

**INITIAL ENVIRONMENTAL SITE ASSESSMENT  
CHARCOT AVENUE EXTENSION OVER INTERSTATE 880  
SAN JOSE, SANTA CLARA COUNTY, CALIFORNIA**

For

**BKF Engineers**  
4670 Willow Rd, Suite 250  
Pleasanton, CA 94588



**PARIKH CONSULTANTS, INC.**

2360 Qume Drive, Suite A  
San Jose, CA 95131  
(408) 452-9000

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<b>TABLE OF CONTENTS</b>		<b>PAGE</b>
<b>1.0</b>	<b>INTRODUCTION.....</b>	<b>5</b>
<b>2.0</b>	<b>PROJECT DESCRIPTION AND HISTORICAL INFORMATION .....</b>	<b>6</b>
2.1	PROJECT DESCRIPTION .....	6
2.2	HISTORICAL USGS MAP REVIEW .....	7
2.3	HISTORICAL AERIAL PHOTOGRAPH REVIEW .....	8
2.4	HISTORICAL SANBORN MAP REVIEW .....	8
<b>3.0</b>	<b>PHYSICAL SITE INSPECTION .....</b>	<b>8</b>
3.1	SITE VISIT .....	8
3.2	AERIAL LEAD DEPOSITION .....	9
3.3	IMPACT FROM FARM OPERATIONS .....	9
<b>4.0</b>	<b>DATABASE AND REGULATORY REVIEWS .....</b>	<b>10</b>
<b>5.0</b>	<b>CONCLUSIONS AND RECOMMENDATIONS.....</b>	<b>12</b>
<b>6.0</b>	<b>LIMITATIONS .....</b>	<b>13</b>

**LIST OF PLATES**

Project Vicinity Map.....	Plate 1
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**APPENDICES**

Historical USGS Maps.....	Appendix A
Historical Aerial Photographs .....	Appendix B
Historical Sanborn Maps.....	Appendix C
EDR Radius Map Report .....	Appendix D
Supporting Reports .....	Appendix E

**INITIAL ENVIRONMENTAL SITE ASSESSMENT**  
CHARCOT AVENUE EXTENSION OVER I-880 PROJECT  
SAN JOSE, SANTA CLARA COUNTY, CALIFORNIA

**SUMMARY OF CONCLUSIONS**

This Initial Environmental Site Assessment (ISA) was performed by PARIKH Consultants, Inc. to determine whether potential sources or indications of hazardous substance contamination are present in the areas of right-of-way and construction for proposed Charcot Avenue extension from Paragon Drive on the west side of Interstate 880 (I-880) to the intersection of existing Silkwood Lane and Oakland Road on the east side of I-880 in the City of San Jose, Santa Clara County, California (Subject Site) The extension will include an overcrossing across O'Toole Avenue and I-880 This study included a review of the previous land uses in the area through review of historical aerial photographs, a field inspection of the project route, and a review of listings of Federal and State regulatory agencies that are responsible for recording incidents of spills, and soil and groundwater contamination and transfer, storage, or disposal facilities that handle hazardous materials.

Previous land uses at the Subject Site were primarily limited to vehicular use, residential and commercial properties, and farmland.

A review of previous land use and the site reconnaissance indicates that Charcot Avenue and I-880 and nearby roadways have supported vehicular activity since the middle of the 20th century. It is likely that the surface soils are affected by the deposition of ADL. Therefore it is recommended that in the event surface soils are to be disturbed, surface (0-2 feet) samples of soil be collected and analyzed for total lead in the areas that are to be disturbed. A work plan should be developed for such sampling based on the final design of the project. The work plan should be followed up by site investigation activities. If the results indicate the presence of lead-based paint, a remedial design plan should be developed in concurrence and oversight of the local oversight agencies. Areas west of I-880 however were not used as roadways are not likely to be impacted by ADL.

Based on a review of aerial photographs and United States Geological Survey (USGS) maps, the properties along the proposed right of way have been in agricultural use since the 1930s. It is likely for the soil within the proposed Subject Site to have been impacted with hazardous levels of pesticides, herbicides, and arsenic (used as an herbicide in the early 20th century). It is therefore recommended that in the event surface soils are to be exposed during the paving project, they should be tested for these chemicals. A work plan describing sampling locations and sampling and analytical methods should be prepared prior to the start of work.

**Charcot Avenue Extension over I-880, San Jose CA**

Job No. 2015-141-ISA

April 19, 2019

Page 4

Other than the findings noted above during the reconnaissance of the Subject Site, environmental areas of concern were not readily identified or apparent based on the scope of work performed in this project.

This conclusion, and any and all conclusions, recommendations and information included in this report are based upon the information that was readily available to PARIKH Consultants, Inc. at the time of the site visit, and on PARIKH Consultants, Inc.'s professional judgment and reviews using accepted environmental site assessment practices i.e. ASTM E1527-05, pursuant to the scope of work.

## **1.0 INTRODUCTION**

This Initial Environmental Site Assessment (ISA) was performed for the proposed Charcot Avenue extension from Paragon Drive on the west side of Interstate 880 (I-880) to the intersection of existing Silkwood Lane and Oakland Road on the east side of I-880 in the City of San Jose, California (Subject Site). The extension will include an overcrossing across O'Toole Avenue and I-880. The project vicinity map is shown in Plate 1.

The purpose of this investigation was to identify and evaluate potential hazardous waste sites and evaluate environmental factors that may have impacted the soil and groundwater quality at the Subject Site due to past and present environmental and commercial activities.

The work for the ISA was performed between December 20, 2017 and April 19, 2019 and included the following scope of work:

- Site visit and visual inspection of the exterior of the Subject Site
- Review of Previous Environmental Reports on the Subject Site
- Review of Site background including recent aerial photographs, and Sanborn Maps
- Review of computer database government record search of hazardous waste sites within a one-mile distance beyond the limits of the subject site
- Review of area hydrogeology
- Review of available agency records for the Subject Site
- Preparation of a written report summarizing the results

The following sections present the details and findings of the Initial Environmental Site Assessment (ISA):

- Section 2.0 - Project Description and Historic Information
- Section 3.0 - Physical Site Inspection
- Section 4.0 - Regulatory Review
- Section 5.0 - Conclusions and Recommendations
- Section 6.0 - Limitations

## **2.0 PROJECT DESCRIPTION AND HISTORICAL INFORMATION**

The following information related to Project Description, Purpose and Need and Proposed Project (Section 2.1) are provided by the design team.

### **2.1 PROJECT DESCRIPTION**

The City of San Jose proposes to construct a new extension of Charcot Avenue from Paragon Drive on the west side of Interstate 880 (I-880) to the intersection of existing Silkwood Lane and Oakland Road on the east side of I-880 in the City of San Jose, California. The extension will include an overcrossing across O'Toole Avenue and I-880, as shown in Vicinity Map (Figure 1). The Charcot Avenue Extension (Project) would be constructed with single travel lanes in both the westbound and eastbound directions, Class IV bikeway (separated bikeway) and sidewalks along both sides. The proposed facility will improve connectivity of the roadway network in the area, provide additional capacity as an alternative east/west vehicular route, and establish safe pedestrian and bicycle access across the freeway. Charcot Avenue is currently designated as a minor arterial; however, it is anticipated to be re-designated as a major arterial in the future. No new interchange ramps to I-880 are proposed.

The overcrossing for the Project will require the placement of new columns in the median of the I-880 resulting in a reduction in the median shoulder width and horizontal clearance. This reduction in shoulder width and horizontal clearance will require a federal action in the form of an exception to mandatory design standards. While there is federal action associated with the approval of design exceptions, FHWA has concluded that design exceptions in and of themselves meet the criteria to be classified as a Categorical Exclusion under 23 CFR 771.117 and therefore do not necessitate the preparation of a NEPA document (per the Caltrans March 3, 2008 memorandum regarding "Blanket" Categorical Exclusions for approval of design exceptions).

#### **Project Need:**

Currently, all east-west through traffic crossing I-880 in the North San Jose area travel on the Montague Expressway Overcrossing or Brokaw Road Undercrossing, both of which experience congested conditions. There are no other east-west vehicular or bicycle/pedestrian crossings between these two interchanges. To accommodate the proposed development, there is a need to increase the capacity for east/west travel across I-880 and reduce the congestion on the adjacent interchanges. In addition, there is a need to provide a safe pedestrian/bicycle access across I-880 and improve connectivity

in the area. Without this project, future growth in the immediate area and region will further impact the traffic conditions and mobility in the area.

**Project Purpose:**

The Charcot Avenue Extension will provide a safe multi-modal facility that will improve roadway network connectivity in the area. Extension of Charcot Avenue will provide a continuous roadway from Old Oakland Road in the east to First Street in the west, provide additional east-west vehicular capacity, and establish safe bicycle/pedestrian access across I-880.

Specific primary objectives of the project include:

- Improve connectivity between the residential areas on the east side of I-880 and the North San Jose commercial area on the west side;
- Increase the capacity for east/west travel across the I-880 corridor; and
- Provide a safe bicycle/pedestrian facility over I-880.

In addition to the primary objectives, the following objectives have also been identified for the project:

- Maintain access to the businesses along Charcot Avenue and O'Toole Avenue.
- Promote safe access to the adjacent Orchard Elementary School.

**2.2 HISTORICAL USGS MAP REVIEW**

USGS maps obtained through Environmental Data Resources (EDR) were reviewed and are included in Appendix A. The USGS maps for Subject Site are 1889, 1897 and 1899 (San Jose) and 1953, 1961, 1968, 1973, 1980 and 2012 (San Jose West and Milpitas). The 1889, 1897, and 1899 maps show Coyote Creek traversing towards the northwest south of the Subject Site. The 1953, 1961 and 1968 maps show the presence of I-880, Brokaw Road and O'Toole Avenue that runs parallel with I-880. The Subject Site use is agricultural. Orchards are present in these three USGS maps on both sides of I-880. The 1973 map shows the area as vacant land. Surrounding areas are gradually developing with commercial properties. The 1980 map shows full development of the Subject Site with commercial properties on the west side of I-880. Eastern side of I-880 along the Subject Site are also two large commercial properties.

The elevation of the Subject Site is in the range of 40-48 feet above mean sea level with the topography sloping towards the west. Based on surface topography general groundwater gradient is anticipated to be towards west and Coyote Creek

### **2.3 HISTORICAL AERIAL PHOTOGRAPH REVIEW**

To examine the historical use of the Subject Site, a review of aerial photographs, obtained through Environmental Data Resources, Inc. (EDR), from 1939, 1940, 1948, 1950, 1956, 1963, 1968, 1974, 1979, 1982, 1993, 1998, 2005, 2006, 2009, 2010, and 2012 was conducted. A current aerial photo of the Subject Site was also viewed on Google Earth. Aerial photographs are enclosed as Appendix B.

The 1937 through 1968 photo show the general area in agricultural use. The 1956 through 1968 photo show presence of I-880. The 1968 photo shows the presence of a tank farm to the north and west of Coyote Creek. The 1974 photo shows the presence of the current Charcot Avenue and a bridge crossing over Coyote Creek. Commercial properties are present to the south of Charcot Avenue west of I-880. North of Charcot Avenue is vacant land. On the east side of I-880 along the extension proposed, the land use remains agricultural through the 1974 aerial photo. A few agricultural tanks are visible to the south and east of the proposed right of way near Fox Lane.

The 1979 aerial photos show the development of commercial properties to the north side of Charcot Avenue west of I-880. Areas to the east remain in agricultural use and gradually develop into commercial use from 1993 through 2005. Later aerial photos show the Subject Area as it exists today.

### **2.4 HISTORICAL SANBORN MAP REVIEW**

No historical Sanborn Maps were available for the Subject Site, as the area did not have industrial or commercial development prior to the 1950s (Appendix C).

## **3.0 PHYSICAL SITE INSPECTION**

Observations made during the site inspection of the project vicinity are described in the following paragraphs. The Subject Site inspection was performed on January 1, 2018.

### **3.1 SITE VISIT**

The Subject Site visit consisted of drive-through the area of study and observation of apparent problem sites or visual contamination.

The Subject Site consists of the areas described in Section 2.1 of this report. Charcot Avenue is a two-lane road with center open lane and bicycle lanes on either side. Charcot



Avenue is bordered to the north and south by commercial properties. The parking lot of these properties are separated by a landscaped divided area. Charcot Avenue intersects O'Toole Avenue which runs parallel with I-880.

On the eastern side of I-880, the proposed right of way consists of paved and unpaved areas associated with commercial properties and Orchard Elementary School facilities. As outlined in Section 2.1 the Subject Site extends into Silkwood Lane and eventually intersects Oakland Road. Properties north of Silkwood Lane are in residential use.

### **3.2 AERIAL LEAD DEPOSITION**

Charcot Avenue and I-880 have accommodated vehicular traffic since the mid 20th century. Although the use of leaded gasoline has been reduced since the 1980s, aerially deposited lead (ADL) has been detected in roadways due to the historic use of leaded gasoline. As areas surrounding Charcot Avenue and I-880 have been in use by vehicles for more than 40 years before leaded gasoline was phased out, it is likely that the surface soils along the western portion of the Subject Site and in the perimeter of I-880 contain ADL and should be investigated. In the event the project involves disturbance of surface soils, a work plan for investigation of surface soils along the proposed project construction area should be prepared to determine which of the surface soils may have been impacted with hazardous levels of ADL. Once the work plan is approved the appropriate site investigation should be performed. The resulting report will include recommendations for remediation of special handling based on Caltrans special conditions for handling and management of hazardous waste. If lead contamination is discovered, a soil management plan should be developed. Areas East of I-880 that ties into Silkwood Lane was in agricultural use and no vehicular activity was present. Those areas are not likely to contain ADL.

### **3.3 IMPACT FROM FARM OPERATIONS**

Based on a review of aerial photographs and the USGS maps, the Subject Site was in agricultural use since the 1930's. Soils in the Subject Site area may be impacted with hazardous levels of pesticides and herbicides. In the event surface soils are to be exposed during the paving project, they should be tested for these chemicals. A work plan describing sampling locations and sampling and analytical methods should be prepared prior to the start of work

#### 4.0 DATABASE AND REGULATORY REVIEWS

A database computer government record search was conducted at the request of PARIKH Consultants, Inc. by EDR Inc. to review regulatory agency lists to identify the presence of hazardous waste sites in the vicinity of the Subject Site. The records were searched for the existence of sites listed in many databases including those of:

- Federal Databases
  - National Priority List (NPL)
  - Proposed National Priority List (Proposed NPL)
  - Comprehensive Environmental Response Compensation, and Liability Information System (CERCLIS)
  - CERCLIS No Further Remedial Action Planned (CERCLIS – NFRAP)
  - Corrective Action Report (CORRACTS)
  - Resource Conservation and Recovery Information System Treatment, Storage Disposal facility (RCRIS-TSD)
  - Resource Conservation and Recovery Information Systems large quantity generator
  - Resource Conservation and Recovery Information Systems small quantity generator
  - Emergency Response Notification System (ERNS) – Target Property
  - Superfund (CERCLA) Consent Decrees (CONSENT)
  - Records of Decision (ROD)
  - Delisted NPL
  - Facility Index System/Facility Identification Initiative Program Summary Report (FINDS) – Target Property
  - Hazardous Material Reporting System (HMIRS) – Target Property
  - Material Licensing Tracking System (MLTS) – Target Property
  - Mines Master Index file (MINES)
  - Federal Superfund liens (NPL liens) – Target Property
  - PCB Activity Database System (PADS) – Target Property
  - RCRA Administration Action Tracking System
  - Toxic Chemical Release Inventory System (TRIS) – Target Property
  - Toxic Substance Control Act (TSCA) – Target Property
  - Section 7 Tracking System (SSTS) – Target Property
  - FIFRA/TSCA Tracking System (FTTS) – Target Property
- State of California, Regional, and County Databases
  - Annual Work plan Sites (AWP)
  - Cal Sites Databases (CAL-SITES)
  - California Hazardous Material Incident Report System (CHMIRS)

**Charcot Avenue Extension over I-880, San Jose CA**

Job No. 2015-141-ISA

April 19, 2019

Page 11

- “Cortese” Hazardous Waste and Substance Sites List (CORTESE)
- Proposition 65 Records (NOTIFY 65)
- Toxic Pits Cleanup Act Sites (TOXIC PITS)
- State Landfill
- Waste Management Unit Database (WMUDS/SWAT)
- Leaking Underground Storage Tank Information System (LUST)
- Bond Expenditure Plan (CA BOND EXP. PLAN)
- Active UST Facilities (UST)
- Facility Inventory Database (CA FID UST)
- Hazardous Substance Storage Container Database HIST UST)
- Aboveground Petroleum Storage Tank Facilities (AST) – Target Property
- Cleaner Facilities (CLEANERS)
- Waste Discharge System (CA WDS) – Target Property
- List of Deed Restrictions (DEED) – Target Property
- Spills, Leaks, Investigation and Cleanup Cost Recovery Listing (CAL SLIC)
- Hazardous Waste Information System (HAZNET)

The results of the EDR database search and descriptions of the environmental databases are provided in Appendix D. The sites identified in the EDR search were evaluated with respect to their potential to adversely impact the Subject Site. It should be noted that the map address in the EDR report does not match with some of the site locations, however PARIKH did a comparison with the site address and the site boundaries to address the inconsistencies. Since the groundwater gradient is towards the west sites to the east were assumed to be upgradient and were considered for potential groundwater impact.

The database was searched to locate risk sites within a one-mile distance beyond the limits of the Subject Site. Also, necessary regulatory research of sites that could have a potential adverse effect on the Subject Site was conducted at the County Public Health Department, the Regional Water Quality Control Board (RWQCB) or the DTSC. The following is a summary of the database search findings.

The database identified the following sites that were either onsite or adjacent to the Site with potential environmental impacts. Each site is discussed in detail below:

There are several sites adjacent to the Subject Area that are listed on the HAZNET directory. These listings are related to generators or transporters of hazardous waste or sites that store small quantities of hazardous materials. These were listed as A1 and A2 at 2022 and 2030 O’Toole Avenue., C81 at 1964 Old Oakland Rd, B83 at 2149 Paragon Drive, K203-206 at 2000

## **Charcot Avenue Extension over I-880, San Jose CA**

Job No. 2015-141-ISA

April 19, 2019

Page 12

Oakland Road, During drive by, no adverse environmental issues were identified. These properties are not likely to have an adverse environmental impact on the Subject Site.

Several LUST sites are located adjacent to the Subject Property. These include Site listed as A140 -141 at 2000 O'Toole Avenue, C130 –C132 at 1954 Oakland Road, C91-C100 at 1995 Old Oakland Road, C133-134 at 1966 Old Oakland Road, D112 at 2020 O'Toole Avenue, H182 and H183 at 1977 O'Toole Avenue, I90 at 1937 Old Oakland Rd, K207 at 2000 Old Oakland Road All these sites were closed LUST sites and should not pose an adverse environmental impact.

The area bound by Silkwood Lane, Rock Avenue and Old Oakland Road is currently a newly built residential housing development. This area was a former trucking site. It was cleaned up under the direction of the RWQCB. This site is listed as C91-C100 at 1995 Old Oakland Road. Reports associated with the site clean up were reviewed through the GeoTracker. The Removal Action Completion Report is included in Appendix E of this document. They indicate that the cleanup was performed to the satisfaction of the regulatory agency and no contamination migrated offsite.

The majority of the remaining sites identified within the database were either closed, down or cross gradient, or too far upgradient to pose an adverse environmental impact. Several additional LUST sites were identified but they were all closed sites and were too far up or cross gradient to pose an adverse environmental concern.

### **5.0 CONCLUSIONS AND RECOMMENDATIONS**

- A review of previous land use and the site reconnaissance indicates that Charcot Avenue and I-880 and nearby roadways have supported vehicular activity since the middle of the 20th century. It is likely that the surface soils are affected by the deposition of ADL. Therefore it is recommended that in the event surface soils are to be disturbed, surface (0-2 feet) samples of soil be collected and analyzed for total lead in the areas that are to be disturbed. A work plan should be developed for such sampling based on the final design of the project. The work plan should be followed up by site investigation activities. If the results indicate the presence of lead-based paint, a remedial design plan should be developed in concurrence and oversight of the local oversight agencies. Areas west of I-880, however, were not used as roadways and are not likely to be impacted by ADL.

- Based on a review of aerial photographs and United States Geological Survey (USGS) maps, the properties along the proposed right of way have been in agricultural use since the 1930s. It is likely for the soil within the proposed Subject Site to have been impacted with hazardous levels of pesticides, herbicides and arsenic (used as an herbicide in the early 20th century). It is therefore recommended that in the event surface soils are to be exposed during the paving project, they should be tested for these chemicals. A work plan describing sampling locations and sampling and analytical methods should be prepared prior to the start of work.

Other than the observations noted above during the site reconnaissance of the Subject Site, environmental areas of concern were not readily identified or apparent based on the scope of work performed in this project.

Based on PARIKH Consultants, Inc.'s Initial Environmental Site Assessment (ISA) findings, environmental conditions or issues of concerns, other than noted above, were not identified or indicated.

## **6.0 LIMITATIONS**

The operations, facility conditions, and information obtained and utilized in the preparation of this report have been obtained in part from the client, and their employees or agents, and various government officials and are assumed by PARIKH Consultants, Inc. to be complete and correct. It should be noted that this information is subject to professional interpretation, which leads to conclusions, which may differ, based upon opinions specific to individuals.

This report has been presented in accordance with generally accepted environmental assessment practices, based upon the information set forth within the report narrative, for specific application to the proposed Charcot Avenue, I-880 Extension to Silkwood Lane in San Jose, California. No warranty, expressed or implied, is made.

The conclusions in this report are qualitative opinions based on limited quantitative information. Soil and groundwater sampling and analysis were not a part of this scope of work. The scope of work was limited to observation of the surface at a specific time, a limited aerial survey review, and environmental database research. This assessment is not designed to predict future site or off-site conditions. Also, site conditions can differ at locations other than those observed across the Subject Site. Subsurface conditions can differ from those observed on the surface.

This investigation is not a risk assessment and is not intended to provide information needed for public health risk assessment purposes. The consultant has endeavored to determine as much as practical about the site conditions given what we consider to be a reasonable amount

**Charcot Avenue Extension over I-880, San Jose CA**

Job No. 2015-141-ISA

April 19, 2019

Page 14

of analysis and research time. Additional investigation or sampling and analysis could result in information that would lead to revised conclusions. Additional search can usually turn up more information but frequently with a diminishing rate of information return for the effort spent. The degree of certainty of an environmental assessment is proportional to the time and effort spent. However, the degree of certainty cannot be 100% even with highly detailed exploratory drilling and testing work well beyond the scope of this study.

Respectfully submitted,  
**PARIKH CONSULTANTS, INC.**



Gary Parikh, P.E., G.E. #666  
Project Manager

