data are summarized below and on Figures 3 and 4:

- One soil sample collected at an approximate depth of 9 feet in the former UST locations at 1025 Rollins Road (SGW-1) revealed 19 mg/kg of TPH as motor oil with no reported visual evidence of impacts from TPH during field activities. The residential ESL¹ for TPH as motor oil is 100 mg/kg. It appeared that the tank backfill soil extended to a depth of about 11 feet before the sampling probe encountered native soil.
- Sampling of the former UST and sump locations at 1017 Rollins Road (SGW-2) encountered stained and odoriferous soil at approximate depths of 11 to 15 feet. Analytical testing of soil collected at approximate depths of 6½, 11 and 15 feet detected TPH as diesel at 1,100 mg/kg at approximately 11½ feet² and 260 mg/kg at approximately 15 feet. TPH as motor oil was detected at 10 and 150 mg/kg at approximately 6½ and 15 feet, respectively. The residential ESL for TPH as motor oil and TPH as diesel is 100 mg/kg.

TPH as diesel was detected in ground water at 340 µg/L. The ground water ESL is 100 µg/L.

- Boring SGW-3 was located in the area of a former UST west of the automobile service building at 1007 Rollins Road. TPH as diesel was detected at concentrations of 4.6 and 100 mg/kg at an approximate depth of 11½ and 12 feet, respectively. TPH as motor oil also was detected at 23 mg/kg at an approximate depth of 12 feet. The residential ESL for TPH as motor oil and TPH as diesel is 100 mg/kg.
- The soil sample collected at an approximate depth of 10 feet at the former UST location at the southeast corner of 1017 Rollins Road (SGW-4) did not reveal TPH.
- A soil and ground water sample were collected at the former UST location in front of the Enterprise Rental at 1008 Carolan Avenue (SGW-5). Analytical testing of the ground water detected TPH as gasoline at 910 µg/L and TPH as diesel at 680 µg/L. Analytical testing of the soil sample detected TPH as diesel at 37 mg/kg in soil (6 foot depth). The ground water ESL for TPH as gasoline and TPH as diesel is 100 µg/L; the residential soil ESL for TPH as diesel is 100 mg/kg.
- Analytical testing of soil samples collected from 1028 Carolan Avenue (SGW-7 at 14 feet and SGW-8 at 6½ feet) detected TPH as motor oil at 11 mg/kg in both samples and TPH as diesel at 3.3 mg/kg IN SGW-7). It should be noted that these sampling locations were

¹Environmental Screening Level (ESL) Regional Water Quality Control Board, May 2008 – updated December 2013

Regional Screening Level (RSL), US EPA, Region 9 – updated May 2014.

ESLs and RSLs are used to screen Sites for potential human health concerns where releases of hazardous chemicals to soils have occurred. Under most circumstances, the presence of a chemical in soil at concentrations below the corresponding screening level can be assumed not to pose a significant health risk.

² Figure 3 shows a data discrepancy with 1,000 mg/kg shown on the figure and 1,100 mg/kg presented in the ENGEO report.

not in the area of a former UST or sump.

- Analytical testing of the soil gas samples did not detect did not TPH or VOCs at concentrations exceeding residential ESLs. Contaminants detected included MEK, acetone, benzene, toluene, tert butanol, MIBK, 2-hexanone and 1,1 difluoroethene. The 1,1 difluoroethane detected in soil gas samples SV-2 and SV-3 was attributed to the application of leak check compound during sampling.

Conclusions and Recommendations

Based on the above summary, Cornerstone Earth Group concludes and recommends the following:

- The Site is located on reclaimed lands artificially filled along the western margin of the San Francisco Bay. The source of this fill is not documented. Prior to performing excavation activities (e.g. in the area of the planned partially below grade parking garage and utility trenching), we recommend that the soil be profiled by analytical testing to evaluate appropriate disposal facilities.
- Lumber milling and storage was performed on Parcel A in the 1940s. Parcel A also was used for coal storage in the late 1940s and 1950s. We recommend soil and ground water sampling in these areas to evaluate if contaminants of concern associated with these past activities may be present above residential ESLs and RSLs.
- Three above ground fuel tanks were reported on Parcel B in the 1940s. We recommend soil and ground water sampling at these three locations to evaluate if contaminants of concern associated with these past activities may be present above residential ESLs and RSLs.
- Multiple USTs containing fuels, oils and paint thinner are documented at the Site. We recommend obtaining documentation of the removal of these USTs and the associated confirmation sampling data. If UST removal documentation or analytical testing data cannot be obtained, and/or if the provided documentation is inadequate to help characterize Site conditions, we recommend further evaluation be performed. Possible additional measures may include the following: 1) performing a geophysical survey to further evaluate if the USTs and associated piping in question have been removed; and 2) performing additional soil and ground water sampling if confirmation sampling data generated during the UST removals are not readily available.
- Thirty-two above ground lifts were noted in the auto servicing areas of CalBay Collision, Anchor Auto Body & Detailing, Hyundai of Burlingame, Chilton Auto Body, Topline Automobile, and Cammisa Motor Car Company. Seven below ground lifts were observed inside the auto servicing area of CalBay Collision. Two above-ground auto lifts, two capped grouted lifts and six former lifts were noted at Chilton auto body. The existing lifts shall be removed in accordance with local regulations. We recommend performing selective sampling to confirm that residual contamination, if present, does not exceed residential ESLs and RSLs.
- Soil contamination above residential ESLs and RSLs and ground water contamination above ESLs have been documented in past sampling events. We recommend establishing the extent of contamination exceeding these screening criteria through

additional investigation. Regulatory approval shall be obtained for leaving residual contamination above appropriate screening levels in place. We recommend that the Developer coordinate additional Site investigation with a selected regulatory oversight agency for this work and the work discussed above.

- A Health and Safety Plan (HSP) shall be developed to establish appropriate protocols for working in contaminated materials. Workers conducting Site investigation and earthwork activities in areas of contamination shall complete a 40-hour HAZWOPER training course (29 CFR 1910.120 (e)), including respirator and personal protective equipment training. Each contractor will be responsible for the health and safety of their employees as well as for compliance with all applicable federal, state, and local laws and guidelines. This document shall be provided to the City and the oversight agency.
- A Ground Water Management Plan shall be prepared to evaluate water quality and discharge/disposal alternatives; the pumped water shall not be used for on-Site dust control or any other on-Site use. If long-term dewatering is required, the means and methods to extract, treat and dispose ground water also shall be presented.
- During demolition and construction activities, contaminated material may be encountered. A Site Management Plan (SMP) shall be prepared by an Environmental Professional to establish management practices for handling contaminated soil, soil vapor, ground water or other materials. This document shall be provided to the City and selected regulatory oversight agency for their review and approval. The SMP shall include the protocols, means and methods to implement the following:
 - Site control procedures shall be described to control the flow of personnel, vehicles and materials in and out of the Site.
 - Prior to the start of any construction activity that involves below ground work (e.g., mass grading, foundation construction, excavating or utility trenching), information regarding Site risk management procedures (e.g., a copy of the SMP) will be provided to the Contractors for their review, and each Contractor shall provide such information to its Subcontractors.
 - During the removal of the buildings' slabs, sumps and storm and sewer lines, an Environmental Professional shall be present to observe soil conditions, to monitor vapors with a hand held meter, and to determine if additional soil sampling should be performed; protocols and procedures shall be presented for when soil sampling and analytical testing will be performed. If additional sampling is performed, a report documenting sampling activities (with Site plans and analytical data) shall be provided to the oversight regulatory agency.
 - Measures shall be described to minimize dust generation, storm water runoff and tracking of soil off-Site.
 - Demolition activities shall be performed in a manner to minimize airborne dust.
 - Protocols for conducting earthwork activities in areas where impacted soil, soil vapor and/or ground water are present or suspected shall be provided. Worker training requirements, health and safety measures and soil handling procedures

shall be described.

- Decontamination procedures shall be established and implemented by the Contractor to reduce the potential for construction equipment and vehicles to release contaminated soil onto public roadways or other off-Site transfer.
 - Perimeter air monitoring shall be conducted at the Site during any activity the significantly disturbs Site soil (e.g., mass grading, foundation construction, excavating or utility trenching) to document the effectiveness of dust control measures.
 - Protocols to be implemented if buried structures, wells, debris, or unidentified areas of impacted soil are encountered during Site development activities.
 - Protocols shall be prepared to characterize/profile soil suspected of being contaminated so that appropriate mitigation, disposal or reuse alternatives, if necessary, can be implemented.
 - Stockpiling protocols shall be developed for “*clean*” and “*impacted*” soil.
 - Procedures shall be developed to evaluate and document the quality of any soil imported to the Site. Soil containing chemicals exceeding residential (unrestricted use) screening levels or typical background concentrations of metals shall not be accepted.
 - Methods to monitor excavations and trenches for the potential presence of VOC impacted vapors shall be presented.
 - Protocols shall be presented to evaluate if the residual contaminants will adversely impact the integrity of below ground utility lines and/or structures (e.g., the potential for corrosion).
 - Appropriate measures shall be implemented to reduce soil vapor and ground water migration through trench backfill and utility conduits. Such measures shall include placement of low-permeability backfill “*plugs*” at specified intervals on-Site and at all locations where the utility trenches extend off-Site. In addition, utility conduits that are placed below ground water shall be installed with water-tight fittings to reduce the potential for ground water to migrate into the conduits.
 - Because the Site is known to have pollutants with the potential for mobilization, the Civil Engineer shall design the bottom and sides of the vegetated swales and water features (if incorporated into the building design) to be lined with a minimum 10-mil heavy duty plastic to help prevent Site infiltration.
- Upon completion of construction activities, the Environmental Professional shall prepare a report documenting compliance with the Site Management Plan and the Ground Water Management Plan; this report will be submitted to the City and oversight agency. The Developer’s and/or Owner’s Environmental Professional shall assist in the implementation of the SMP and shall, at a minimum, perform part-time observation

services during demolition, excavation, grading and trenching activities.

- A permit may be required for facility closure (i.e., demolition, removal, or abandonment) of any facility or portion of a facility (e.g., lab) where hazardous materials are used or stored. The Property Owner and/or Developer shall contact the Fire Department and County Health to determine facility closure requirements prior to building demolition.
- Some components encountered as part of the building demolition waste stream may contain hazardous materials. Universal wastes, lubrication fluids and CFCs and HCFC's shall be removed before structural demolition begins. Materials that may result in possible risk to human health and the environment when improperly managed include lamps, thermostats, and light switches containing mercury; batteries from exit signs, emergency lights, and smoke alarms; lighting ballasts which contain PCBs; and lead pipes and roof vent flashings. Demolition waste such as fluorescent lamps, PCB ballasts, lead acid batteries, mercury thermostats, and lead flashings have special case-by-case requirements for generation, storage, transportation, and disposal. Before disposing of any demolition waste, the Owner, Developer and Demolition Contractor shall determine if the waste is hazardous and shall ensure proper disposal of waste materials.
- Significant quantities of asphalt concrete (AC) grindings, aggregate base (AB), and Portland Cement Concrete (PCC) will be generated during demolition activities. AC/AB grindings shall not be reused beneath building areas.
- Due to the age of the on-Site structures, building materials may contain asbestos. Because demolition of the buildings is planned, an asbestos survey is required by local authorities and/or National Emissions Standards for Hazardous Air Pollutants (NESHAP) guidelines. NESHAP guidelines require the removal of potentially friable asbestos containing building materials prior to building demolition or renovation that may disturb these materials.
- The Consumer Product Safety Commission banned the use of lead as an additive in paint in 1978. Based on the age of the buildings, lead-based paint may be present. Because demolition is planned, the removal of lead-based paint isn't required if it is bonded to the building materials. However, if the lead-based paint is flaking, peeling, or blistering, it should be removed prior to demolition. In either case, applicable OSHA regulations must be followed; these include requirements for worker training, air monitoring and dust control, among others. Any debris or soil containing lead must be disposed appropriately.

Limitations

Cornerstone Earth Group performed this investigation to support David J. Powers & Associates in the evaluation of Carolan Avenue and Rollins Road Residential Development, Burlingame, California. Conclusions presented in this letter are based on selected, readily available information. This study is inherently limited because findings are developed based on information obtained from others. Cornerstone does not accept liability for deficiencies, errors, or misstatements that have resulted from inaccuracies in the publicly available information or from information published by others. Cornerstone reviewed and relied on the information presented in these reports and cannot be responsible for their accuracy. This letter, an instrument of professional service, was prepared for the sole use of David J. Powers &



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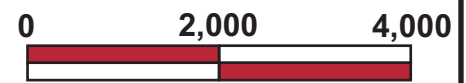
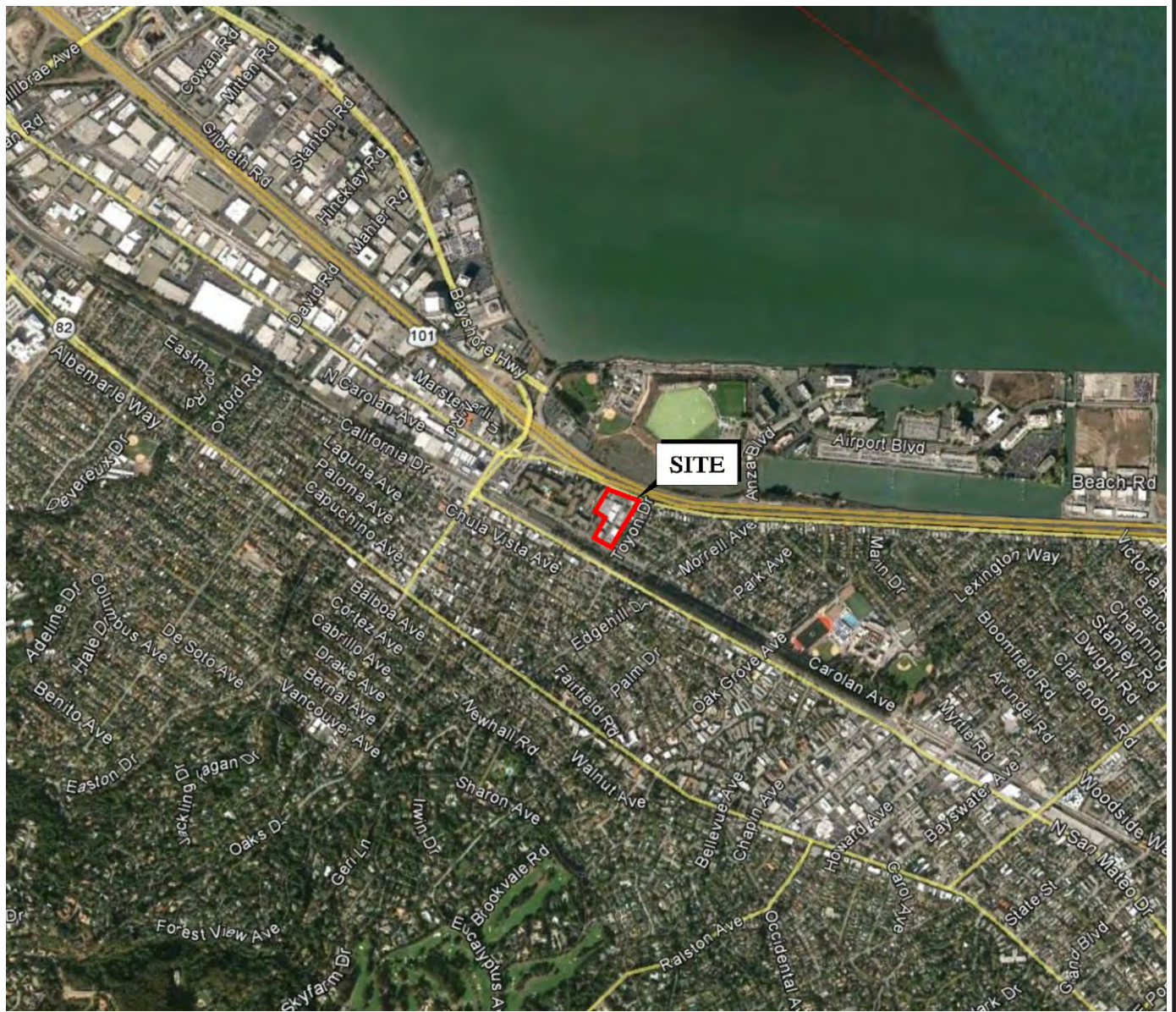
Close

We thank you for this opportunity to work with you on this important development. Should you have any questions, please contact us at your convenience.

Sincerely,

Cornerstone Earth Group, Inc.

Ron L. Helm, C.E.G.
Senior Principal Geologist



APPROXIMATE SCALE (FEET)

Base by ENGEO, "Site Location - Figure 1," dated 8/27/2013



Vicinity Map

Rollins Road/Carolan Avenue
Residential Development
Burlingame, CA

Project Number

118-55-2

Figure Number

Figure 1

Date

June 2014

Drawn By

RRN



APPROXIMATE SCALE (FEET)

Base by ENGEO, "Geoprobe Sampling Locations - Figure 2," dated 8/27/2013



Site Plan

Rollins Road/Carolan Avenue
Residential Development
Burlingame, CA

Project Number

118-55-2

Figure Number

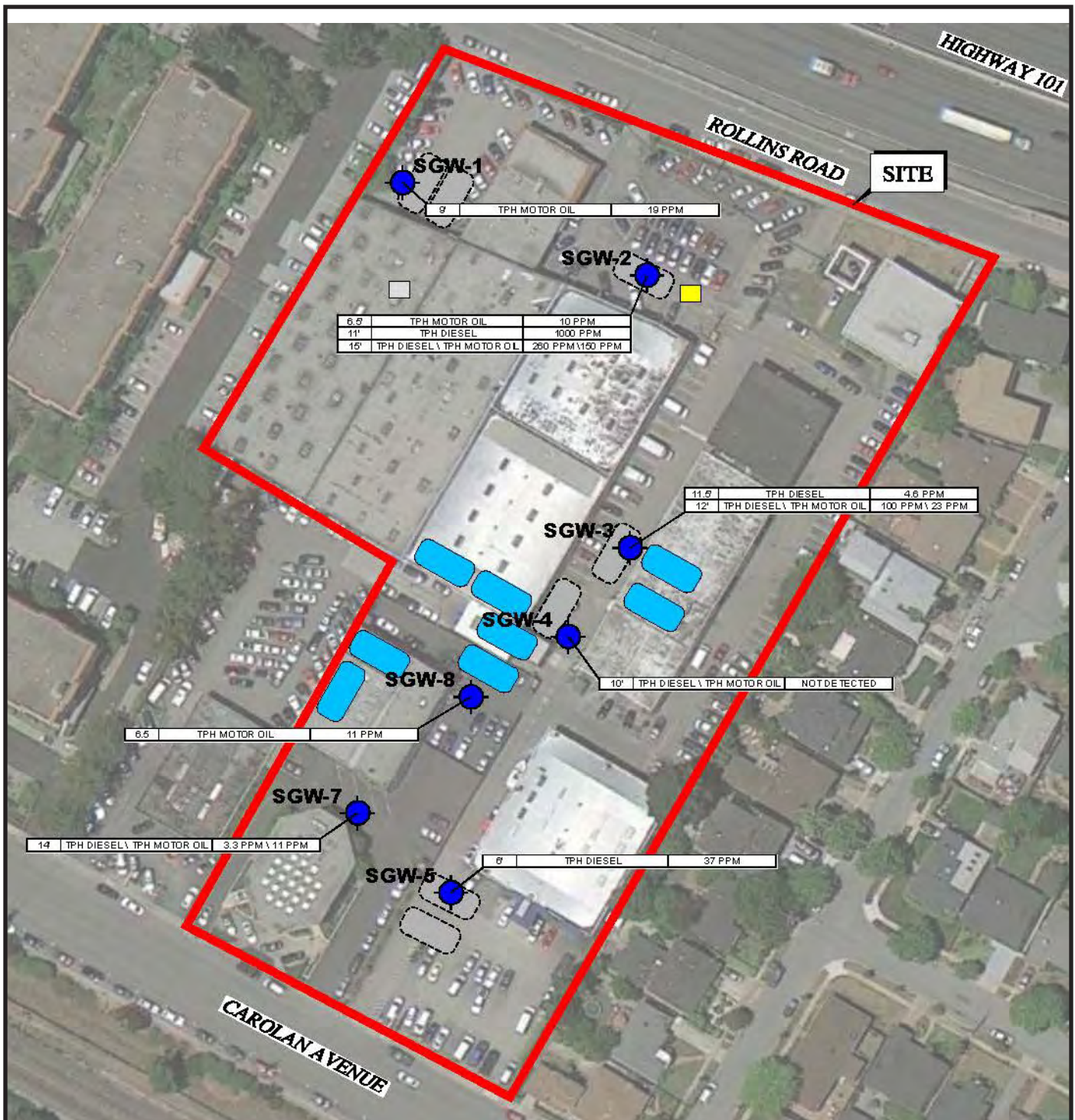
Figure 2

Date

June 2014

Drawn By

RRN



EXPLANATION

- SGW-8** APPROXIMATE LOCATION OF GEOPROBE SAMPLING
- FORMER UST AST
- FORMER SUMP CLARIFIER/SUMP



APPROXIMATE SCALE (FEET)

Base by ENGEO, "Laboratory Test Results For TPH - Figure 3," dated 8/28/2013



Soil Samples Analyzed for TPH in August 2013

Rollins Road/Carolan Avenue
Residential Development
Burlingame, CA

Project Number

118-55-2

Figure Number

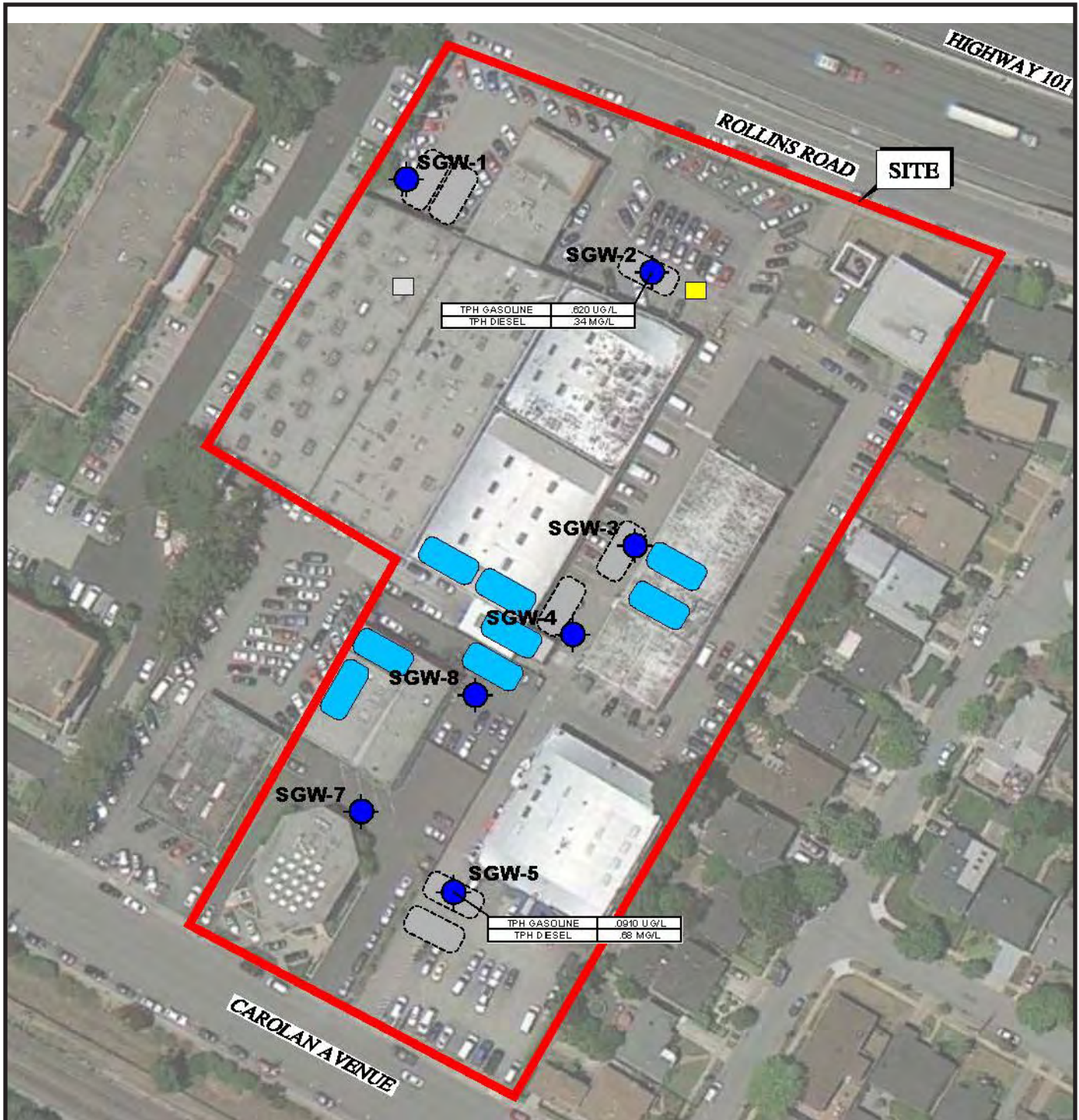
Figure 3

Date

June 2014

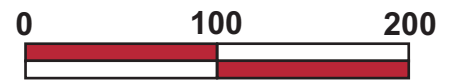
Drawn By

RRN



EXPLANATION

- SGW-8** APPROXIMATE LOCATION OF GEOPROBE SAMPLING
- FORMER UST AST
- FORMER SUMP CLARIFIER/SUMP



APPROXIMATE SCALE (FEET)

Base by ENGEO, "Laboratory Test Results For Groundwater Samples - Figure 4," dated 8/27/2013



Ground Water Samples Analyzed
for TPH and VOCs in August 2013

Rollins Road/Carolan Avenue
Residential Development
Burlingame, CA

Project Number

118-55-2

Figure Number

Figure 4

Date

June 2014

Drawn By

RRN