

PHASE I INITIAL SITE ASSESSMENT
L STREET PATHWAYS TO TRANSIT – PHASE 2
ANTIOCH, CALIFORNIA

For

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TABLE OF CONTENTS

EXECUTIVE SUMMARY	i
1.0 INTRODUCTION	3
2.0 CLIENT PROVIDED INFORMATION	6
3.0 PROJECT DESCRIPTION	6
4.0 TOPOGRAPHY AND HYDROGEOLOGY	9
5.0 HISTORICAL MAPS AND AERIAL PHOTOGRAPHS	9
5.1 Topographic Maps	9
5.2 Aerial Photographs	10
5.3 Sanborn Maps	10
6.0 SITE HISTORY	10
7.0 RECORDS REVIEW	11
8.0 SITE RECONNAISSANCE	11
9.0 FINDINGS	11
9.1 Historical Recognized Environmental Conditions	13
9.2 Asbestos Containing Materials	14
9.3 Lead Based Paint	15
9.4 Aerially Deposited Lead	15
9.5 Traffic Striping And Pavement Markers	16
9.6 Treated Wood	16
9.7 Railroads	16
10.0 CONCLUSIONS AND RECOMMENDATIONS	17
11.0 LIMITATIONS	19
ACRONYM LIST	20



LIST OF FIGURES

Figure 1: Project Location Map	5
Figure 2: Project Boundary	7
Figure 3: Identified Sites Map	12

APPENDICES

Historical Topographic Maps	Appendix A
Historical Aerial Photographs	Appendix B
Certified Sanborn Map Report.....	Appendix C
EDR Radius Map Report	Appendix D

PHASE I INITIAL SITE ASSESSMENT

L STREET PATHWAYS TO TRANSIT PHASE 2 PROJECT

L STREET, ANTIOCH

CONTRA COSTA COUNTY, CALIFORNIA

EXECUTIVE SUMMARY

This report presents the results of a Phase I Initial Site Assessment (ISA) conducted by PARIKH Consultants, Inc. for the L Street Pathways to Transit Phase 2 Project (Project), in Antioch, Contra Costa County, California.

The purpose of this ISA was to identify locales and activities that may pose an adverse environmental impact to the Project, represent a recognized environmental condition (REC), or contain activity and use limitations (AULs). This ISA included an examination of previous land uses within and adjacent to the Project boundary through a records review, interpretation of maps and aerial photographs, and site reconnaissance.

Eighteen sites within the regulatory search radius met the evaluation criteria and were further reviewed. Two former gasoline stations located adjacent to the Project (UNOCAL #2998 and Chevron #9-1757) have been closed by the applicable regulatory agencies and are considered historical recognized environmental conditions (HRECs). HRECs are not RECs and do not represent a risk to the Project.

Based on this ISA, potential RECs relevant to the Project include:

- Aerially deposited lead (ADL) contamination in shallow roadside soils due to historical vehicle emissions.
- Lead-based paint (LBP) in soils below and adjacent to the pipe rack bridge at the southern end of the Project.
- Yellow traffic striping and pavement markers potentially containing lead and chromium.

Recommendations:

- Conduct soil sampling for the presence of ADL within the Project boundary where excavation is planned.
- Conduct soil sampling for the presence of LBP beneath and adjacent to the pipe rack bridge prior to disturbance.
- Comply with Caltrans Standard Special Provision (14-11.12) for managing traffic striping and pavement materials containing lead and chromium.

Conclusions and recommendations in this report are qualitative opinions based on limited quantitative information. All conclusions, recommendations, and information included in this report are based upon information that was readily available to PARIKH Consultants, Inc. at the time of report preparation, and on PARIKH Consultants, Inc.'s professional judgment and reviews using accepted environmental site assessment practices pursuant to the scope of work.



1.0 INTRODUCTION

This report presents the results of a Phase I Initial Site Assessment (ISA) conducted by PARIKH Consultants, Inc. for the L Street Pathways to Transit Phase 2 Project (Project), in Antioch, Contra Costa County, California. The Project location is shown in Figure 1.

The purpose of this ISA was to identify and evaluate potentially hazardous waste sites and evaluate environmental factors that could or may have affected soil and groundwater quality within the Project boundary due to past or present activities or incidents. The objective of this report was to identify *recognized environmental conditions* (RECs) and *activity and use limitations* (AULs), as per American Society for Testing and Materials (ASTM) E1527 - 21:

- REC - (1) the presence of hazardous substances or petroleum products in, on, or at the subject property due to a release to the environment; (2) the likely presence of hazardous substances or petroleum products in, on, or at the subject property due to a release or likely release to the environment; or (3) the presence of hazardous substances or petroleum products in, on, or at the subject property under conditions that pose a material threat of a future release to the environment.
- AUL - legal or physical restrictions or limitations on the use of, or access to, a site or facility: (1) to reduce or eliminate potential exposure to hazardous substances or petroleum products in the soil, soil vapor, groundwater, and/or surface water on the property, or (2) to prevent activities that could interfere with the effectiveness of a response action, in order to ensure maintenance of a condition of no significant risk to public health or the environment. These legal or physical restrictions, which may include institutional and/or engineering controls, are intended to prevent adverse impacts to individuals or populations that may be exposed to hazardous substances and petroleum products in the soil, soil vapor, groundwater, and/or surface water on a property.

This ISA included the following activities:

- Records review
- Historical aerial photograph review
- Topographic and Sanborn map review
- Review of area hydrogeology
- Site reconnaissance
- Preparation of a written report



Evaluation criteria used to evaluate whether sites warranted consideration as a REC include:

- Located within or adjacent to the Project boundary and the various construction elements.
- Distance from the Project, considering the contaminant type and potential migration pathways.
- Known or suspected soil, groundwater, or vapor contamination that may pose a risk to the Project.
- Regulatory status of a site (e.g., open case, closed with or without AULs).
- Type of release or environmental concern (e.g., petroleum hydrocarbons, chlorinated solvents, metals).
- Geologic and hydrogeologic conditions (e.g., soil permeability, depth to groundwater).
- Surface drainage patterns and groundwater flow direction and gradient in relation to the Project.
- Potential for contaminant migration to the Property via groundwater, soil, or vapor.
- History of use and activities at an offsite location that suggest potential for contamination.
- Presence of AULs.
- Relevance of the contamination to current or planned land use.
- Data gaps or lack of site characterization that may increase uncertainties.
- Professional judgment informed by experience, regulatory guidance, and available evidence.



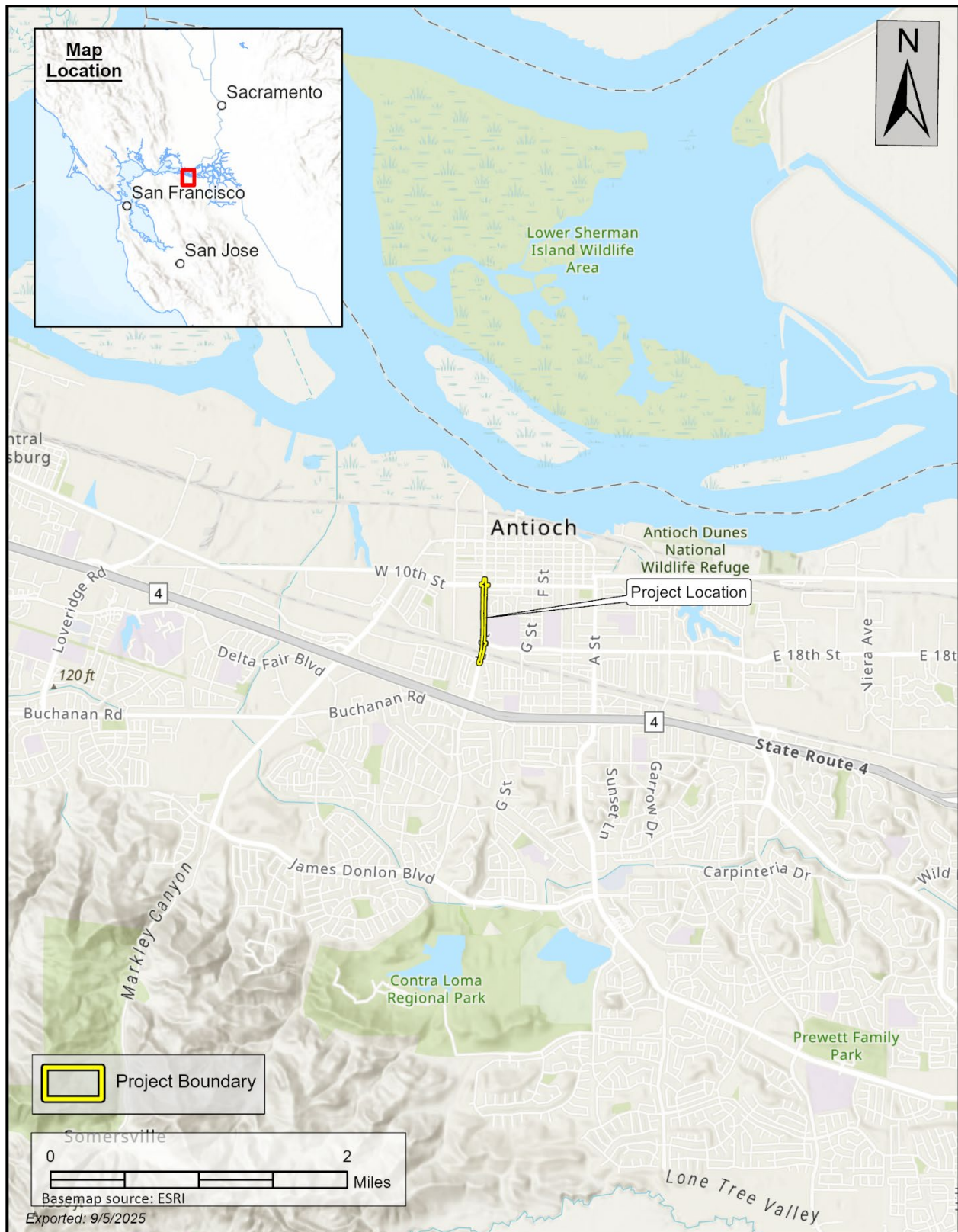


Figure 1: Project Location Map

2.0 CLIENT PROVIDED INFORMATION

Information provided by the client included the Scope of Services, Project Description, staging areas, and the Project boundary.

The client provided information is assumed by Parikh to be complete and accurate.

3.0 PROJECT DESCRIPTION

3.1 Roadway Improvements

The Project aims to enhance pedestrian and bicyclist infrastructure along L Street, between 9th Street and Sycamore Drive in the City of Antioch, connecting to multimodal improvements from a previous phase. The Project will involve widening the roadway between 10th Street and Sycamore Drive, re-striping to accommodate multimodal facilities, and constructing retaining walls to minimize impacts to Union Pacific Railroad (UPRR) structures and Contra Costa County Fairgrounds property. The Project boundary is shown in Figure 2.

The Project will include roadway widening along L Street, between 10th Street and Sycamore Drive. The widening is required along the corridor between 10th Street and 18th Street primarily to close gaps in the sidewalk and bicycle lane network in both NB and SB directions and will accommodate the addition of one SB and one NB travel lane between 10th Street and 18th Street. The additional travel lanes are being added to address an existing bottleneck between 10th Street and 18th Street (approximately 2,000 feet in length).

The City intends to also close pedestrian and bicycle gaps to improve access by constructing sidewalks, providing continuous bicycle facilities from 9th Street to Sycamore Drive, and installing ADA-compliant curb ramps. Additionally, the Project includes treating stormwater runoff per local Municipal Regional Stormwater Permit (MRP) requirements and traffic signal modifications at the intersections of 10th Street, 18th Street, and Sycamore Drive. These improvements are intended to increase multimodal safety, corridor operations, and further provide intersection enhancements. Other improvements include new bus stops and shelters within the Project area for the Tri-Delta Transit bus route serving downtown Antioch.



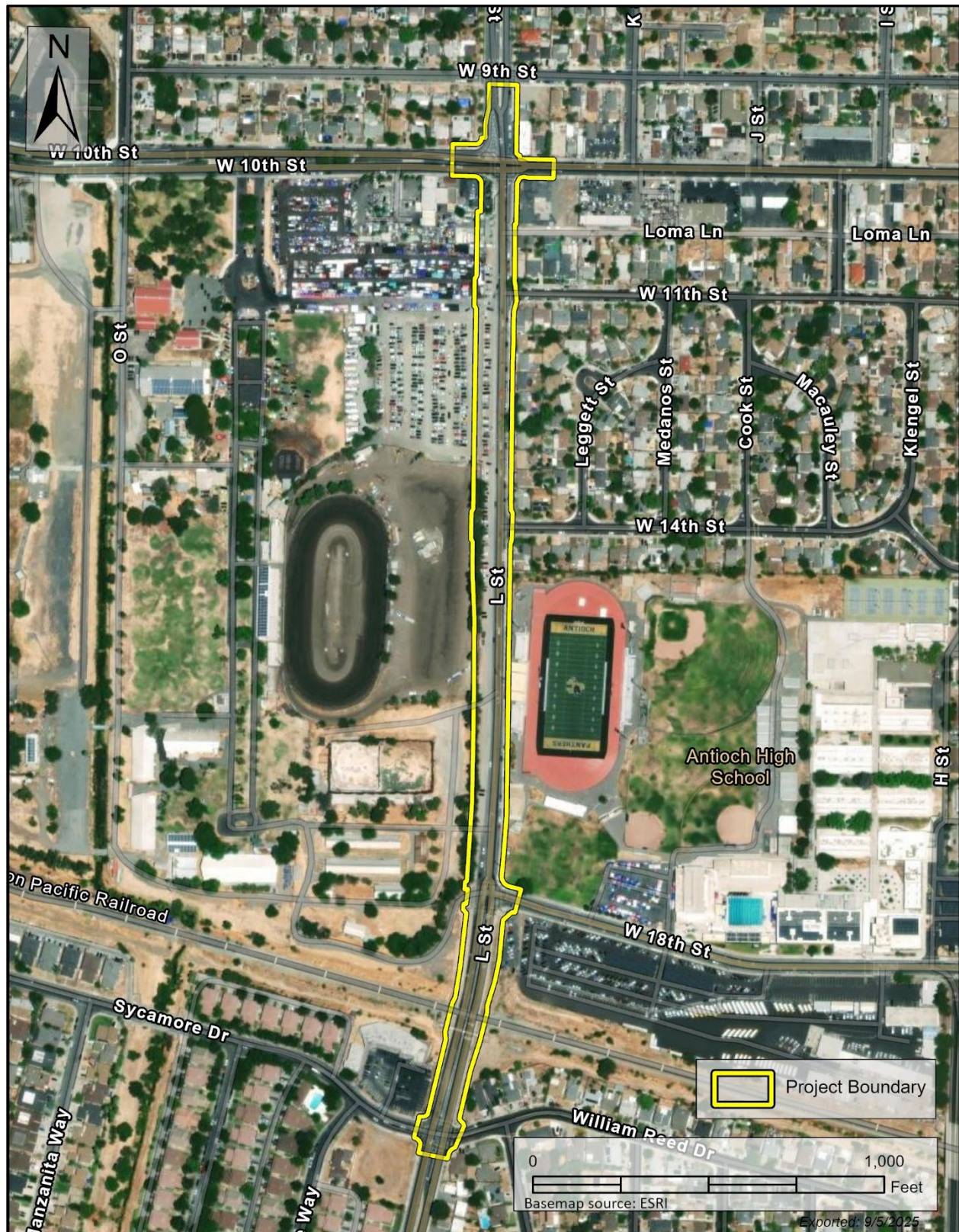


Figure 2: Project Boundary

3.2 Right-of-Way Requirements

The widening will require one full right-of-way (ROW) acquisition at 1101 W. 10th Street and partial acquisition of the Contra Costa Fairgrounds property (ranging from 7-17 feet in width, for approximately 1,500 feet in length).

3.3 Utility Relocations

The Project will require the relocation of storm drain lines, a water meter, underground electrical vaults, light poles, and electrical and telecommunication boxes. The Project will also extend the storm drain main line to accommodate connections to the proposed bioretention facilities. The length of storm drain lines to be relocated would range in size from approximately two feet to 93 feet.

3.4 Signage and Fencing

The Project would relocate existing fencing along the Contra Costa Fairgrounds property line to conform to the new parcel line. The entrance and exit gates to the fairgrounds property along L Street would also be relocated to conform to the new parcel line but would maintain access to the existing driveways. The Project would relocate signs throughout the entire corridor, including signs for speed limit, bus stops, traffic light warning, instructional signs for turning and merging, and a sign marking the location of a petroleum pipe.

3.5 Vegetation and Tree Removal

The Project would require clearing and grubbing of existing vegetation and tree removal. The Project would remove approximately 91 existing trees, all of which would be located on the west side of L Street, between 10th Street and 18th Street. Most of the existing trees to be removed are located on private property that would be acquired as part of the Project, including the parcel at 1101 W. 10th Street and the eastern edge of the Contra Costa Fairgrounds property. Replacement trees would be planted in accordance with Article 12 of the City's Code of Ordinances.

3.6 Construction Details

Project construction is anticipated to take approximately 18 months to complete. Construction hours shall be limited to 7:00 a.m. through 6:00 p.m. on weekdays, or 8:00 a.m. through 5:00 p.m. where within 300 feet of an occupied dwelling, and between 9:00 a.m. to 5:00 p.m. on weekends and holidays. The maximum excavation depth for the Project will be approximately 15 feet for traffic signals, seven feet for storm drain line extensions, 4.5 feet for bioretention areas, and 2.5 feet for the roadway widening. All construction equipment staging would occur within the existing City ROW. No road closures or detours are anticipated to be required during



construction. The Project would require approximately 150 cubic yards of soil to be exported and approximately 1,500 cubic yards of asphalt and concrete to be poured on-site.

4.0 TOPOGRAPHY AND HYDROGEOLOGY

The topography of the Project area is relatively flat, with a gentle slope toward the north and west, consistent with the general grade toward the San Joaquin River.

Surface drainage in the Project area is controlled by engineered storm drain systems and localized flow toward roadside gutters and culverts. Runoff ultimately discharges northward into the San Joaquin River, which is the primary regional drainage feature. No named creeks or natural drainages intersect the Project Area.

According to the “Maps of Quaternary Deposits and Liquefaction Susceptibility in the Central San Francisco Bay Region, California, USGS OF-06-1037”, the Project Area is underlain by Holocene and Latest Pleistocene alluvial fans consisting of clay, silt, sand, and gravel.

Groundwater in the Project vicinity is anticipated to be shallow due to its proximity to the San Joaquin River. Well completion reports indicate that depth to groundwater is estimated to range from approximately 8 feet below ground surface in the northern portion of the Project to about 20 feet in the southern portion. No site-specific groundwater measurements within the Project limits were identified.

Groundwater descriptions quoted herein should not be used for geotechnical engineering, construction, or design purposes.

5.0 HISTORICAL MAPS AND AERIAL PHOTOGRAPHS

Historical topographic maps, aerial photographs, and Sanborn maps were used to help evaluate past land uses and identify potential environmental concerns associated with the historical development and operations on or near the Project.

5.1 Topographic Maps

The Historical Topographic Map Report is contained in Appendix A and was provided by Environmental Data Resources (EDR). Georeferenced historical topographic maps were also downloaded from the United States Geological Survey Historical Topographic Map Explorer and imported into GIS, where they could be compared to the Project boundary. The topographic maps reviewed are listed in Table 1.



Table 1: List of topographic maps reviewed for this report.

Map	Year(s)	Scale
Antioch North	2021, 2018, 2015, 2012, 1978, 1968, 1953	1:24,000
Antioch South	2021, 2018, 2015, 2012, 1980, 1973, 1968, 1953	1:24,000
Mt. Diablo	1943, 1898, 1896,	1:62,500
Lone Tree Valley	1916	1:31,680
Collinsville	1918	1:31,680
Antioch	1907, 1908	1:62,500

5.2 Aerial Photographs

Historical aerial photographs were provided by EDR. Appendix B contains historical aerial photographs of the area surrounding the Project boundary from the years 2022, 2018, 2014, 2010, 2006, 1998, 1993, 1984, 1982, 1979, 1972, 1966, 1963, 1958, 1950, 1949, 1939, and 1937.

5.3 Sanborn Maps

A search of Sanborn Fire Insurance maps that cover the Project boundary was conducted by EDR. Sanborn map collections searched included the Library of Congress, University Publications of America, and the EDR Private Collection.

No Sanborn Fire Insurance maps were found that cover the Site (EDR Certification # 8337-4513-8F1B). The EDR Certified Sanborn Map Report is contained in Appendix C.

6.0 SITE HISTORY

The Project area was originally farmland, consistent with the early agricultural uses of Antioch and the surrounding San Joaquin River Delta. In the late 1800s, the San Francisco and New Orleans line of the Southern Pacific Railroad was constructed through the southern part of the Project area, providing a major transportation route that supported local agriculture, industry, and community growth.

Residential development in the Project vicinity began in about the 1930s, with subdivisions established north of West 10th Street and east of L Street. Residential growth expanded to areas south of the Union Pacific Railroad corridor beginning in the 1950s and continuing through the 1970s. During this time, community facilities were also established, including the Contra Costa



Event Park (Fairgrounds) on the west side of the Project in the 1940s and Antioch High School on the east side of the Project in 1955.

By the early 1970s, the area surrounding the Project had essentially reached its current level of development, consisting of a mix of residential neighborhoods, institutional uses, and community facilities. Since that time, the land use pattern has remained relatively stable, with limited redevelopment and incremental improvements to roadways, utilities, and commercial properties. No evidence of heavy industrial activity was identified within the immediate Project limits.

7.0 RECORDS REVIEW

A search of Federal, State, and County regulatory databases was conducted by EDR to find documentation relating to environmental incidents, hazardous waste sites, RECs, or AULs within the Project or the approximate minimum search distance of one mile from the Project boundary. Comprehensive results of the EDR database search are included in Appendix D. The databases searched are listed and described in the Government Records Searched/Data Currency Tracking section at the end of the EDR Report. Note that properties may be occupied by multiple facilities or have changes in ownership or listing names for the same property. In addition, properties may be listed in multiple databases.

The records review returned 159 listings for sites within the search distance. Of these, 18 met the evaluation criteria listed in the introduction and were further investigated.

8.0 SITE RECONNAISSANCE

A site reconnaissance was conducted on September 5th, 2025, to obtain information that may indicate the presence of RECs or adverse environmental conditions. The site reconnaissance consisted of a walk and drive through of the Project and adjacent areas to look for indications of hazardous substances. No subsurface investigations or sampling were undertaken.

The Project contained minor amounts of general refuse consistent with typical roadway litter. No evidence of staining, distressed vegetation, discarded drums or containers with unidentified contents, or other indicators commonly associated with the release of hazardous materials was observed. The observed debris does not represent a potential environmental concern.

9.0 FINDINGS

The location of sites listed in this section are shown in Figure 3.





9.1 Historical Recognized Environmental Conditions

One site, UNOCAL #2998, was identified as being a historical recognized environmental condition (HREC) that is relevant to the Project. A HREC is a previous release of hazardous substances or petroleum products affecting the subject property that has been addressed to the satisfaction of the applicable regulatory authority or authorities and meeting unrestricted use criteria established by the applicable regulatory authority or authorities without subjecting the subject property to any controls (for example, activity and use limitations or other property use limitations).

A HREC is not a REC and does not represent a risk to the Project unless information is forthcoming about sites listed herein that was not available at the time of this investigation that would change the conclusion of the investigation.

9.1.1 UNOCAL #2998

The UNOCAL #2998 site borders the Project boundary and is located at 1029 10th Street, Antioch, CA 94509 (APN 074 343 034), at the northeast part of the Project. The site is listed on GeoTracker (Site # T0601300790) as a Leaking Underground Storage Tank (LUST) Site with a Cleanup Status of “Completed – Case Closed as of 11/08/2011”. The site is currently a vacant lot.

The site is a former Unocal station that operated between 1948 and 1993. On 25 March 1993, two 10,000-gallon unleaded gasoline underground storage tanks (USTs), one 550-gallon waste oil tank, and associated product piping were removed from the site. On 12 April 1993, two 1,000-gallon USTs used in a prior site configuration were discovered north of the former tank basin and were also properly removed. Soil samples collected during the 1993 UST removals indicated the presence of petroleum hydrocarbons. In May 1994, soil over-excavation removed over 200 cubic yards of hydrocarbon-impacted soil to the extent feasible based on depth to encountered groundwater.

Residual hydrocarbon mass in soil has been delineated both horizontally and vertically and was deemed as attenuating to the point that it does not pose a risk to regulatory guidelines. As of 2011, the groundwater plume reached its maximum extent and was shrinking in size. Hydrocarbon concentrations in groundwater are steadily decreasing, and the rate of hydrocarbon loading in the groundwater is exceeded by the rate of natural attenuation. All monitoring wells were abandoned between July and August 2011. Minimal residual impacts at the site were considered not to pose a threat to human health and safety or to water quality.



9.1.2 Chevron #9-1757

The Chevron #9-1757 site is adjacent to the Project boundary and is located at 2100 L St, Antioch, CA 94509 (APN 074 343 034), at the southwest part of the Project. The site is listed on GeoTracker (Site # T0601300778) as a LUST site with a Cleanup Status of “Completed – Case Closed as of 12/05/1994”. The site is currently a vacant lot.

The site is a former Chevron station that operated from prior to 1972 until 1990. Soil and groundwater contamination from hydrocarbons was found at the site following the removal of five USTs. Quarterly groundwater monitoring until May 1994 indicated that groundwater contamination was at non-detectable levels.

In December 1994, the California Regional Water Quality Board, Central Valley Region, determined that no further action related to petroleum release from USTs at the site was required.

9.2 Asbestos Containing Materials

Asbestos containing materials (ACM) were historically used in various construction products, including insulation, roofing, floor tiles, shingles, pipes, adhesives, and electrical wiring and components. Asbestos was also used in bridges and other concrete structures. Asbestos fibers, when disturbed and released into the air, can be inhaled and pose significant health risks, including lung cancer, mesothelioma, and asbestosis. The use of asbestos in construction and building products was discontinued prior to about 1980.

The Project boundary does not contain any buildings. Accordingly, ACM from buildings should not represent a risk to the Project boundary.

Two bridges cross L Street in the southern part of the Project, a pipe rack bridge and the “L” Street Undercrossing. Historical aerial photographs indicate that both bridges were constructed in the 1950s. Pipe rack bridges often contained ACM in insulation and lagging.

“L” Street Undercrossing was constructed when ACM were commonly used in accessory components such as joint fillers, sealants, waterproofing membranes, gaskets, coatings, and insulation for utilities attached to bridges.

Due to their age, the bridges may contain ACM. However, because the Project does not include activities that would disturb the bridge structures, ACM is not expected to present a risk to the Project.



9.3 Lead Based Paint

Lead is a highly toxic metal and persistent pollutant that can linger in the environment for extended periods, posing health risks to humans and wildlife. High levels of lead in the body can lead to severe health issues, especially in children, causing developmental delays, learning disabilities, and neurological problems. In adults, lead exposure may result in hypertension, reproductive issues, and nervous system damage.

Lead-based paint (LBP) was banned for residential use in 1978. Homes built in the United States before 1978 are likely to have some LBP. However, LBP is still applied for industrial uses such as for bridges, highways, water towers, pipes, parking lots, guard rails, and utility poles or towers.

The pipe rack bridge located across L Street, south of the Union Pacific Railroad bridge, was observed to exhibit flaking paint. Historical aerial photographs indicate the bridge was constructed in the 1950s. Due to its age, the bridge likely contains lead-based paint, and past maintenance activities may have resulted in paint chips accumulating in soils beneath the structure. Therefore, the potential presence of lead-based paint in site soils represents a potential REC.

Given that the LBP application was prevalent and widespread, any paint encountered within the Project boundary should be assumed to be lead-based unless information is available that identifies the paint as not lead-based.

9.4 Aerially Deposited Lead

Aerially deposited lead (ADL) contamination of soils resulted from the introduction of lead compounds to gasoline in the 1920s to enhance engine performance. The process of phasing out lead in automotive fuels commenced in 1974, and by 1992, its usage was prohibited in California. ADL exposure can occur via ingestion, inhalation, or direct contact with contaminated soil, dust, or surfaces. Consequently, shallow soils near highways and other busy roads have the potential to be contaminated with ADL above hazardous waste thresholds. This may necessitate disposal at a Class I landfill or on-site stabilization. The highest lead concentrations are typically found within 10 feet of road pavement and the top six inches of soil.

Historical aerial photographs and topographic maps indicate that roads within and adjacent to the Project boundary have supported significant vehicular activity prior to the phasing out of leaded gasoline.

ADL contamination of soils within the Project boundary represents an REC because of the likely presence of hazardous substances or petroleum products in, on, or at the subject property due to a release or likely release to the environment.



9.5 Traffic Striping And Pavement Markers

Lead chromate has been used in yellow traffic striping paints, thermoplastic striping, and pavement markings. Such materials can contain hazardous levels of lead and chromium. According to the Caltrans Paint and Thermoplastic Striping Guidance (2019), it is generally assumed that existing yellow paint and thermo-plastics associated with roadway markings contain lead and chromium unless there is specific knowledge that lead or chromium are not present.

Yellow traffic striping was observed at various areas within the Project boundary. Caltrans Standard Special Provision (14-11.12. *(1) Removal of Traffic Stripes and Pavement Markings*) outlines the procedures and requirements for the removal of existing traffic stripes and pavement markings from roadways during construction or maintenance Projects.

9.6 Treated Wood

Treated wood, used widely in construction for its resistance to pests and decay, often contains various chemicals that can pose significant health and environmental risks. Commonly used treatments include creosote, pentachlorophenol (PCP), and chromated copper arsenate, all of which contain harmful substances. These chemicals can leach into the soil and groundwater over time, potentially contaminating drinking water sources and affecting ecosystems. Inhalation or ingestion of sawdust from treated wood can be particularly harmful. Improper disposal of treated wood waste (TWW), such as by burning, can release toxic chemicals into the air, posing risks to human health and the environment.

Overhead utility lines supported by wood power poles were observed within and adjacent to the Project boundary. These poles are typically treated with chemical preservatives such as PCP and is a federally regulated substance classified as a restricted-use pesticide. In California, utility companies are required to manage treated wood waste in accordance with Title 22, California Code of Regulations, Section 67386, and the California Health and Safety Code §25150.7.

Based on current site conditions and the assumed responsible maintenance utility providers, the presence of treated wood poles does not represent a REC.

9.7 Railroads

Contamination of soil and groundwater associated with railroads includes polynuclear aromatic hydrocarbons (PAHs), heavy metals, pesticides, herbicides, and asbestos. The main source of PAHs in railroad areas derives from machine grease, fuel oils, transformer oils, and creosote and PCP preserved railroad ties. Heavy metal contamination of soils in and around railroad areas is derived from construction materials, fuel combustion, cargo leakage, and the wearing of



pantographs and associated electrical equipment. Pesticides and herbicides were used to keep railroad areas free from excessive amounts of vegetation and pests. Contamination of railroad ballast can occur due to the above-mentioned contaminants, necessitating special handling and treatment.

The history of asbestos use in the railroad industry in the United States dates to the early 20th century. Asbestos was widely used in locomotive and railcar components, such as insulation for steam pipes, boilers, and electrical systems, as well as brake linings, gaskets, clutches, and thermal insulation. The railroad industry started to phase out asbestos-containing materials by the latter half of the 20th century as the detrimental health effects of asbestos exposure became evident and regulations tightened.

The UPRR crosses L Street on a bridge located in the southern portion of the Project area. The rail line was originally constructed in the late 1800s as part of the Southern Pacific Railroad San Francisco and New Orleans Line. As the railroad is elevated and the Project does not involve disturbance of the tracks or adjacent rail corridor, the railroad is not anticipated to present a risk to the Project.

10.0 CONCLUSIONS AND RECOMMENDATIONS

Based on the records review, site reconnaissance, and evaluation of environmental conditions, the following are potential RECs:

- ADL contamination in shallow roadside soils due to historical vehicle emissions.
- LBP in soils below and adjacent to the pipe rack bridge at the southern end of the Project.
- Yellow traffic striping and pavement markers potentially containing lead and chromium.

Recommendations:

- ADL: Conduct pre-construction soil sampling and analysis for ADL in shallow soils adjacent to roadways within the Project boundary where excavation is planned. Soils exceeding hazardous waste thresholds should be managed in accordance with Caltrans Standard Special Provisions (14-11.12).
- LBP: Soils beneath and adjacent to the pipe rack bridge should be tested for lead prior to construction disturbance. If lead-impacted soils are encountered, appropriate worker protection and waste management procedures should be followed.



- **ACM:** If bridge components or associated utilities are disturbed during construction, an ACM survey by a Cal/OSHA-certified consultant should be conducted. Any identified ACM should be handled and disposed of in accordance with regulatory requirements.
- **Traffic Striping:** Removal of painted traffic markings should follow Caltrans Standard Special Provision (14-11.12) for managing materials containing lead and chromium.



11.0 LIMITATIONS

The operations, facility conditions, and information obtained and utilized in the preparation of this report have been obtained in part from the client, their employees or agents, and are assumed by PARIKH Consultants, Inc. to be complete and correct. This information is subject to professional interpretation, which may lead to differing conclusions based upon individual opinions. This report has been presented in accordance with generally accepted environmental assessment practices, based upon information set forth within the report, for specific application to the L Street Pathways to Transit Phase 2 Project, in Contra Costa County, California. No warranty, expressed or implied, is made.

Conclusions and recommendations in this report are qualitative opinions based on limited quantitative information. Soil and groundwater sampling and analysis were not a part of the scope of work. The scope of work was limited to surface observation at a specific time, a limited aerial survey review, and database research. This assessment does not predict future site or off-site conditions. Project boundary conditions can differ at locations other than those observed within the Project boundary. 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 site conditions given what we consider to be a reasonable amount of analysis and research. Additional investigations or sampling and analysis could lead to revised conclusions. Additional searches can usually turn up more information but frequently with a diminishing rate of information return for 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,

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ACRONYM LIST

ACM	asbestos containing materials
ADL	aerially deposited lead
APN	Assessor's Parcel Number
ASTM	American Society for Testing and Materials
AULs	activity and use limitations
Caltrans	California Department of Transportation
CEG	Certified Engineering Geologist
EDR	Environmental Data Resources
GE	Geotechnical Engineer
GIS	Geographic Information System
HREC	Historical Recognized Environmental Conditions
ISA	Initial Site Assessment
LBP	lead-based paint
LUST	leaking underground storage tank
MRP	Municipal Regional Stormwater Permit
NB	north-bound
PAHs	polycyclic aromatic hydrocarbons
PCP	pentachlorophenol
PE	Professional Engineer
REC	recognized environmental condition
ROW	right-of-way
SB	south-bound
TWW	treated wood waste
UPRR	Union Pacific Railroad
UST	underground storage tank



The appendices to the Phase I Initial Site Assessment are on file with the City of Antioch.