

## SCHLAGE LOCK SITE TO BE CLEANED UP AND DEVELOPED AS NEW RESIDENTIAL TRANSIT COMMUNITY

Since the closure of the Schlage Lock Manufacturing company on Bayshore Boulevard north of Sunnydale Avenue in 1999, efforts have been made by both Ingersoll-Rand, Schlage's parent company, and the community to work out an acceptable development program for the redevelopment of that former manufacturing site.

Ingersoll-Rand was intent on developing the property such that it would limit their liability and reduce its cleanup requirements, thus they wanted to place a cap on the site and develop it for a Home Depot retail store or some other related use.

The Visitation Valley community had other ideas and did not want "big box" development on the site, with every square inch of the 12.5-acre site covered in asphalt.

Universal Paragon Corporation (UPC), the owner of the Baylands, also had a six-acre parcel in San Francisco adjacent to the Schlage Lock Manufacturing plant that was part of the former Southern Pacific Rail Yard (its far northern extent). In the early 1990s, after UPC had acquired the Baylands and the San Francisco parcel adjacent to Schlage, it was determined through ground water sampling that there was ground water contamination immediately south of the Schlage company property. This contamination consisted of Volatile Organic Compounds or (VOCs). This type of contamination was not typical of contamination on former railroad yards or railroad maintenance facilities. The Water Board, at the time, ordered additional sampling and then eventually issued an order to UPC to

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### ENHANCED COMMUTER SHUTTLE SERVICE IN BRISBANE

On May 5 the Alliance enhanced their current commuter shuttle by adding shuttle to serve the Bayshore Brisbane Caltrain Station.

The current shuttle runs between the Balboa Park BART station and Brisbane Crocker Industrial Park Area as well as serving various residential stops along San Bruno Avenue during commute hours (Monday through Friday). With the additional shuttle, The Alliance is now able to serve the Bayshore Brisbane Caltrain Station directly.

This service is funded by the Bay Area Air Quality Management District, the San Mateo County Transportation Authority, Peninsula Corridor Joint Powers Board, the City/County Association of Governments of San Mateo County, and participating employers in the Brisbane Crocker Industrial Park Area.

For more information about this shuttle service, please contact Karen Sumner, Peninsula Traffic Congestion Relief Alliance, at 650-588-8170 or Karen@commute.org. You can also visit our Web site at [www.commute.org](http://www.commute.org).

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install a groundwater extraction and treatment facility, as no determination of the source of the contamination could be determined. Eventually the regulatory agencies divided the former railroad site up into Operable Units (OUs). It was determined that the area with ground water contamination would be designated OU-1 and comprised of the area north where Geneva Avenue intersects Bayshore Boulevard. OU-2 was that portion of the Railroad yard that was south of the Geneva intersection down to Lagoon Road.

Environmental investigations that have been conducted continuously for more than 15 years have indicated that VOCs, primarily trichloroethylene (TCE) and perchloroethylene (PCE), are the main contaminants found in the contaminated groundwater and surrounding. Other contaminants present at the site include metals such as arsenic, chromium, cadmium, lead, and nickel, which are more associated with rail operations and found only in the soil. Soil removal and cleanup actions have been conducted at this site since 1996 and groundwater is sampled quarterly to monitor the movement and levels of chemicals in the groundwater.

The groundwater extractions system installed by UPC in 1995 has kept the VOC contaminated ground water from flowing further into the railyard by containing the flow. It has also significantly reduced the contaminated plume of groundwater from what it was prior to the implementation of the extraction system to what it is at this point, nearly a 25 percent reduction.

Because UPC has, on its own, completed extensive testing of the ground water conditions, it has always asserted that the contaminated ground water had originated from the Schlage Lock company and their manufacturing process. Schlage used chlorinated vapor degreasers in the treatment of metal parts used for the manufacturing of door hardware. Those chemicals spilled into the ground or where mishandled over time. The owners of Schlage lock never took responsibility for the contamination and in 2005, UPC filed a new lawsuit in federal court against Ingersoll-Rand for damages UPC sustained from groundwater contamination. The lawsuit was settled



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in February 2007. The settlement contemplated the transfer of the Schlage property to UPC in exchange for an insured fixed price cleanup of the Schlage property with a Pollution Legal Liability Policy in place for long-term liability. The cleanup will be to the standards necessary to allow the construction of a transit-oriented residential development on the combined 20-acre site. The complexity of this arrangement resulted in a 15-month effort to negotiate the necessary agreements and provide the necessary assurances to put in place all necessary documents and agreements to enact the settlement. The property was successfully transferred May 28, 2008, with all agreements in place and approval of the courts and regulatory agencies.

## RECOGNIZING A STROKE

Doctors say a bystander can recognize a stroke by asking three simple questions: Ask the individual to SMILE; Ask the individual to RAISE BOTH ARMS; and Ask the individual to SPEAK A SIMPLE SENTENCE

If the individual has trouble with any of these tasks, call 9-1-1 immediately and describe the symptoms to the dispatcher.

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