Eastridge to BART Regional Connector: Capitol Expressway Light Rail Project

Final Second Supplemental Environmental Impact Report Volume III of III: Second Subsequent Initial Study

State Clearinghouse #2001092014

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Attachment A: Updated List of Special-Status Species  
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The Final Second Supplemental EIR is divided into the following three volumes:

- **Volume I**: Response to Comments (including the Revised Draft SEIR-2) as well as Attachment A (Notice of Preparation and Public Scoping with Comments Received), Attachment B (Detailed Description of the Proposed Changes), and Attachment C (Detailed Plans for the Proposed Changes)
• **Volume II**: Revised Draft SEIR-2 technical materials including Attachment D (Supplemental Transportation Analysis), Attachment E (Noise and Vibration Assessment), and Attachment F (Air Quality Modeling Assumptions)

• **Volume III**: Attachment G (Second Subsequent IS and all attachments)

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Chapter 1
Introduction

1.1 Overview of Proposed Changes to the Approved Project

The Santa Clara Valley Transportation Authority’s (VTA’s) Eastridge to BART Regional Connector: Capitol Expressway Light Rail Project (approved project) is located in the City of San Jose. The approved project would be implemented in two distinct phases. The first phase consists of pedestrian and bus improvements, including sidewalk, landscaping, and lighting along Capitol Expressway; bus stop improvements at Story Road and Ocala Avenue; and the replacement of Eastridge Transit Center. Construction of the pedestrian and bus improvements was completed in 2012 and the replacement of Eastridge Transit Center was completed in 2015. The second phase consists of the extension of light rail along Capitol Expressway between the existing Alum Rock Light Rail Station and Eastridge Transit Center, a distance of approximately 2.4 miles.

As discussed in more detail in Chapter 2, Changes to the Approved Project, Changes in Circumstances, and Introduction of New Information, VTA is proposing changes to certain elements of the approved project, including the:

- Extension of the aerial guideway to grade-separate the Ocala Avenue and Cunningham Avenue intersections
- Revisions to Capitol Expressway roadway lane configurations (including the conversion of the existing high-occupancy vehicle lanes to general purpose traffic lanes and maintaining eight lanes between Story Road and Capitol Avenue);
- Modifications to Eastridge Station platforms and track;
- Reduction in parking spaces at Eastridge Park-and-Ride lot;
- Minor shift in the location and straightening of the Story Station pedestrian overcrossing;
- Modification to Story Station pedestrian access;
- Relocation of a construction staging area;
- Relocation of Pacific Gas and Electric (PG&E) electrical transmission facilities; and
- Extension of construction duration and modification to the construction scenario.

The location and overall elements of the proposed changes to the project are shown in Figure 1-1.
Figure 1-1

Proposed Changes to Capitol Expressway Light Rail Project

1.2 Prior Environmental Documentation

The federal and state environmental process for the approved project was initiated in September 2001 with the publication of a Notice of Intent to prepare an Environmental Impact Statement (EIS) in the federal register and the filing of the Notice of Preparation of an Environmental Impact Report (EIR) with the State Clearinghouse. A Draft EIS/EIR was circulated in April 2004, but only a Final EIR was completed as a result of limited opportunities for securing federal funds.

In May 2005, the VTA Board of Directors certified the Final EIR (hereafter referred to as the “2005 Final EIR”) and approved the Light Rail Alternative. As a result of preliminary engineering, the Light Rail Alternative was modified to address agency comments, improve operations, minimize right-of-way requirements, and lower costs. To address these modifications, the VTA Board of Directors prepared and certified a Final Supplemental EIR (Final SEIR) and approved the modifications in August 2007 (hereafter referred to as the “2007 Final SEIR”).

Due to unprecedented declines in revenues beginning in 2008, the implementation plan for the Light Rail Alternative was modified to construct the project in phases. An Addendum to the Final SEIR was approved in June 2010 that included the installation of pedestrian and bus improvements as Phase 1 and the extension of light rail along Capitol Expressway as Phase 2.

In addition to the state environmental process, VTA reinitiated the federal environmental process on September 9, 2009, with a Notice of Intent to prepare a Supplemental Draft EIS. The Supplemental Draft EIS was circulated on May 18, 2012, for 45 days with comments due on July 3, 2012. The federal environmental process under the National Environmental Policy Act (NEPA) was suspended in 2017 as a result of limited opportunities for securing federal funds.

A Subsequent Initial Study (IS)/Mitigated Negative Declaration (MND) was approved in March 2014 (hereafter referred to as the “2014 Subsequent IS/MND”) that eliminated the Ocala Station, eliminated sidewalk widening and sound wall relocation north of Ocala Avenue, and expanded the Eastridge Park-and-Ride lot.

This Second Subsequent IS and the Second Supplemental EIR (SEIR–2) (discussed in Section 1.4, Explanation for a Second Subsequent Initial Study and Second Supplemental EIR) will address minor changes to the project as well as incorporate changed circumstances and new information.
1.3 Overview of Public Outreach since the 2014 Subsequent IS/MND

Since the approval of the 2014 Subsequent IS/MND, there has been routine community outreach, including webpage updates, Eastridge to BART Regional Connector Policy Advisory Board (PAB) meetings, and occasional attendance at district roundtables and neighborhood association meetings. The purpose of the PAB meetings is to ensure that the local jurisdictions most affected by major transportation improvement projects are involved in guiding the planning, design, and construction of the projects. There have been nine Eastridge to BART Regional Connector PAB meetings since March 2014.

VTA issued a NOP for the Draft SEIR-2 on May 29, 2018 and held a scoping meeting on June 14, 2018. The NOP was sent to over 100 agencies, community organizations, residents, and businesses. In addition, flyers were mailed to approximately 9,000 properties located within 1/2 mile of the corridor. Other outreach included a meeting announcement and reminder on Next Door; door-to-door deliveries of flyers to businesses; a blog post; a webpage announcement; advertisements in the Mercury News, El Observador, Viet Nam Daily, Philippines Today, and Sing Tao; notices at community centers and libraries; email to 751 stakeholder list; listings on Facebook, Twitter, and LinkedIn; and email to 50 organizations on the Title VI list. The six comment letters received on the scope and content of SEIR-2 are included in Attachment A of the SEIR-2. See Chapter 2, Introduction, of the SEIR-2 for a summary of the comments regarding environmental impacts.

1.4 Explanation for a Second Subsequent Initial Study and Second Supplemental EIR

The California Environmental Quality Act (CEQA) recognizes that between the date projects are approved and the date they are constructed one or more of the following changes may occur: 1) the scope of the project may change, 2) the environmental setting in which the project is located may change, 3) certain environmental laws, regulations, or policies may change, and 4) previously unknown information can come to light. CEQA requires that lead agencies evaluate these changes to determine whether they are significant.

The mechanism for assessing the significance of these changes is found in CEQA Guidelines Sections 15162 to 15164. If the changes involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects, further environmental review (in the form of a Subsequent or Supplemental EIR or IS/MND) would be warranted per CEQA Guidelines Section 15162 and 15163. If the changes do not meet these criteria, then an Addendum is prepared to document a decision that no subsequent or supplemental review is required.

The proposed changes to the approved project would result in new or more significant environmental impacts compared to what was disclosed in the 2005 Final EIR, the 2007 Final SEIR, and the 2014 Subsequent IS/MND. Thus, it has been determined through the
analysis in this Second Subsequent IS that a SEIR-2 should be prepared for the proposed changes to the approved project.

The Second Subsequent IS serves to focus the analysis in the SEIR-2 on changes to the environmental impacts identified in the prior environmental documentation that would result from the proposed changes to the approved project. As such, the potential transportation, environmental justice, noise and vibration, air quality, and construction impacts associated with the proposed changes to the approved project require analysis in the SEIR-2. New or more significant environmental impacts related to other environmental resource areas, as disclosed in this Second Subsequent IS, would be avoided or minimized through project features or implementation of mitigation measures included in the 2005 Final SEIR. Thus, the SEIR-2 is focused on the potential for new significant impacts or a substantial increase in the severity of previously identified significant effects related to transportation, environmental justice, noise and vibration, air quality, and construction.
Chapter 2

Changes to the Approved Project, Changes in Circumstances, and Introduction of New Information

This section describes the approved project and discusses the Santa Clara Valley Transportation Authority’s (VTA’s) proposed changes to that project. In addition, this section discusses changes in circumstances and introduces new information since the approval of environmental documentation prepared for the project (i.e., the 2005 Final Environmental Impact Report, the 2007 Final Supplemental Environmental Impact Report, and the 2014 Subsequent Initial Study [IS]/Mitigated Negative Declaration [MND]).

2.1 Approved Project

The approved project would consist of the extension of light rail along Capitol Expressway between the existing Alum Rock Light Rail Station and Eastridge Transit Center, a distance of approximately 2.4 miles. Light rail would operate primarily in the median of Capitol Expressway within exclusive and semi-exclusive rights-of-way. To provide the additional right-of-way to accommodate light rail, high-occupancy vehicle (or carpool) lanes would be removed between Capitol Avenue and Tully Road. The alignment would include an elevated section that would extend north of Capitol Avenue to south of Story Road, and an elevated crossing of Tully Road. The approved project would include new light rail stations at Story Road (aerial) and Eastridge Transit Center (at-grade). At Eastridge Mall, the Park-and-Ride lot would be expanded to accommodate the project. The approved project would also include traction power substations at Ocala Avenue and Eastridge Transit Center. Five 115-kilovolt electrical transmission towers and two tubular steel poles would require relocation from the median of Capitol Expressway to the east side of Capitol Expressway in order to accommodate the approved project. Table 2-1 shows the rail crossings included in the approved project and the proposed changes to the approved project.

Table 2-1 shows the general location of the approved project described in the 2014 Subsequent IS/MND.
Figure 2-1
Previously Approved Capitol Expressway Light Rail Project
2.2 Changes to the Approved Project

VTA is proposing changes to certain elements of the approved project, which are discussed in detail in this section. The general location and overall elements of the proposed changes to the project are shown generally in Figure 1-1 in Chapter 1, Introduction, of the Second Subsequent IS. A detailed description of the proposed changes to the approved project is included in Attachment B of the SEIR-2.

Extension of the Aerial Guideway to Grade-Separate the Ocala Avenue and Cunningham Avenue Intersections. The proposed change to the project would replace the at-grade track alignment with approximately 1.25 miles of aerial guideway from south of Story Road to north of Tully Road. The aerial guideway would include concrete columns supported on pile foundations. The aerial guideway would also include aerial sound walls. The aerial guideway would typically be 20 to 35 feet high at the top-of-rail with a maximum height of approximately 60 feet with the overhead catenary system and poles. Visual simulations of the aerial guideway are provided in Section 3.16, Visual Quality, of the Second Subsequent IS.

As a result of an additional left turn pocket (as discussed in detail under Revisions to Capitol Expressway Roadway Lane Configurations) on Capitol Expressway at Story Road, the alignment of the aerial guideway between Story Road and Foxdale Drive would be shifted slightly west by 3 feet.

Table 2-1 shows the rail crossings included in the approved project and the proposed changes to the approved project. As discussed in detail under Section 2.4, Introduction of New Information, Senate Bill (SB 215) affected how the California Public Utilities Commission (CPUC) processes formal crossing applications.
<table>
<thead>
<tr>
<th>Cross Street</th>
<th>Track Stationing</th>
<th>Number of Tracks</th>
<th>Pedestrians</th>
<th>Automobiles</th>
<th>Safety Risks</th>
<th>Proposed Crossing Type</th>
<th>Proposed Safety Devices (At Grade Crossings)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wilbur Avenue/Nuestra Castillo Court</td>
<td>+965+00</td>
<td>2</td>
<td>1 Crosswalk</td>
<td>2 Lanes</td>
<td>VTA buses, Left turns from Wilbur to southbound Capitol Avenue</td>
<td>At-grade (existing crossing with t-signals)</td>
<td>T-signals, Traffic signals</td>
</tr>
<tr>
<td>Northbound Capitol Avenue</td>
<td>+974+00</td>
<td>2</td>
<td>2 Sidewalks</td>
<td>2 Lanes</td>
<td>High roadway traffic volumes</td>
<td>Grade separated, Aerial</td>
<td>n/a</td>
</tr>
<tr>
<td>Northbound Capitol Expressway</td>
<td>+978+00</td>
<td>2</td>
<td>1 Sidewalk</td>
<td>4 Lanes</td>
<td>High roadway traffic volumes</td>
<td>Grade separated, Aerial</td>
<td>n/a</td>
</tr>
<tr>
<td>Story Road</td>
<td>+995+00</td>
<td>2</td>
<td>2 Crosswalks</td>
<td>6 Through lanes, 4 turn lanes</td>
<td>High auto and pedestrian traffic volumes. Left turn movements</td>
<td>Grade separated, Aerial</td>
<td>n/a</td>
</tr>
<tr>
<td>Ocala Avenue</td>
<td>+1037+00</td>
<td>2</td>
<td>2 Crosswalks</td>
<td>4 Through lanes, 2 Turn lanes</td>
<td>School children, School buses, Heavy volume of LT movements</td>
<td>Grade separated, Aerial</td>
<td>n/a</td>
</tr>
<tr>
<td>Cunningham Avenue</td>
<td>+1050+00</td>
<td>2</td>
<td>2 Crosswalks</td>
<td>2 Lanes</td>
<td>Light traffic volumes, low risk</td>
<td>Grade separated, Aerial</td>
<td>n/a</td>
</tr>
<tr>
<td>SB Capitol Expressway</td>
<td>+1067+00</td>
<td>2</td>
<td>1 Sidewalk</td>
<td>3 Lanes</td>
<td>Heavy roadway traffic volumes</td>
<td>Grade separated, Aerial</td>
<td>n/a</td>
</tr>
<tr>
<td>Cross Street</td>
<td>Track Stationing</td>
<td>Number of Tracks</td>
<td>Pedestrians</td>
<td>Automobiles</td>
<td>Safety Risks</td>
<td>Proposed Crossing Type</td>
<td>Proposed Safety Devices (At Grade Crossings)</td>
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<td>----------------------------------------------</td>
</tr>
<tr>
<td>Swift Lane</td>
<td>+1073+00</td>
<td>2</td>
<td>2 Sidewalks</td>
<td>2 Lanes</td>
<td>Light traffic volumes, low risk</td>
<td>Grade separated, Aerial</td>
<td>n/a</td>
</tr>
<tr>
<td>Tully Road</td>
<td>+1078+00</td>
<td>2</td>
<td>2 Sidewalks</td>
<td>6 Lanes, 4</td>
<td>Heavy roadway traffic volumes</td>
<td>Grade separated, Aerial</td>
<td>n/a</td>
</tr>
<tr>
<td>Northern Pedestrian Crossing</td>
<td>+1086+00</td>
<td>1</td>
<td>1 Crossing of SB</td>
<td>None</td>
<td>Incoming and departing trains</td>
<td>At-grade</td>
<td>Crossing gates, Flashing Lights, and Bells</td>
</tr>
<tr>
<td>to Platform</td>
<td></td>
<td></td>
<td>track</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Southern Pedestrian Crossing</td>
<td>+1089+80</td>
<td>1</td>
<td>1 Crossing of SB</td>
<td>None</td>
<td>Train movements in and out of tail</td>
<td>At-grade</td>
<td>Crossing gates, Flashing Lights, and Bells</td>
</tr>
<tr>
<td>to Platform</td>
<td></td>
<td></td>
<td>track</td>
<td></td>
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</tbody>
</table>

Notes:
Shaded rows indicate proposed rail crossing changes to the approved project.
Revisions to Capitol Expressway Roadway Lane Configurations. The proposed change to the project would revise the roadway lane configurations along Capitol Expressway. In addition, the proposed change would include resurfacing Capitol Expressway with open-graded asphalt concrete (OGAC).\(^1\) A center median between Story Road and Capitol Avenue would separate traffic. Detailed track plans and profiles showing the proposed geometric design changes for the proposed changes to the approved project are included in Attachment C of the SEIR-2. The proposed roadway lane configuration changes include the following.

- **Four traffic lanes in each direction north of Story Road.** Both of the existing high-occupancy vehicle lanes (one northbound and one southbound) would be converted to general purpose traffic lanes, resulting in a total of four general purpose lanes in each direction between Story Road and Capitol Avenue. One southbound inner general purpose lane would end at the introduction of the left turn pockets at Story Road. This proposed change would be accomplished by the widening of Capitol Expressway, a reduction of the median, the removal of landscaping, and the relocation of streetlights. In addition, this would be accomplished by the narrowing of South Capitol Avenue north of Story Road where there would be additional right-of-way requirements.

- **Right turn lanes.** Exclusive right turn lanes on Capitol Expressway would be added at Story Road, Cunningham Avenue, and Tully Road intersections.

- **Bicycle Slot.** At the locations where exclusive right turn lanes are added or maintained on Capitol Expressway, bicycle slots would be included to the left of the right turn lanes. Figure 2-2 includes pictures of a typical bicycle slot with bicycle detector.

- **Left turn lanes.** Longer left turn lanes on Capitol Expressway would be added at the following intersections: northbound and southbound at Story Road, northbound at Ocala Avenue, and southbound at Tully Road. At Ocala Avenue, one northbound left turn lane would be removed.

- **Left turn pocket.** A second left turn pocket would be maintained on northbound Capitol Expressway at Story Road.

\(^1\) Recent studies by Caltrans indicate that OGAC produces noticeably less vehicle noise than other pavement types (i.e., concrete and conventional asphalt).
a. View of an example bike slot facing west at Lawrence Expressway and Cabrillo Avenue in the City of Santa Clara.

b. View of a bike detector embedded in a bike slot. The purpose of a bike detector is to detect a bicyclist approaching an intersection and communicate with the traffic signal cabinet to provide enough time for cyclists to safely cross an intersection.

Source: VTA and ICF 2018.
Modifications to Eastridge Station Platforms and Track. The approved project includes two platforms, additional tail tracks, and one traction power substation at the Eastridge Station. The proposed changes to the project include only one center platform at Eastridge Station, which would be adequate for the anticipated patronage.

Additional changes to the Eastridge Station include the following.

- Removal of the siding track.
- Reconfiguration of tail tracks, including the addition of a pocket track.
- Diamond crossover shifted from structure to ballast.
- Addition of passenger access at north end of station (adjacent to the Park-and-Ride Lot).
- Platform shifted north, which would eliminate reconstruction of Eastridge Loop/Capitol Expressway intersection.
- Platform raised on retained fill.
- Tully Road bridge crossing lowered.

Figure 2-3 shows the proposed changes to the Eastridge Station.

Reduction in Parking Spaces at Eastridge Park-and-Ride Lot. The Eastridge Park-and-Ride Lot currently includes approximately 180 parking spaces. The approved project increases the parking to 445 spaces at Eastridge Station to partially address the increased demand of 481 spaces from the project. As part of the proposed changes to the approved project, VTA is proposing to increase the parking to approximately 302 spaces through reconfiguration of the Eastridge Park-and-Ride lot. See Section 2.3, Changes in Circumstances, for a discussion of the changes to the existing VTA Paratransit Offices at the Eastridge Park-and-Ride Lot. As shown in Table 3-2, based on updated VTA forecasts, the proposed changes to the approved project would increase existing (2017) parking demand to 114 parking spaces. In years 2023 and 2043, the proposed changes to the approved project would increase parking demand to 293 vehicles and 374 vehicles, respectively.
Figure 2-3
Proposed Changes to the Eastridge Station

Source: BKF Engineers 2018.
Table 2-2

<table>
<thead>
<tr>
<th></th>
<th>Existing (2009 or 2017)¹</th>
<th>Year 2023²</th>
<th>Year 2035³</th>
<th>Year 2043²</th>
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<tbody>
<tr>
<td><strong>Approved Project</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Demand</td>
<td>16</td>
<td>--</td>
<td>481</td>
<td>--</td>
</tr>
<tr>
<td>Supply</td>
<td>115</td>
<td>--</td>
<td>445</td>
<td>--</td>
</tr>
<tr>
<td><strong>Proposed Changes to the Approved Project</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Demand</td>
<td>114</td>
<td>293</td>
<td>--</td>
<td>374</td>
</tr>
<tr>
<td>Supply</td>
<td>180</td>
<td>302</td>
<td>--</td>
<td>374</td>
</tr>
</tbody>
</table>

Notes:
1 Existing parking counts provided by VTA Operations on December 20, 2017.
2 Future Parking estimates provided by VTA Modelling on May 31, 2018.
3 Only parking forecasts for 2035 were provided in the 2014 Subsequent IS/MND. Updated parking forecasts were not provided for 2035 due to changes in the opening year and future year.

Source: Hexagon 2018.

Minor Shift in the Location and Straightening of the Story Station Pedestrian Overcrossing. The approved project includes a pedestrian overcrossing at the Story Station. The proposed change to the project would adjust the location of the eastern and western landings of the pedestrian overcrossing. On the east, this change will require the removal of an existing driveway along Capitol Expressway into the gas station located south of Story Road due to pedestrian safety and traffic operational concerns. On the west, this change provides for improved clearances at the bottom of the access stairs and the crosswalk ramps and waiting areas at the intersection. Figure 2-4 shows the proposed changes to the Story Station. The proposed change to the project would also straighten out the Story Station Pedestrian Overcrossing, which is currently designed to be curvilinear.
Figure 2-4
Proposed Changes to the Story Station

Source: BKF Engineers 2019.
Modification to Story Station Pedestrian Access. The approved project also includes a pedestrian access point to Story Station at the median. The proposed change to the project would restrict pedestrian access to the Story Station at the median to emergency purposes only.

Relocation of a Construction Staging Area. The approved project includes a construction staging area at Capitol Expressway/Tully Road. The proposed change to the project would eliminate this construction staging area. Thus, the project will require additional areas for staging construction material and equipment. The actual locations and associated access remain to be identified, and it is expected that the laydown areas will be adjacent to the roadway in areas that are either vacant or available for use.

Relocation of Pacific Gas and Electric (PG&E) Electrical Transmission Facilities. As a result of the change in the vertical profile of the light rail from an at-grade alignment to the proposed aerial guideway, subsequent land use development, and revisions to design standards, Pacific Gas and Electric (PG&E) updated its design to relocate approximately 1.4 miles of its double-circuit Milpitas-Swift and McKee-Piercy 115 kilovolt (kV) power line electrical facilities (lines). There are currently six steel lattice towers and two tubular steel poles (TSPs) located along the Capitol Expressway between Ocala Avenue and Quimby Road in the City of San Jose. These eight structures would be replaced with a total of 10 TSPs as part of the proposed changes compared to the 8 TSPs that were included in the approved project. The relocation would start at an existing structure near the southwest intersection of Silverstone Place and Sunny Glen Drive. Progressing southbound, the lines would shift slightly along the west side of Capitol Expressway, then south of Cunningham Avenue, the lines would shift from the median in Capitol Expressway to the east side of the road and continue southerly to the final existing structure located near the southeast intersection of Quimby Road and Capitol Expressway. The TSPs were proposed to be up to 105 feet in height under the approved project and it is now anticipated that the height of at least one TSP would need to be increased to up to approximately 121 feet in height to clear the proposed aerial guideway. As a result of the increase in height and relocation of the TSPs in the proximity to Reid-Hillview Airport, PG&E may need to install Federal Aviation Administration (FAA) obstruction lighting on some or all of the new poles in accordance with FAA requirements. These lights would be powered by either solar panels or local distribution electric lines. The two additional TSPs are a result of the replacement of No. 49 lattice tower with a TSP and the insertion of a new TSP (No. 53A) between Tully Road and Quimby Road. There would also be minor shifts in the location of the replacement TSPs. One of the TSPs (No. 54) may require new right-of-way from the Santa Clara Water District for placing the TSP and its foundation. The new TSPs would be mounted on a concrete foundation. Construction of the foundation for TSP No. 53A, TSP No. 54, and TSP No. 55 may require temporary closure of the Thompson Creek Trail for safety during drilling, and foundation installation. See Section 2.3, Changes in Circumstances, for a discussion of the Thompson Creek Trail. Figure 2-5 shows the proposed changes to the electrical transmission facilities.
Figure 2-5
Proposed Changes to Electrical Transmission Facilities (sheet 1 of 2)
Figure 2-5

Proposed Changes to Electrical Transmission Facilities (sheet 2 of 2)
**Extension of Construction Duration and Modification to the Construction Scenario.** Under the approved project, construction activities were anticipated to periodically reduce the capacity of Capitol Expressway from three lanes to two in each direction during the mid-day off peak periods. However, during the peak of the construction phase, the proposed changes to the approved project may require reducing capacity of Capitol Expressway to two lanes in the northbound direction, and one lane in the southbound direction, periodically, during non-peak hours of travel. Three travel lanes in each direction are expected to stay open during peak hours of travel. One left turn lane in each travel direction may be closed at intersections temporarily during various construction events. Lane closures would be contingent on the requirements and restrictions from the County of Santa Clara and City of San Jose. If lane closures for construction activities are further restricted, an increase of approximately one year would be anticipated for the duration of project construction, moving the construction completion from 2024 to 2025 with the proposed changes.

In addition, the proposed changes to the approved project may cause construction work to be necessary during night and early morning periods and weekend periods to minimize traffic disruption. Construction activities at night would involve partial or complete intersection closures along Capitol Expressway at Capitol Avenue, Story Road, Ocala Avenue, Cunningham Avenue, Swift Lane and Tully Road. Complete roadway closures may occur in each travel direction (northbound and southbound) of Capitol Expressway for work on the proposed pedestrian overcrossing.

### 2.3 Changes in Circumstances

There have been a number of changes in circumstances since the approval of prior environmental documentation. These changes pertain to changes to related projects.

**VTA Paratransit Offices at the Eastridge Park-and-Ride Lot.** In September 2017, VTA completed improvements to the vacant building located at the Eastridge Transit Center and moved its VTA Access Paratransit staff to the Eastridge Park-and-Ride Lot. At the VTA Access Paratransit Offices, VTA has a call center and performs minor maintenance on Paratransit vehicles. Approximately 126 parking spaces are designated for use by VTA Access Paratransit staff and visitors. An additional 56 spaces at the Eastridge Park-and-Ride Lot are currently being used by VTA Paratransit staff.

**Thompson Creek Trail.** Construction of the City of San Jose’s Thompson Creek Trail began in 2016 and was completed in 2017. The 2.25-mile trail is a Class I facility that runs between Lake Cunningham Park and Abom Park and generally follows Thompson Creek (San Jose Trails 2018). Figure 2-6 provides views of Thompson Creek Trail near Capitol Expressway and Tully Road.
a. View of trail facing north toward the intersection of Capitol Expressway and Tully Road.

b. View of trail facing south toward the intersection of Capitol Expressway and Capitol Expressway Connector Road at Eastridge Mall.

Source: ICF 2018.

Figure 2-6
Thompson Creek Trail
Lower Silver Creek Flood Protection Project. Construction of the Santa Clara Valley Water District’s Lower Silver Creek Flood Protection Project began in 2003. All flood protection components of the project are complete and the remaining work, which consists of plantings, is anticipated to be completed in 2019. The main benefits of the 5-mile flood protection project are protection from flood damage and reduction in channel bank failures along Lower Silver Creek from Cunningham Reservoir to Interstate 680.

VTA C17131F, Pedestrian Connection to Eastridge Transit Center: In March 2018, VTA completed a project to provide pedestrian safety improvements along Capitol Expressway next to Eastridge Mall and improve connections to the Eastridge Transit Center. This project consisted of construction of a new crosswalk, including curb ramps and enhanced traffic signals at the Eastridge Loop and Capitol Expressway intersection; installation of new street lighting along Capitol Expressway; installation of fencing along the Capitol Expressway median; and construction of a new crosswalk and curb ramp at the shopping center to provide access to the Thompson Creek Trail.

VTA C810, Capitol Expressway Pedestrian/Bus Improvements: In 2012, VTA completed a project that included a multi-use path for pedestrians and bicycles along both sides of Capitol Expressway between Capitol Avenue and Quimby Road, as allowed by available space. The project included landscaping and lighting. In addition, the project included new bus rapid transit stations at Story Road and Ocala Avenue.

VTA C811, Capitol Expressway Light-Rail Project/Eastridge Transit Center: In 2015, VTA replaced the Eastridge Transit Center with a new facility with better access to bus services and shopping at Eastridge Mall. The project included upgrades to security, lighting, signs, and other amenities.

Tully Road Vision Zero Safety Improvements: This project will install buffered bike lanes and LED streetlight retrofits between Monterey Road and Capitol Expressway. It will further evaluate safety issues and determine feasible improvements.

2.4 Introduction of New Information

This document includes the following new information and new technical reports prepared for the proposed changes to the approved project.

- Updates to the California National Diversity Database (see Section 3.3, Biological Resources, of the Second Subsequent IS).
- March 28, 2017, Capitol Expressway Corridor Project – Biological Resources Update prepared by H.T. Harvey & Associates (see Section 3.3, Biological Resources, of the Second Subsequent IS).
- 2016 American Community Service demographic data (see Section 3.14, Socioeconomics, of the Second Subsequent IS and Section 5.2, Environmental Justice, of the SEIR-2).
• February 2018 Capitol Expressway Light Rail - Environmental Data Resources (EDR) Radius Map Report with GeoCheck (see Section 3.9, Hazardous Materials, of the Second Subsequent IS).
• Department of Parks and Recreation 523A (Primary Record) and 523B (Building, Structure, Object) forms prepared for 1091–1093 S. Capitol Avenue and 1148 S. Capitol Avenue (see Section 3.5, Cultural Resources, of the Second Subsequent IS).
• May 16, 2018, Eastridge to BART Regional Connector: Capitol Expressway Light Rail Project Final Cultural Resources Memorandum (see Section 3.5, Cultural Resources, of the Second Subsequent IS).
• April 29, 2019, Eastridge to BART Regional Connector: Capitol Expressway Light Rail Project Supplemental Transportation Analysis (see Section 5.1, Transportation, of the SEIR-2).
• February 14, 2019, EBRC – CELR Noise and Vibration Assessment (see Section 5.3, Noise and Vibration, of the SEIR-2).

No other new technical reports specific to the changes to the approved project have been prepared since the 2014 Subsequent IS/MND.

Regulations that have gone into effect since the 2014 Subsequent IS/MND, and to which the proposed changes to the project are subject, include Assembly Bill (AB) 52, various stormwater regulations, case law regarding how existing environmental conditions will impact a project’s future users or residents, various air quality regulations, the 2017 Clean Air Plan, and Senate Bill (SB) 215.

**Assembly Bill 52.** Effective July 1, 2015, AB 52 formally established new requirements under the California Environmental Quality Act (CEQA) to protect tribal cultural resources. Specifically, the bill requires a lead agency to begin consultation with a California Native American tribe, if requested, and be informed of projects in the geographic area prior to determining if environmental documentation is required. Compliance with AB 52 is discussed in Section 3.5, Cultural Resources, of the Second Subsequent IS.

**Stormwater Regulations.** VTA was newly regulated as a Non-traditional MS4 under the Phase II General Permit for Stormwater Discharge from Small Municipal Separate Storm Sewer Systems (MS4), Order No. 2013-0001-DWQ, effective July 30, 2013. The stormwater treatment regulations under the MS4 permit require new road projects (including sidewalks and bicycle lanes) that create 5,000 square feet or more of newly constructed or replaced and contiguous impervious surface to comply with post-construction stormwater treatment requirements. These types of treatment measures, including avoiding impervious surfaces, providing site controls to manage pollutant sources, and Low Impact Development features such as bioretention basins and vegetated swales will comply with the United States Environmental Protection Agency’s (EPA) Greenstreets guidelines (EPA’s Managing Wet Weather with Green Infrastructure Municipal Handbook Green Streets) (Lukes & Kloss 2008).
Section 303(d) of the Clean Water Act establishes total maximum daily loads to guide the application of state water quality standards. The Clean Water Act requires each state to satisfy its 303(d) and 305(b) reporting obligations every 2 years, a requirement that the State Water Board fulfills by preparing the *California Integrated Report*. The 2002 *California Integrated Report* with 303(d) listings was most recently revised in 2017. For the current listing cycles, the State Water Board has combined its 303(d) List and the 305(b) Report into the 2014 and 2016 *California Integrated Report*.

The 1995 Basin Plan for the San Francisco Bay Basin (Basin Plan) was the master water quality control planning document for the approved project. The Basin Plan, which designates beneficial uses and water quality objectives for waters of the state and includes programs of implementation to achieve water quality objectives, is updated and reviewed every 3 years. The Basin Plan has been updated to reflect amendments adopted through May 4, 2017. Thus, beneficial uses for all water body segments and water quality objectives have been updated in the Basin Plan.

Effective June 30, 2015, VTA’s *Stormwater and Landscaping Design Criteria Manual* was developed to assist engineers with incorporating post-construction stormwater treatment into VTA project designs. All roadway projects that create 5,000 square feet or more of newly constructed or replaced and contiguous impervious surface must comply with the post-construction stormwater requirements in the manual. The current State Water Board’s Phase II Small MS4 Permit (Order No. 2013-0001-DWQ) was amended (Water Quality Orders 2015-0133-EXEC and 2016-0069-EXEC) to reflect changes to or removal of regulated small MS4 designations. Currently, the State Water Board is considering amending the Small MS4 Permit to incorporate new or revised total maximum daily load implementation language.

In November 2015, the Regional Water Board adopted a renewed San Francisco Bay Region Municipal Regional Stormwater Permit (MRP) (Order No. R2-2015-0049) overseen by the Santa Clara Valley Urban Runoff Pollution Prevention Program (SCVURPPP). The permit regulates Waste Discharge Requirements and the National Pollutant Discharge Elimination System for the discharge of stormwater runoff from MS4s from a number of jurisdictions and entities, including SCVURPPP, and applies to City of San Jose— or Santa Clara County–owned areas that may be impacted by the changes to the project.

The approved project includes both roadway and light rail improvements, and does not require stormwater treatment. The proposed changes to the project would add impervious and rework areas, which would require stormwater treatment. The proposed stormwater treatment measures within VTA’s operational limits would comply with the stormwater guidelines presented in VTA’s *Stormwater and Landscaping Design Criteria Manual*, and the proposed stormwater treatment measures for roadway improvements situated outside of VTA’s operational limits would comply with the SCVURPPP. Compliance

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2 Rework area is an area that is currently impervious and would undergo a change in use as a result of the proposed changes to the project. The size of the rework area, even if currently impervious, is included in the calculation of the changes to the project’s total treatment area due to the change in usage.
with the stormwater regulations summarized above is discussed in Section 3.10, *Hydrology and Water Quality*, of the Second Subsequent IS.

**California Building Industry Assoc. v. Bay Area Air Quality Management District Case Law.** In December 2015, the California Supreme Court found that “CEQA generally does not require an analysis of how existing environmental conditions will impact a project’s future users or residents” unless the project “could exacerbate hazards that are already present.” The Supreme Court identified several exceptions to this general rule in which CEQA could apply to impacts of the environment on the project, all of which are statutory provisions in CEQA that specifically require consideration of impacts of the environment, such as consideration of projects near airports, school construction projects, and statutory exemptions for housing and transit priority projects. None of these exceptions apply to the proposed changes to the approved project. (*California Building Industry Assoc. v. Bay Area Air Quality Management District* (2015) 62 Cal.4th 369).

**Air Quality Regulations.** Senate Bill (SB) 350 (Clean Energy and Pollution Reduction Act of 2015) was approved by the California legislature in September 2015 and signed by Governor Brown in October 2015. Its key provisions are to require the following by 2030: (1) a renewables portfolio standard of 50 percent and (2) a doubling of energy efficiency (electrical and natural gas) by 2030, including improvements to the efficiency of existing buildings. These mandates will be implemented by future actions of the California Public Utilities Commission and California Energy Commission.

SB 32 requires the California Air Resources Board (ARB) to ensure that statewide greenhouse gas (GHG) emissions are reduced to at least 40 percent below 1990 levels by 2030. The companion bill, AB 197, creates requirements to form a Joint Legislative Committee on Climate Change Policies, requires the ARB to prioritize direct emission reductions and consider social costs when adopting regulations to reduce GHG emissions beyond the 2020 statewide limit, requires ARB to prepare reports on sources of GHGs and other pollutants, establishes 6-year terms for voting members of ARB, and adds two legislators as non-voting members of ARB. Pursuant to SB 32, ARB updated the prior AB 32 Scoping Plan to address implementation of GHG reduction strategies to meet the 2030 reduction target. The Final Plan was approved in December 2017. The 2017 plan continues the discussion from the original scoping plan and 2014 update of identifying scientifically backed policies to reduce GHGs within six of the state’s economic sectors. The updated Scoping Plan includes various elements, including doubling energy efficiency savings, increasing the low carbon fuel standard from 10 to 18 percent, adding 4.2 million zero-emission vehicles on the road, implementing the Sustainable Freight Strategy, implementing a post-2020 Cap-and-Trade Program, creating walkable communities with expanded mass transit and other alternatives to traveling by car, and developing an Integrated Natural and Working Lands Action Plan to protect land-based carbon sinks. Compliance with the air quality regulations summarized above is discussed in Section 5.4, *Air Quality*, of the SEIR-2.

**Bay Area Air Quality Management District 2017 CEQA Guidelines.** In May 2017, the Bay Area Air Quality Management District updated their California Environmental Quality Act (CEQA) Guidelines (Bay Area Air Quality Management District 2017a).
While the 2014 Subsequent IS/MND used the BAAQMD’s 2010 CEQA guidelines to
determine significance, the current, 2017 CEQA Guidelines are discussed in Section 5.4, 
*Air Quality*, and Section 5.5, *Construction*, of the SEIR-2. There have been no substantial 
changes to any significance thresholds between the 2010 and 2017 guidelines, however.

**Bay Area Air Quality Management District/2017 Clean Air Plan.** On April 19, 2017,
the Bay Area Air Quality Management District Board of Directors adopted an update to
the 2010 *Clean Air Plan* called the 2017 *Clean Air Plan* (Bay Area Air Quality
Management District 2017b). Both the 2010 *Clean Air Plan* and 2017 *Clean Air Plan*
focus on protecting public health and protecting the climate, and contain control
measures aimed at reducing air pollution in the region. Additionally, many of the control
measures included in the 2010 *Clean Air Plan* were carried forward into the 2017 *Clean
Air Plan*. Consistency with the 2017 *Clean Air Plan* is discussed in Section 5.4, *Air
Quality*, of the SEIR-2.

**Senate Bill 215.** Effective January 1, 2017, SB 215 amended the Public Utilities Code to
change how the California Public Utilities Commission (CPUC) governs, particularly in
regards to ex parte communication. Among other changes, SB 215 affected how the
CPUC processes formal crossing applications by requiring a commissioner or
administrative law judge to oversee each rail crossing application. Compliance with SB
215 is discussed in Section 3.13, *Safety and Security*, of the Second Subsequent IS.
Chapter 3
Environmental Setting, Impacts, and Mitigation

Together, this chapter and the SEIR-2 describe substantial changes in the environmental setting, impacts, and mitigation measures for each of the environmental resource areas that were evaluated in the 2005 Final EIR, the 2007 Final SEIR, and the 2014 Subsequent IS/MND. For each environmental topic, only the proposed changes to the approved project that have the potential to result in an environmental effect or result in a change in adopted mitigation measures are discussed. For a detailed discussion of the existing setting at the time each prior environmental document was prepared, impacts (including thresholds of significance), and mitigation measures, refer to Chapter 4 of the 2005 Final EIR, Chapter 5 of the 2007 Final SEIR, and Chapter 3 of the 2014 Subsequent IS/MND. Table 1-1 in Chapter 1, Executive Summary, of the SEIR-2 lists the environmental impacts and mitigation measures that apply to the approved project and the proposed changes to the approved project.
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3.1 Transportation

Potential transportation impacts associated with the proposed changes to the approved project are evaluated in the SEIR-2.
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3.2 Air Quality and Climate Change

Potential air quality and climate change impacts associated with the proposed changes to the approved project are evaluated in the SEIR-2.
3.3 Biological Resources

This section describes the potential biological resources impacts associated with the proposed changes to the approved project.

Environmental Setting

This section describes the changes to the existing biological resources conditions and applicable regulations subsequent to the certification of the 2014 Subsequent IS/MND. This analysis is based on and supported by the March 28, 2017, Capitol Expressway Corridor Project – Biological Resources Update prepared by H.T. Harvey & Associates (H.T. Harvey & Associates 2017). The update included a review of recent information on special-status species occurrences based on the California Natural Diversity Database (CNDDB), Santa Clara Valley Habitat Plan (a combined Habitat Conservation Plan and Natural Community Conservation Plan), and other relevant documents, and a March 2017 reconnaissance survey of the project alignment to assess existing conditions, noting any differences between existing conditions and those previously mapped within the project corridor for the 2005 Final EIR (which was based on 2001–2006 information).

As with the approved project, the proposed changes to the approved project are located within an urban environment consisting of mostly developed habitat with scattered vegetation such as trees and shrubs. Most existing habitat conditions were found to be generally unchanged from those described and mapped for the 2005 Final EIR; changes to existing habitats are described below. Figure 3.3-1 shows the biological habitats in the vicinity of the location of the proposed changes to the approved project. Freshwater marsh habitat is still present as previously mapped along Thompson Creek, and ruderal/burrowing owl (Athene cunicularia) habitat is still present in a number of areas on the west side of Capitol Expressway between Ocala Avenue and Tully Road, and on the east side of Capitol Expressway between Cunningham Avenue and Tully Road. Ruderal/streambank habitat is still present in most areas along Silver Creek both upstream and downstream of Capitol Expressway. Conclusions from the 2005 Final EIR regarding special-status wildlife species that remain applicable for the proposed changes to the approved project are as follows.

- California red-legged frogs (*Rana draytonii*) are not expected to disperse to the project corridor, and California red-legged frogs and California tiger salamanders (*Ambystoma californiense*) are both determined to be absent from the project corridor.
- The 2005 Final EIR discussion on aquatic habitat included the western pond turtle (*Actinemys marmorata*) in the list of “special-status species that could occur in aquatic habitat” but indicated that the potential for occurrence of western pond turtles on the site is low. The potential still exists for occurrence of western pond turtles in Thompson Creek or Silver Creek, at least in low numbers.
- The great horned owl (*Bubo virginianus*), red-tailed hawk (*Buteo jamaicensis*), red-shouldered hawk (*Buteo lineatus*), and Cooper’s hawk (*Accipiter cooperii*) are...
Raptors that could nest in the project vicinity. A number of other (non-raptor) bird species could also nest in the project area.

Important changes regarding general habitat conditions within the project corridor since the previous biological resources mapping prepared for the 2005 Final EIR are as follows.

- **Burrowing Owl Habitat.** The extent of ruderal/burrowing owl habitat has been reduced substantially at several locations. Some areas that provided grassy or weedy habitat suitable for burrowing owl nesting, roosting, and/or foraging during the period of 2001 to 2006 currently support bare dirt and gravel without any burrows. The most substantial change has been the replacement of ruderal/burrowing owl habitat on the southwest corner of Tully Road and Capitol Expressway with an auto dealership.

- **Ruderal/streambank habitat transforming to future riparian woodland.** The majority of habitat along Silver Creek on either side of Capitol Expressway, near the north end of the study area, is consistent with ruderal/streambank habitat as described in the 2005 Final EIR. The number and density of willows in this area is not sufficient to characterize the community as riparian at this time, though eventually these willows are expected to mature into riparian woodland.

- **Removal of “California Red-Legged Frog” habitat designation.** The 2005 Final EIR mapped the grassy area on the east side of Capitol Expressway between Cunningham Avenue and Tully Road as “Ruderal/Burrowing Owl and California Red-Legged Frog Upland Habitat.” This grassy area is currently unchanged, and still provides ruderal/burrowing owl habitat. However, the “California Red-Legged Frog” habitat designation has been removed, as it is no longer expected to occur in the study area.

- **Nesting Raptors.** The northern harrier (*Circus cyaneus*), identified in the 2005 Final EIR as possibly nesting within the project vicinity, is no longer expected to occur as a breeder.

No changes in habitat conditions or the known distributions of special-status plant species have occurred since 2006 that would suggest that any special-status plant species are expected to occur in the project area. The conclusions of the 2005 Final EIR that no special-status plants occur within the project corridor are still valid. Attachment A of the Second Subsequent IS contains an updated list of special-status species known to occur or with the potential to occur within the project corridor. The updated list was compiled from information provided in the U.S. Fish and Wildlife Service (USFWS) and California Department of Fish and Wildlife databases, including the CNDDB and California Native Plant Society.¹

¹ This information was generated in February 2018. The USFWS information was generated for the project corridor; the CNDDB and California Native Plant Society information was generated for the San Jose East Quadrangle, which includes the project corridor.
Legend

Study Area

Biological Resources

Ruderal / Streambank Habitat
Aquatic Habitat


Figure 3.3-1

Biological Habitats in the Vicinity of the Proposed Changes (sheet 1 of 2)
In 2013 the Santa Clara Valley Transportation Authority, Santa Clara Valley Water District, Santa Clara County, and the cities of Gilroy, Morgan Hill, and San Jose adopted the Santa Clara Valley Habitat Plan (Santa Clara Valley Habitat Agency 2012). The Plan promotes the protection and recovery of certain special status species, called “covered species”, while accommodating planned public and private development infrastructure, and maintenance activities in accordance with applicable laws. The Plan encompasses the Llagas/Uvas/Pajaro watersheds within Santa Clara County; all of the Coyote Creek watershed, except for the Baylands; a large portion of the Guadalupe watershed; and small areas outside of these watersheds. The Plan was developed in association with USFWS and the California Department of Fish and Wildlife and in consultation with a stakeholder group and the general public with the goal of protecting and enhancing ecological diversity in more than 500,000 acres of Santa Clara County. To this end, the Plan describes how to avoid, minimize, and mitigate impacts on covered species, thereby addressing the permitting requirements relevant to these species for activities conducted in the Plan area. The approved project and the proposed changes to the approved project are not a “covered activity” under the Plan. Therefore, any impacts to covered species or natural habitats would not be mitigated through the Plan unless the project “opts in” to the Plan.

Environmental Impacts and Mitigation

This impact discussion primarily focuses on the proposed changes to the approved project that could result in new or more significant biological resource impacts compared to the impacts previously identified and analyzed for the approved project. Regarding burrowing owls, this impact discussion focuses on the reduced impacts associated with the proposed changes to the approved project.

The majority of proposed changes to the approved project (including the revisions to Capitol Expressway roadway lane configurations; modifications to the Eastridge Station platforms and tracks; reduction in parking spaces at the Eastridge Park-and-Ride lot; minor shift in the location and straightening of the Story Station pedestrian overcrossing; and modification to Story Station pedestrian access) would involve modifications to approved project structures that are located fully within an urbanized, developed environment, such as existing paved arterial roadways, sidewalks, and parking areas. Similarly, although the proposed extension of the aerial guideway to grade-separate the Ocala Avenue and Cunningham Avenue intersections would require a greater amount of ground-disturbing activities compared to the approved project, it would be located in the median, which is an urbanized, developed environment. In addition, the proposed relocation of a construction staging area would involve the use of a different vacant area along the project corridor, which is unlikely to include sensitive biological resources due to the disturbed nature of the habitat within the project corridor. Furthermore, Pacific Gas & Electric (PG&E) updated its design to relocate approximately 1.4 miles of PG&E’s double-circuit Milpitas- Swift and McKee- Piercy 155 kilovolt (kV) power line electrical facilities (lines) as part of the proposed changes to the approved project. There are currently six steel lattice towers and two tubular steel poles (TSPs) located along the Capitol Expressway between Ocala Avenue and Quimby Road in the City of San Jose.
These eight structures would be replaced with a total of 10 TSPs as part of the proposed changes compared to the 8 TSPs that were included in the approved project. It is unlikely that the TSPs would be located in an area that includes sensitive biological resources due to the disturbed nature of the habitat within the project corridor and this change would not increase the potential construction impacts beyond the impacts previously identified and analyzed for the approved project. Due to the absence of biological resources in these areas, the proposed changes to the approved project would not introduce new or more significant impacts related to biological resources, and many impacts identified in the 2005 Final EIR would not apply to the proposed changes to the approved project.

One proposed change to the approved project (the revisions to Capitol Expressway roadway lane configurations) would require a greater amount of ground-disturbing activities compared to the approved project that could impact adjacent biological resources. The proposed change would require limited amounts of roadway widening that could encroach on greater amounts of adjacent ruderal and freshwater marsh habitat. The impact discussion below focuses on these proposed change to the approved project that could result in new or greater impacts, beyond those identified and analyzed for the approved project.

**Impact:**

The following impacts from the 2005 Final EIR would still apply to the proposed changes to the approved project:

- BIO-7 (Permanent Loss of Biological Habitats or Disturbance to Inhabiting Species),
- BIO-14 (Temporary Disturbance of Nesting Raptors during Construction, Including Swallows),
- BIO-15 (Temporary Disturbance of Nesting Habitat for Migratory Birds, Including Swallows), and
- BIO-18 (Loss of Urban Trees).

The March 28, 2017 *Capitol Expressway Corridor Project – Biological Resources Update* determined that burrowing owls do not currently nest on or near the project corridor, and have not nested in the vicinity in three or more years. Thus, it is assumed that breeding burrowing owls are currently absent from the study area. As a result, the proposed changes to the approved project would not result in a significant impact on burrowing owl habitat. Ruderal habitat impacted by the proposed changes to the approved project is ostensibly suitable for the species, and it is possible that occasional migrant or wintering owls may roost or forage on the site. However, because burrowing owls are more abundant and widespread in the South Bay in winter than during the breeding season, suitable habitat for migrants and wintering owls is unlikely to limit South Bay burrowing owl populations. Therefore, impacts on potential, but unoccupied, burrowing owl habitat resulting from the proposed changes to the
approved project would not adversely affect baseline regional burrowing owl populations. Thus, the compensatory mitigation for habitat impacts described in the 2005 Final EIR as part of Mitigation Measure BIO-7 is not necessary and the mitigation measure has been revised below accordingly. Nevertheless, ostensibly suitable habitat is present within the project corridor, and there is some potential for burrowing owls to occur in the project corridor, at least as occasional migrants or winter visitors.

The 2005 Final EIR includes the western pond turtle in the discussion of special-status species that could occur in aquatic habitat, but indicates that the potential for its occurrence on the site is low. The Santa Clara Valley Habitat Plan maps the reach of Thompson Creek south and west of Lake Cunningham as “primary habitat” for the western pond turtle, however biologists did not observe any western pond turtles in either Thompson Creek or Silver Creek during surveys. Nevertheless, this species has the potential to occur in either creek. Western pond turtles are known to occur in permanent or ephemeral aquatic habitats such as rivers, streams, lakes, ponds, lagoons, and marshes, as well as artificial aquatic habitats such as reservoirs, stock ponds, gravel pits, and sewage treatment plants. Turtles use these aquatic habitats for both foraging and dispersing, with known dispersal distances along stream corridors of over 3.1 miles. Stagnant or slack-water relatively deep pools within these aquatic habitats that contain suitable basking and hiding spots (such as exposed and subsurface woody debris, exposed rocks, rooted or undercut banks, emergent vegetation, and branches at the water surface) are important habitat elements for this species, and western pond turtles seem to avoid aquatic habitats that lack these habitat elements. Although neither creek currently contains optimal habitat for the western pond turtle, some of the habitat elements preferred by western pond turtles are present and thus this species could occur here, at least in low numbers. The magnitude of anticipated impacts on this species due to the proposed changes to the approved project would be very low, if at all, given the low number of western pond turtles that may be present in or near the project area. Nevertheless, Mitigation Measure BIO-12 would ensure that impacts to individual western pond turtles do not occur during project construction.

**Mitigation:** The following mitigation measures identified in the 2005 Final EIR would still apply to the proposed changes to the approved project:

- BIO-7 (Conduct Preconstruction Surveys for Nesting and Wintering Western Burrowing Owls and Implement Measures to Avoid or Minimize Adverse Effects if Owls Are Present),
• BIO-12 (Conduct Preconstruction Surveys for Western Pond Turtles and Implement Measures to Avoid or Minimize Adverse Effects if Turtles are Present),
• BIO-14a (Conduct a Preconstruction Survey for Nesting Raptors),
• BIO-14b (Avoid Active Raptor Nests during the Nesting Season),
• Mitigation Measure BIO-15 (Conduct Preconstruction Surveys for Nesting Migratory Birds),
• BIO-18a (Conduct a Tree Survey to Assess Tree Resources Impacted), and
• BIO-18b (Replace Trees).

Mitigation Measure BIO-7 has been revised based on the recommendations in the March 28, 2017 Capitol Expressway Corridor Project – Biological Resources Update. In addition, Mitigation Measures BIO-12, BIO-14a, and BIO-15 have been modified to reflect current conditions as well as current biological resources standards and recommendations by the California Department of Fish and Wildlife (CDFW).

**Mitigation Measure BIO-7**

Preconstruction surveys for Western burrowing owls shall be conducted by a qualified ornithologist before any development within the habitat identified in Figure 3.3-1. These surveys, which shall include any potentially suitable habitat within 250 feet of construction areas, shall be conducted no more than 30 days before the start of site grading, regardless of the time of year in which grading occurs. If breeding owls are located on or immediately adjacent to the site, a construction-free buffer zone (typically 250 feet) around the active burrow must be established as determined by the ornithologist in consultation with CDFW. No activities, including grading or other construction work or relocation of owls, would proceed that may disturb breeding owls. If owls are resident within 250 feet of the Project Area during the nonbreeding season a qualified ornithologist, in consultation with CDFW, shall passively relocate (evict) the owls to avoid the loss of any individuals if the owls are close enough that they or their burrows could potentially be harmed by associated activities.

**Mitigation Measure BIO-12**

Preconstruction surveys for western pond turtles shall be conducted by a qualified biologist just prior to (i.e., the day of) initiation of any construction in non-developed habitat that occurs within 100 feet of Thompson Creek. If any individual western pond turtles are detected within the project’s impact areas, the individuals shall be moved to
suitable habitat within the nearest creek, at least 300 feet outside the project area.

**Mitigation Measure BIO-14a**

Preconstruction surveys for nesting raptors will be conducted by a qualified ornithologist to ensure that no raptor nests will be disturbed during implementation of the Project. This survey shall be conducted within 48 hours of construction activity during the breeding season. For nesting raptors, the breeding season is from January 1 to August 31. During this survey, the ornithologist would inspect all trees and suitable grassland habitat in and immediately adjacent to the affected areas for raptor nests. If the survey does not identify any nesting special-status raptor species in the area potentially affected by the proposed activity, no further mitigation is required.

**Mitigation Measure BIO-15**

If construction activities are scheduled to occur during the migratory bird breeding season (February 1-August 31), a preconstruction survey for nesting migratory birds shall be conducted prior to commencement of construction activities. If an active nest is identified within the study area, construction activities will stop (only where a nest is located) until the young fledge or the nest is removed in accordance with CDFW approval.

Inclusion of these mitigation measures would reduce these impacts to “Less than Significant.”

**Less-than-significant impact with mitigation.**
3.4 Community Services

This section describes the potential community services impacts associated with the proposed changes to the approved project.

Environmental Setting

There are numerous community facilities located near the Capitol Expressway corridor, including police stations, fire stations, schools, parks, community centers, hospitals, libraries, and places of worship. Table 3.4-1 provides details on the community facilities identified in the 2005 Final EIR and the four new community facilities located within 0.25 mile of the location of the proposed changes to the approved project since the publication of the 2014 Subsequent IS/MND.²

Table 3.4-1 Community Facilities Near the Capitol Expressway Corridor

<table>
<thead>
<tr>
<th>Name of Facility¹</th>
<th>Address (Nearest Major Cross Street)</th>
<th>Distance from Corridor (miles)²</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preschool and Elementary Schools</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Play N’ Learn Preschool</td>
<td>505 Massar Avenue (Dobern Avenue/Abed Court)</td>
<td>0.2 mile on Highwood Drive to Penrod Place to Massar Avenue</td>
</tr>
<tr>
<td>Reach Montessori Preschool</td>
<td>2490 Story Road (Capitol Expressway)</td>
<td>0.2 mile west on Story Road</td>
</tr>
<tr>
<td>A.J. Dorsa Elementary</td>
<td>1290 Bal Harbor Drive (Decatur Drive)</td>
<td>0.2 mile west on Bal Harbor Drive</td>
</tr>
<tr>
<td>Holly Oak</td>
<td>2995 Rossmore Way (White Road)</td>
<td>0.5 mile east between Quimby and Aborn Roads; no direct access</td>
</tr>
<tr>
<td>Lyndale</td>
<td>13901 Nordyke Drive (White Road)</td>
<td>0.4 mile east on Wilbur Avenue</td>
</tr>
<tr>
<td>Most Holy Trinity</td>
<td>1940 Cunningham Avenue (Kind Road)</td>
<td>0.6 mile west on Ocala Avenue to Winter Park Way to Cunningham Way</td>
</tr>
<tr>
<td>Sylvia Cassell</td>
<td>1300 Tallahassee Drive (Story Road)</td>
<td>0.3 mile west between Story Road and Ocala Avenue; no direct access</td>
</tr>
<tr>
<td>William Rogers</td>
<td>2999 Ridgemont Drive (Ocala Avenue)</td>
<td>0.4 mile east on Ocala Avenue to Ridgemont Drive</td>
</tr>
<tr>
<td>Junior High/ Intermediate/ Middle Schools</td>
<td></td>
<td></td>
</tr>
<tr>
<td>George V. Leyva Intermediate</td>
<td>1865 Monrovia Dive (Aborn Road)</td>
<td>0.2 mile west on Aborn Road to Irwindale Drive</td>
</tr>
</tbody>
</table>

² As discussed in the 2005 Final EIR, the 0.25-mile threshold is significant because people are typically willing to walk approximately 0.25-mile (which takes approximately 5 minutes) to a transit stop.
<table>
<thead>
<tr>
<th>Name of Facility¹</th>
<th>Address (Nearest Major Cross Street)</th>
<th>Distance from Corridor (miles)²</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>High Schools</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>East Valley Christian High</td>
<td>2715 South White Road (Quimby Road)</td>
<td>0.6 mile east on Quimby Road to White Road</td>
</tr>
<tr>
<td>James Lick High</td>
<td>57 North White Road (Alum Rock Avenue)</td>
<td>0.3 mile east on Alum Rock Avenue</td>
</tr>
<tr>
<td>Mount Pleasant High</td>
<td>1750 South White Road (Ocala Avenue)</td>
<td>0.6 mile east on Ocala Avenue to White Road</td>
</tr>
<tr>
<td><strong>Libraries</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hillview Branch</td>
<td>2255 Ocala Avenue (Capitol Expressway)</td>
<td>0.3 mile west on Ocala Avenue</td>
</tr>
<tr>
<td><strong>Places of Worship</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Grace Community Baptist Church</td>
<td>2801 Florence Avenue (Capitol Avenue)</td>
<td>0.1 mile east on Florence Avenue</td>
</tr>
<tr>
<td>Eastside Church of God</td>
<td>2490 Story Road (Capitol Expressway)</td>
<td>0.2 miles west on Story Road</td>
</tr>
<tr>
<td><strong>Major Parks</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hillview</td>
<td>2251 Ocala Avenue (Capitol Expressway)</td>
<td>0.3 mile west on Ocala Avenue</td>
</tr>
<tr>
<td>Lake Cunningham</td>
<td>2305 South White Road (Tully Road)</td>
<td>0.2 mile east on Tully Road</td>
</tr>
<tr>
<td>Thompson Creek Trail³</td>
<td>Capitol Expressway and Tully Road</td>
<td>0.03 east on Tully Road</td>
</tr>
<tr>
<td><strong>Fire Stations</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Station No. 16</td>
<td>2001 South King Road (Cunningham Avenue)</td>
<td>0.9 mile west on Ocala Avenue to King Road</td>
</tr>
<tr>
<td>Station No. 24</td>
<td>2525 Aborn Road (Nieman Boulevard)</td>
<td>0.4 mile east on Aborn Road</td>
</tr>
<tr>
<td><strong>Regional Facilities</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>National Hispanic University</td>
<td>14271 Story Road (White Road)</td>
<td>0.7 mile east on Story Road</td>
</tr>
<tr>
<td>Reid-Hillview Airport</td>
<td>2350 Cunningham Avenue (Capitol Expressway)</td>
<td>0.2 mile west on Cunningham Avenue</td>
</tr>
</tbody>
</table>

Notes:

¹ Shaded row indicates a new community facility located within 0.25 mile of the location of the proposed changes to the approved project since the publication of the 2014 Subsequent IS/MND.

² Distance was measured from the facility to the nearest portion of the corridor where the approved project or proposed changes to the approved project would be located.

³ Additional information regarding the Thompson Creek Trail is provided in Chapter 2, Changes to the Approved Project, Changes in Circumstances, and Introduction of New Information.

Source: VTA 2005; GoogleEarth 2018; ICF 2018; VTA 2012.
Environmental Impacts and Mitigation

This impact discussion primarily focuses on the proposed changes to the approved project that could result in new or more significant community services impacts compared to the impacts previously identified and analyzed for the approved project.

As with the approved project, the proposed changes to the approved project would not generate an increase in population that would require additional community services or change existing police and fire service ratios. In addition, the proposed changes would not affect access to the community service facilities or result in alterations or displacements of these facilities.

Similar to the approved project, construction activities associated with the proposed changes to the approved project would temporarily disrupt emergency access within the project corridor. However, the construction activities would not disrupt emergency access beyond what was previously identified and analyzed for the approved project and the effect would be temporary. In addition, construction of the foundation for TSP No. 53A, TSP No. 54, and TSP No. 55 may require temporary closure of the Thompson Creek Trail for safety during drilling, and foundation work. However, this closure would be temporary with a duration of approximately 10 to 15 days per pole and would include the appropriate detour information and signage. Thus, the construction activities associated with the proposed changes would not increase community services impacts beyond what was previously identified and analyzed for the approved project.

The majority of the proposed changes to the approved project (including the modifications to Eastridge Station platforms and tracks; reduction in parking spaces at the Eastridge Park-and-Ride lot; minor shift in the location and straightening of the Story Station pedestrian overcrossing; and modification to Story Station pedestrian access) would involve modifications to existing or approved project structures. Thus, these proposed changes would not result in changes to emergency response times beyond those previously identified and analyzed for the approved project. In addition, the proposed relocation of a construction staging area and the proposed relocation of PG&E’s electrical transmission facilities would not increase emergency response times.

Two proposed changes to the approved project (the extension of the aerial guideway to grade-separate the Ocala Avenue and Cunningham Avenue intersections and revisions to Capitol Expressway roadway lane configurations) could change roadway circulation and emergency response times compared to the approved project. The proposed replacement of the at-grade track alignment with an aerial guideway between south of Story Road and north of Tully Road would reduce the potential for vehicle, train, and emergency vehicle conflicts along Capitol Expressway compared to the conflicts previously identified and analyzed for the approved project. In addition, this proposed change would avoid the potential for delays at light rail grade crossings identified and analyzed for the approved project. Furthermore, the proposed creation of four general purpose traffic lanes in each direction with a center median between Story Road and Capitol Avenue and the addition of right and left turn lanes on Capitol Expressway would improve vehicle circulation and access for emergency vehicles by allowing more space for emergency vehicles to pass.
other vehicles compared to the approved project. Similar to the approved project, VTA would coordinate development of evacuation plans for the proposed aerial guideway to ensure the safety of light rail patrons and operators. Thus, these proposed changes to the approved project would be beneficial to and would improve emergency response times compared to the impacts previously identified and analyzed for the approved project.

**Impact:** Based on the analysis above, the proposed changes to the approved project would not result in new significant impacts or a substantial increase in the severity of previously identified significant impacts related to community services.

The following impact from the 2005 Final EIR would apply to the proposed changes to the approved project: CS (Construction)-1 (Temporary Disruption of Emergency Access).

**Mitigation:**

- **Operation.** None required. There is “No Impact.”

- **Construction.** The following mitigation measure identified in the 2005 Final EIR would still apply to the proposed changes to the approved project: Mitigation Measure CS (CON)-1 (Coordinate with Emergency Service Providers). Inclusion of this mitigation measure would reduce this impact to “Less than Significant.”

**Less-than-significant operational and construction impact with mitigation.**
3.5 Cultural Resources

This section describes the potential cultural resources impacts associated with the proposed changes to the approved project.

Environmental Setting

The following discussion describes the changes to the existing cultural resources conditions subsequent to the certification of the 2014 Subsequent IS/MND.

Historical Resources

The 2014 Subsequent IS/MND stated that there were no historical resources within the vicinity of the changes to the project analyzed in that environmental document based on the 2010 update to the Cultural Resources Identification and Evaluation Report (CRIER) (ICF International 2010). The 2010 CRIER stated that 15 properties constructed before 1965 (45 years prior to the completion of the CRIER) were located adjacent to the project footprint. None of these 15 properties qualified as a historical resource for the purposes of California Environmental Quality Act (CEQA) review.

Two properties constructed between 1966 and 1968 (1091–1093 S. Capitol Avenue and 1148 S. Capitol Avenue) are located adjacent to the proposed changes to the project. Figure 3.5-1 shows the existing buildings at 1091–1093 S. Capitol Avenue and 1148 S. Capitol Avenue. While these properties were not considered for their potential to be CEQA historical resources in past studies including the 2014 Subsequent IS/MND, they have since become eligible for consideration (over 50 years old). Therefore, these properties require California Register of Historical Resources (CRHR) evaluation. Neither building has previously been evaluated for listing in the CRHR or has otherwise been evaluated to determine its CEQA historical resource status. Both buildings were recorded and evaluated for listing in the CRHR during an intensive-level historical resources survey on May 22, 2018. ICF documented the CRHR evaluations on Department of Parks and Recreation 523A (Primary Record) and 523B (Building, Structure, Object) forms completed for each building (included in Attachment B of the Second Subsequent IS). The CRHR evaluations concluded that neither building meets the criteria for listing in the CRHR; thus, 1091–1093 S. Capitol Avenue and 1148 S. Capitol Avenue do not qualify as historical resources under CEQA. Therefore, no additional historical resources are located adjacent to the location of the proposed changes to the project.
a. View of the building at 1091–1093 S. Capitol Avenue.

b. View of the building at 1148 S. Capitol Avenue.

Source: ICF 2018.

Figure 3.5-1
1091–1093 S. Capitol Avenue and 1148 S. Capitol Avenue
A summary of the evaluations for the buildings at 1091–1093 S. Capitol Avenue and 1148 S. Capitol Avenue under CRHR Criteria 1 through 4 is provided below.

- **Criterion 1 (Events):** The buildings at 1091–1093 S. Capitol Avenue and 1148 S. Capitol Avenue were constructed during the second half of the 1960s and are typical examples of suburban commercial retail development in eastern San Jose from this period. Neither property represents a prominent or influential instance of commercial development within the context of San Jose’s low-density suburban expansion in the post-World War II period. Therefore, the buildings at 1091–1093 S. Capitol Avenue and 1148 S. Capitol Avenue are not significant under CRHR Criterion 1.

- **Criterion 2 (Persons):** Past owners and individuals associated with the commercial tenants of 1091–1093 S. Capitol Avenue and 1148 S. Capitol Avenue are not known to have made important contributions to local, California, or national history that are directly conveyed through the subject properties. Therefore, the buildings at 1091–1093 S. Capitol Avenue and 1148 S. Capitol Avenue are not significant under CRHR Criterion 2.

- **Criterion 3 (Architecture/Design):** Both 1091–1093 S. Capitol Avenue and 1148 S. Capitol Avenue are commercial retail buildings designed in a vernacular mid-century modern architectural style that is common throughout San Jose, Santa Clara County, and California as a whole. The buildings are unremarkable examples of 1960s-era commercial architecture and do not possess high artistic merit. The buildings’ architects have not been identified, and neither building appears to be the work of a master architect or designer. Therefore, the buildings at 1091–1093 S. Capitol Avenue and 1148 S. Capitol Avenue are not significant under CRHR Criterion 3.

- **Criterion 4 (Information Potential):** Neither the building at 1091–1093 S. Capitol Avenue nor the building at 1148 S. Capitol Avenue appears to be a source, or likely source, of important historical information not already captured in the historic record. Therefore, the buildings at 1091–1093 S. Capitol Avenue and 1148 S. Capitol Avenue are not significant under CRHR Criterion 4.

**Archaeological Resources**

Based on the 2010 CRIER, the 2014 Subsequent IS/MND did not identify any archaeological resources within the project footprint. The following discussion is based on and supported by the May 16, 2018, *Eastridge to BART Regional Connector: Capitol Expressway Light Rail Project Final Cultural Resources Memorandum* (Attachment C of the Second Subsequent IS). The memorandum reviewed the findings of previous analyses, performed an updated records review and continued Native American consultation, and reviewed previous analyses of buried archaeological resource sensitivity. As summarized below, these efforts did not identify any newly recorded archaeological resources within the area in which direct ground disturbance is anticipated as a result of the proposed changes (the project footprint). An updated literature review at
As discussed in Chapter 2, Changes to the Approved Project, Changes in Circumstances, and Introduction of New Information, effective July 1, 2015, Assembly Bill (AB) 52 formally established new requirements under CEQA to protect tribal cultural resources. AB 52 requires the lead agency under CEQA to consult with California Native American tribes who have requested consultation as of July 2015, as described in Public Resources Code § 21080.3.1, subdivisions (b), (d), and Chapter 532 Statutes of 2014. In February, 2018 Santa Clara Valley Transportation Authority (VTA) mailed letters serving as formal notification under AB 52 to all nine previously contacted individuals to continue consultation with local Native American individuals. VTA requested an updated Native American Heritage Commission (NAHC) Sacred Lands File search and list of parties who hold affiliations with the general area in February 2018. The NAHC responded on March 1, 2018 with a negative Sacred Lands File search and a list of six tribal representatives, five of which were included in previous consultation. In April 2018, a letter serving as formal notification under AB 52 was mailed to one new individual (Katherine Erolinda Perez, Chairperson of the North Valley Yokuts Tribe) identified in the 2018 NAHC response. To date, no comments were received from those individuals that VTA staff were able to reach and no responses have been received.

In addition, a desktop-based geoarchaeological sensitivity analysis revealed that the project footprint is underlain by landforms that have sensitivity for containing unknown buried archaeological resources. The presence of such landforms were verified by a previous geoarchaeological field study (Psota 2015). Although the previous geoarchaeological field study did not identify any buried archaeological resources or surfaces, the sample size of the study was not large enough to rule out the potential for encountering unknown buried archaeological resources.

Environmental Impacts and Mitigation

The impact discussion in this section primarily focuses on the proposed changes to the approved project that could result in new or more significant cultural resources impacts compared to the impacts previously identified and analyzed for the approved project.

As with the approved project, there are no historical resources as defined in Section 15064.5 of the CEQA Guidelines located within or adjacent to the location of the proposed changes to the approved project. As such, the proposed changes to the approved project would not result in changes to the significance of a historical resource or additional impacts on historical resources beyond the impacts previously identified and analyzed for the approved project.

**Impact:** Based on the analysis above, the proposed changes to the approved project would not result in new significant impacts or a substantial increase in the severity of previously identified significant impacts related to historical resources.
Mitigation: None required. There is “No Impact.”

No impact. No mitigation required.

As with the approved project, there are no known archaeological resources located within the project footprint for the proposed changes to the approved project. Similarly, there are no isolated human remains, cemeteries, or archaeological resources that contain human remains identified within the project corridor according to the updated literature review at the Sonoma State University Northwest Information Center. As such, the proposed changes to the approved project would not result in additional impacts on known archaeological resources (including human remains) compared to the impacts previously identified and analyzed for the approved project. However, the horizontal and vertical extent of ground disturbing activities associated with some of the proposed changes to the approved project (specifically, pile driving and the minor shift in the location and straightening of the Story Station pedestrian overcrossing) would be different than those analyzed for the approved project. Thus, the proposed changes to the approved project could result in impacts on unknown archaeological resources.

Impact: The May 16, 2018 Eastridge to BART Regional Connector: Capitol Expressway Light Rail Project Final Cultural Resources Memorandum indicates that the total amount of ground disturbance from the instances where the proposed changes to the approved project (0.06 acre) would account for a very small percentage (0.7 percent) of the 9-acre project footprint. Therefore, the conclusions of the prior archaeological reports have not changed, and the potential for the proposed changes to the approved project to affect as-yet undocumented archaeological resources would be minimal.

The following procedures represent standard practice that would be followed in the case of inadvertent discovery of buried cultural resources and human remains:

- **Stop work immediately if buried cultural deposits are encountered during construction activities.** Should any cultural and/or archaeological resources be discovered (such as structural features, unusual amounts of bone or shell, artifacts, human remains, or architectural remains) during construction activities, VTA shall suspend work in the immediate vicinity, and VTA’s construction inspector shall contact VTA’s Environmental Programs Department to coordinate site investigations by a qualified archaeologist to assess the materials and determine their significance.

- **Stop work immediately if human remains are encountered during construction activities:** If human remains are unearthed during construction, pursuant to Section 50977.98 of the Public Resources Code and Section 7050.5 of the State Health and Safety
Code, VTA and Contractor shall immediately suspend work in the immediate vicinity and contact the Santa Clara County coroner. If the Santa Clara County coroner determines the remains are Native American in origin, VTA will contact the Native American Heritage Commission to request a Most Likely Descendent to coordinate the disposition of the remains.

- **Native American monitoring during construction:** VTA shall retain the services of a Native American monitor during construction involving subsurface excavation between Cunningham Avenue and Quimby Avenue.

Based on the analysis above, the proposed changes to the approved project would not result in new significant impacts or a substantial increase in the severity of previously identified significant impacts related to archaeological resources (including human remains).

**Mitigation:** None required. With inclusion of the standard practice procedures, there is “No Impact.”

**No impact. No mitigation required.**

As with the approved project, the potential is low for a unique paleontological resource or site to occur in the Capitol Expressway corridor. As such, the proposed changes to the approved project would not result in the direct or indirect destruction of a unique paleontological resource or site beyond the impacts previously identified and analyzed for the approved project.

**Impact:** Based on the analysis above, the proposed changes to the approved project would not result in new significant impacts or a substantial increase in the severity of previously identified significant impacts related to paleontological resources.

**Mitigation:** None required. This impact is “Less than Significant.”

**Less-than-significant impact. No mitigation required.**
3.6 Electromagnetic Fields

This section describes the potential for health effects from electromagnetic fields (EMF) associated with the proposed changes to the approved project. EMF are invisible, non-ionizing, low-frequency radiation. Concerns about EMF exposure pertains to its ability to interfere with other electrical systems and have adverse biological effects. Examples of sources of EMF generation include traction power systems and substations, communications, and electrically powered light rail vehicles.

Environmental Setting

The existing EMF conditions and applicable regulations remain unchanged since the 2014 Subsequent IS/MND.

Environmental Impacts and Mitigation

The impact discussion below primarily focuses on the proposed changes to the approved project that could result in new or more significant EMF impacts compared to the impacts previously identified and analyzed for the approved project.

The majority of proposed changes to the approved project (including the revisions to Capitol Expressway roadway lane configurations; modifications to the Eastridge Station platforms and tracks; reduction in parking spaces at the Eastridge Park-and-Ride lot; minor shift in the location and straightening of the Story Station pedestrian overcrossing; and modification to Story Station pedestrian access) would involve modifications to existing or approved project structures. Thus, these proposed changes would not result in additional sources of EMF generation or exposure to EMF beyond the level of exposure previously identified and analyzed for the approved project. In addition, the proposed relocation of a construction staging area would not result in additional sources of EMF generation. Furthermore, the proposed extension of the aerial guideway to grade-separate the Ocala Avenue and Cunningham Avenue intersections would result in an elevation change associated with the overhead contact system (OCS), which transmits electrical energy to light rail vehicles. In the vicinity of Cunningham Avenue, where PG&E wirelines crossing Capitol Expressway would overlap with the proposed aerial guideway, there may be potential for inductance, which is the property of an electric circulate by which a varying current produces a varying magnetic field that induces voltage in the same circuit or a nearby circuit. However, it is not anticipated that an increase in exposure to EMF would occur beyond what was previously identified and analyzed for the approved project. In addition, the proximity of the OCS, traction power, and control equipment under the floor of a light rail vehicle (sources of EMF generation) to light rail vehicles and stations (where passengers and train operators are located) would not change compared to the approved project. Finally, there are currently six steel lattice towers and two tubular steel poles (TSPs) located along the Capitol Expressway between Ocala Avenue and Quimby Road in the City of San Jose. These eight structures would be replaced with a total of 10 TSPs as part of the proposed changes compared to the 8 TSPs that were included in the approved project. This change would not substantially increase
the proximity of TSPs (sources of EMF generation) to light rail vehicles and stations. Thus, these proposed changes to the approved project would not increase the level of exposure to EMF previously identified and analyzed for the approved project. Typical EMF levels experienced within a light rail car would remain the same as presented in the 2005 Final EIR, which would be approximately 50 percent below ACGIH’s threshold.

**Impact:** Based on the analysis above, the proposed changes to the approved project would not result in new significant impacts or a substantial increase in the severity of previously identified significant impacts related to EMF.

The following impact from the 2005 Final EIR would still apply to the proposed changes to the approved project: EMF-2 (Effects from Direct Current Magnetic Fields that Exceed the Guidelines of ACGIH).

**Mitigation:** None required. This impact is “Less than Significant.”

*Less-than-significant impact. No mitigation required.*
3.7 Energy

This section describes the potential for energy impacts associated with the proposed changes to the approved project.

Environmental Setting

The 2014 Subsequent IS/MND stated that the state’s power infrastructure and supply will have sufficient thermal capacity to handle the Greater Bay Area through 2024. In the most recent projections, the 2017-2018 CAISO Transmission Plan indicates that there are some reliability concerns consisting of thermal overloads. However, these concerns are mostly addressed by previously approved projects, and the 2017-2018 CAISO Transmission Plan identifies additional mitigation requirements to further address these concerns (CAISO 2018).

The following regulations were adopted or updated subsequent to the certification of the 2014 Subsequent IS/MND:

- **Senate Bill 350—De Leon (Clean Energy and Pollution Reduction Act of 2015) (2015)**. Senate Bill (SB) 350 was approved by the California legislature in September 2015 and signed by Governor Brown in October 2015. Its key provisions are to require the following by 2030: (1) a renewables portfolio standard of 50% and (2) a doubling of energy efficiency (electrical and natural gas) by 2030, including improvements to the efficiency of existing buildings. These mandates will be implemented by future actions of the California Public Utilities Commission and California Energy Commission.

- **Senate Bill 1389 (2002) and California Integrated Energy Policy Report.** SB 1389 requires the CEC to develop an integrated energy plan for electricity, natural gas, and transportation fuels. The energy plan is to be updated biannually and support improvements to the California energy system that reduce air pollution, congestion, and wasteful energy use. The current Integrated Energy Policy Report (IEPR) was updated in 2018 and covers a broad range of topics, including, but not limited to, environmental performance of the electricity generation system, landscape-scale planning, transportation fuel supply reliability, climate adaptation activities, and climate and sea level rise scenarios.

Environmental Impacts and Mitigation

This impact discussion primarily focuses on the proposed changes to the approved project that could result in new or more significant energy impacts compared to the impacts previously identified and analyzed for the approved project.

Similar to the approved project, construction activities associated with the proposed changes to the approved project would temporarily consume energy. However, the construction activities would not increase the consumption of nonrenewable energy
resources in a wasteful, inefficient, and/or unnecessary manner beyond what was previously identified and analyzed for the approved project.

The majority of proposed changes to the approved project (including the revisions to Capitol Expressway roadway lane configurations; modifications to the Eastridge Station platforms and tracks; reduction in parking spaces at the Eastridge Park-and-Ride lot; minor shift in the location and straightening of the Story Station pedestrian overcrossing; modification to Story Station pedestrian access; and the proposed relocation of PG&E electrical transmission facilities) would involve modifications to existing or approved project structures. Thus, these proposed changes would not result in additional energy demand compared to the level of exposure previously identified and analyzed for the approved project. In addition, the proposed relocation of a construction staging area would not result in additional energy demand.

One proposed change to the approved project (the extension of the aerial guideway to grade-separate the Ocala Avenue and Cunningham Avenue intersections) would result in fewer vehicle miles traveled and better intersection performance compared to the approved project, as discussed in Section 5.1, Transportation, of the SEIR-2. The replacement of the at-grade track alignment with an aerial guideway between south of Story Road and north of Tully Road would enable light rail vehicles to travel at increased speeds compared to the approved project. The increased speeds would result in better system performance. Thus, ridership could increase, which would lead to lower fuel consumption in private vehicles and lower energy consumption for this proposed change to the approved project compared to the approved project. In addition, it is anticipated that the proposed replacement of the at-grade track alignment with an aerial guideway would result in slightly less energy consumption compared to the approved project because the elevated guideway would allow light rail vehicles to avoid traffic signal delay that would occur at intersections for an at-grade alignment. By avoiding traffic signal delay, this proposed change to the project would eliminate the need for additional energy required for light rail vehicle acceleration at intersections. Thus, the system would operate more efficiently, which would lead to lower energy consumption. Although the acceleration effect is anticipated to be minor, this proposed change to the approved project would result in lower energy consumption compared to the impacts previously identified and analyzed for the approved project.

In the 2007 Final SEIR, VTA identified a significant and unavoidable impact to electrical transmission infrastructure during periods of peak demand as the electricity generation and transmission network in California came under increasing strain to meet growing demand from population and economic growth, higher-than-average summer temperatures, and decreasing consumer conservation efforts. Since then, conditions have changed dramatically. As discussed above, the 2017-2018 CAISO Transmission Plan indicates that there are some reliability concerns consisting of thermal overloads. However, these concerns are mostly addressed by previously approved projects, and the 2017-2018 CAISO Transmission Plan identifies additional mitigation requirements to further address these concerns. Given the state’s current projections, this increase in electricity demand during peak periods is not considered to represent an adverse effect. As a result, this effect is no longer considered significant and unavoidable.
Impact: Based on the analysis above, the proposed changes to the approved project would not result in new significant impacts or a substantial increase in the severity of previously identified significant impacts related to energy.

The following impacts from the 2005 Final EIR would still apply to the proposed changes to the approved project: E (CON)-1 (Consumption of Nonrenewable Energy Resources in a Wasteful, Inefficient, and/or Unnecessary Manner from Project Construction), E (CON)-2 (Consumption of Nonrenewable Energy Resources in a Wasteful, Inefficient, and Unnecessary Manner from Secondary Facilities Activities), E-7 (Place a Substantial Demand on Regional Energy Supply), E-8 (Significantly Increase Peak and Base Period Electricity Demand), and E-9 (Increase Demand on Electricity Transmission Infrastructure).

Mitigation: Operation. None required. This impact is “Less than Significant.”

Construction. The following mitigation measure identified in the 2005 Final EIR would still apply to the proposed changes to the approved project: Mitigation Measure E (CON)-1 (Adopt Energy Conservation Measures).

Inclusion of this mitigation measure would reduce this impact to “Less than Significant.”

Less-than-significant operational and construction impact with mitigation.
3.8 Geology, Soils, and Seismicity

This section describes the potential geology, soils, and seismicity impacts associated with the proposed changes to the approved project.

Environmental Setting

The existing geology, soils, and seismicity conditions remain unchanged subsequent to the certification of the 2014 Subsequent IS/MND. Previously, the Uniform Building Code was used as a standard reference in California for earthquake and seismic design measures. Since the certification of the 2014 Subsequent IS/MND, the City of San Jose has updated this standard reference to the current California Building Standards Code (San Jose Municipal Code 24.01.120) (City of San Jose 2018).

As discussed in Chapter 2, Changes to the Approved Project, Changes in Circumstances, and Introduction of New Information, the California Supreme Court concluded in its California Building Industry Association v. Bay Area Air Quality Management District decision that “the California Environmental Quality Act (CEQA) generally does not require an analysis of how existing environmental conditions will impact a project’s future users or residents.” With this ruling, CEQA no longer considers the impact of the environment on a project (such as the impact of existing seismic hazards on new project receptors) to be an impact requiring consideration under CEQA, unless the project could exacerbate an existing environmental hazard. The proposed changes to the approved project would not change existing seismic hazards and, thus, would not exacerbate certain existing hazards. Therefore, the seismic hazards impact discussion is provided below for informational purposes only.

Environmental Impacts and Mitigation

This impact discussion primarily focuses on the proposed changes to the approved project that could result in new or more significant geology, soils, and seismicity impacts compared to the impacts previously identified and analyzed for the approved project.

As with the approved project, the proposed changes to the approved project would be located approximately 2 miles east of the active Hayward fault. The location of the proposed changes to the approved project would not traverse the fault.

The majority of proposed changes to the approved project (including the revisions to Capitol Expressway roadway lane configurations; modifications to the Eastridge Station platforms and tracks; reduction in parking spaces at the Eastridge Park-and-Ride lot; shifting and straightening of Story Station pedestrian overcrossing; modification to Story Station pedestrian access; and relocation of a construction staging area) would not introduce new facilities or structures that could be subject to geologic hazards. Thus, these proposed changes would not increase the potential for human injury or loss resulting from geologic hazards beyond the impacts previously identified and analyzed for the approved project.
Two proposed changes to the approved project (the extension of the aerial guideway to grade-separate the Ocala Avenue and Cunningham Avenue intersections and the proposed relocation of PG&E electrical transmission facilities) would include new structures that could be subject to geological hazards. Similar to the approved project, these proposed changes would be located in an area of strong seismic ground shaking; areas that are highly susceptible to liquefaction; areas that may be susceptible to lateral spread, subsidence, and collapse; and areas that may be on expansive soils. However, the proposed aerial structure and the Tubular Steel Poles (TSPs) would not increase the potential for human injury or loss resulting from geological hazards or structural failures during strong seismic ground shaking occurrences compared to the impacts previously identified and analyzed for the proposed project.

**Impact:** Based on the analysis above, the proposed changes to the approved project would not result in new significant impacts or a substantial increase in the severity of previously identified significant impacts related to geology, soils, and seismicity.

The following impacts from the 2005 Final EIR would still apply to the proposed changes to the approved project: GEO-4 (Risk Caused by Strong Seismic Ground Shaking), GEO-5 (Risk Caused by Seismic-Related Ground Failure, Including Liquefaction), GEO-6 (Risks from Lateral Spreading, Subsidence, and Collapse), and GEO-7 (Risk Caused by Expansive Soil).

**Mitigation:** The following mitigation measures identified in the 2005 Final EIR would still apply to the proposed changes to the approved project: GEO-4 (Incorporate Caltrans Seismic Design Criteria), GEO-5 (Incorporate Liquefaction Minimization Methods to Prevent Localized Liquefaction), GEO-6 (Implement Proper Construction Methods to Minimize Risk of Lateral Spreading, Subsidence, and Collapse Hazards), and GEO-7 (Reinforce Foundations or Excavate Expansive Soils to Minimize Risk of Soil Expansivity).

Mitigation Measure GEO-4 has been revised. Mitigation Measure GEO-6 has been revised to be consistent with the *Guidelines for Evaluating and Mitigating Seismic Hazards in California, Special Publication 117A* released in 2008.

**Mitigation Measure GEO-4:** Incorporate Caltrans Seismic Design Criteria

During the design process, VTA shall design any and all proposed infrastructure in accordance with the appropriate Caltrans Seismic Design Criteria.

**Mitigation Measure GEO-6:** Minimize Risk of Lateral Spreading, Subsidence, and Collapse
Prior to implementation of the proposed transit improvement activities, the following construction methods shall be employed:

- construct edge containment structures such as berms, dikes, retaining structures, or compacted soil zones;

- remove or treat soils and geologic materials prone to lateral spreading and settling; and

- install drainage measures to lower the groundwater table below the level of settleable soils pursuant to the California Division of Mines and Geology’s *Guidelines for Evaluating and Mitigating Seismic Hazards in California, Special Publication 117A* (2008).

Inclusion of these mitigation measures would reduce this impact to “Less than Significant.”

**Less-than-significant impact with mitigation.**
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3.9 Hazardous Materials

This section describes the potential hazardous materials impacts associated with the proposed changes to the approved project. This evaluation includes hazardous materials impacts related to construction personnel, people residing in the area, and the surrounding environment.

Environmental Setting

This section describes the changes to the existing hazardous materials conditions and applicable regulations subsequent to the certification of the 2014 Subsequent IS/MND. This analysis is based on and supported by the February 2018 *Capital Expressway Light Rail - Environmental Data Resources (EDR) Radius Map Report with GeoCheck* (Environmental Data Resources 2018) (included in Attachment D of the Second Subsequent IS). Because surrounding hazardous materials site conditions can change over time, an updated database search was conducted as part of this review.

As with the approved project, the proposed changes to the approved project are located within an urban environment with numerous buildings and structures. Table 3.9-1 identifies the known hazardous materials sites located within 1/8 mile of the proposed changes to the approved project corridor.

As shown in Table 3.9-1, there are 27 hazardous materials sites located within 1/8 mile of the location of the proposed changes to the approved project. Five of the sites were also identified as potential environmental concerns in the 2005 Final EIR (Matos Eastridge Shell/John Lassetter Jr at 2690 Story Road [#4 in Table 3.9-1]; Wright Bros, Inc. at 2660 John Montgomery Drive [#5 in Table 3.9-1]; Chevron #9-8247 at 2710 Story Road [#9 in Table 3.9-1]; Airport Properties at 20502 John Montgomery Road [#10 in Table 3.9-1]; and Gas & Shop, Capital Car Wash, Clean Machine Inc. at 2701 Story Road [#19 in Table 3.9-1]). The other 13 sites identified as potential environmental concerns in the 2005 Final EIR are not relevant to the proposed changes to the approved project.

Two preliminary hazardous materials evaluations consisting of soil and groundwater sampling were conducted in 2006 and 2011. These evaluations were conducted to determine the potential for nearby hazardous materials release sites to result in contamination of the soils and groundwater underlying the approved project corridor.

The 2006 *Draft Hazardous Materials Evaluation Report Capitol Expressway Light Rail Extension Project* (Geocon Consultants, Inc. 2006) stated that impacted soil and groundwater from three hazardous materials release sites (2701 Story Road, 2710 Story Road, and 2375 Quimby Road) would likely be encountered during ground-disturbing activities for the approved project. The 2375 Quimby Road site is located south of the location of the proposed changes to the approved project. As such, this site is not further discussed. The other contamination sources (i.e., Chevron #9-8247 at 2710 Story Road [#9 in Table 3.9-1] and Gas & Shop, Capital Car Wash, Clean Machine Inc. at 2701 Story Road [#19 in Table 3.9-1]) have since been remediated under the oversight of the Santa Clara County Local Oversight Program (LOP) and have received closure as of February
2017 and April 2015, respectively. Other locations of elevated contaminant concentrations in groundwater were not located within the corridor of the approved project. Groundwater does not typically remain static in the subsurface and as such, groundwater analytical data from 2006 may not reflect current existing conditions. Additionally, the 2006 Draft Hazardous Materials Evaluation Report Capitol Expressway Light Rail Extension Project evaluation detected total petroleum hydrocarbons as diesel (TPHd) and total hydrocarbons as motor oil (TPHmo) in surface soils (soils immediately beneath the asphalt pavement) in the vicinity of the northern portion of the Eastridge Transit Center parking area. No other soil sample contaminant detection was identified within the corridor of the proposed changes to the approved project.

The 2011 Soil Sample Report Capitol Expressway Light Rail Bus Improvement Project (Geocon Consultants, Inc. 2011) conducted soil samplings in unpaved areas along the west side of Capitol Expressway between Story Road and Quimby Road, and in the vicinity of the former J.C. Penney Facility located at 2242 Tully Road (#13 in Table 3.9-1). Lead was reported in the soil sampling along Capitol Expressway and limited concentrations of TPHd and TPHmo were detected in the soil samplings in the vicinity of the former J.C. Penney Facility. However, none of these concentrations exceeded regulatory criteria and would not require special handling if removal and disposal were required.
Table 3.9-1 Hazardous Materials Sites within 1/8-mile of the Location of the Proposed Changes to the Approved Project

<table>
<thead>
<tr>
<th>No.</th>
<th>Site</th>
<th>Address</th>
<th>Distance from the proposed changes to the approved project</th>
<th>Databases</th>
<th>Site Status Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Mercedes Benz of San Jose/Auto Company XXII, Inc.</td>
<td>3000 East Capitol Expressway</td>
<td>0.01 mile to the south-southeast</td>
<td>RCRA-LQG, FINDS, ECHO, CUPA Listings, AST, HAZNET, SAN JOSE HAZMAT</td>
<td>Large Quantity Generator site. Waste includes: waste oils, degreasing sludge, spent solvents, etc. AST onsite. No violations associated with this listing were identified.</td>
</tr>
<tr>
<td>2</td>
<td>Beshoff Infiniti</td>
<td>2198 Tully Road</td>
<td>0.02 mile to the west</td>
<td>AST, CUPA Listings, SAN JOSE HAZMAT</td>
<td>County of Santa Clara CUPA HMBP site. AST onsite. No violations associated with this listing were identified.</td>
</tr>
<tr>
<td>3</td>
<td>Autozone #5924</td>
<td>2690 Story Road</td>
<td>0.03 mile to the north-northwest</td>
<td>LUST, HIST LUST, HIST UST, CUPA Listings, HIST CORTESE, San Jose HAZMAT</td>
<td>LUST site. The case involved gasoline release to groundwater. Case opened in March of 1985 and received closure by the San Francisco Bay Regional Water Quality Control Board in February of 1996. No other violations associated with this listing were identified.</td>
</tr>
<tr>
<td>4</td>
<td>Matos Eastridge Shell/John Lasserter Jr</td>
<td>2690 Story Road</td>
<td>0.03 mile to the north-northwest</td>
<td>EDR Hist Auto, HIST UST</td>
<td>Historic gasoline service station. Four USTs onsite. Gasoline and waste oil. No violations associated with this listing were identified.</td>
</tr>
<tr>
<td>5</td>
<td>Wright Bros, Inc.</td>
<td>2660 John Montgomery Drive</td>
<td>0.03 mile to the south-southeast</td>
<td>LUST, HIST LUST, EMI, HIST CORTESE</td>
<td>LUST site. The case involved waste/motor/hydraulic/lubricating oil release to soil. Case opened in May of 1992 and received closure by the Santa Clara County LOP in October of 1995. No other violations associated with this listing were identified.</td>
</tr>
<tr>
<td>No.</td>
<td>Site</td>
<td>Address</td>
<td>Distance from the proposed changes to the approved project</td>
<td>Databases</td>
<td>Site Status Summary</td>
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<tr>
<td>6</td>
<td>Aero Trends/ LP Enterprises/ Flying S Aviation</td>
<td>2635 Cunningham Avenue</td>
<td>0.03 mile to the southeast</td>
<td>LUST, HIST LUST, HIST CORTESE, UST, CUPA Listings, San Jose HAZMAT</td>
<td>LUST site. The case involved an aviation fuel release to soil. Case opened in May of 1996 and received closure by the Santa Clara County LOP in June of 1996. No other violations associated with this listing were identified.</td>
</tr>
<tr>
<td>7</td>
<td>Verizon Wireless</td>
<td>2636 John Montgomery Road</td>
<td>0.03 mile to the south</td>
<td>EMI, San Jose HAZMAT</td>
<td>Site subject to emissions inventory. Carbon monoxide and nitrogen oxides reported to the Bay Area Air Quality Management District. No violations associated with this listing were identified.</td>
</tr>
<tr>
<td>8</td>
<td>SJSU-Reid Hillview Aviation Facility</td>
<td>2105 Swift Avenue</td>
<td>0.03 mile to the south-southeast</td>
<td>CUPA Listings</td>
<td>The site is included in the County’s CUPA database. The CUPA consolidates the administration, permits, inspections, and enforcement activities related to hazardous materials handling. No violations associated with this listing were identified.</td>
</tr>
<tr>
<td>9</td>
<td>Chevron #9-8247</td>
<td>2710 Story Road</td>
<td>0.04 mile to the north-northwest</td>
<td>HIST UST, UST, LUST, EMI, HIST CORTESE, HIST LUST, SWEEPS UST, RCRA-SQG, FINDS, ECHO, HAZNET, CUPA Listings, EDR Hist Auto, SAN JOSE HAZMAT</td>
<td>Historic LUST site. The case involved MTBE/TBA/fuel oxygenates, gasoline release to soil and groundwater. Case opened in January of 1981 and received closure by the Santa Clara County LOP in February of 2017. Various remediation techniques conducted onsite for several years, including in-situ chemical treatment as well as groundwater and soil vapor extraction and treatment. No other violations associated with this listing were identified.</td>
</tr>
<tr>
<td>10</td>
<td>Airport Properties</td>
<td>20502 John Montgomery Road</td>
<td>0.04 mile to the south-southeast</td>
<td>LUST, HIST CORTESE</td>
<td>LUST site. The case involved a diesel fuel release to groundwater due to a failure of an onsite UST. Case opened in August of</td>
</tr>
<tr>
<td>No.</td>
<td>Site</td>
<td>Address</td>
<td>Distance from the proposed changes to the approved project</td>
<td>Databases</td>
<td>Site Status Summary</td>
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<tr>
<td>11</td>
<td>Eastridge Shopping Center, Eastridge Shopping Mall Inc, Eastridge Center Food Pavillon</td>
<td>1 Eastridge Drive</td>
<td>0.04 mile to the southwest</td>
<td>RCRA-SQG, LUST, HIST LUST, FINDS, ECHO, HAZNET, HIST CORTESE, CUPA Listings, SWEEPS UST</td>
<td>Historic LUST site. The case involved a diesel release to groundwater. Case opened in November of 1991 and received closure by the Santa Clara County LOP in July of 1997. Listed as a hazardous waste generator. 2,000-gallon diesel UST onsite. No other violations associated with this listing were identified.</td>
</tr>
<tr>
<td>12</td>
<td>McDonald’s Corp</td>
<td>2680 Story Road</td>
<td>0.06 mile to the north-northwest</td>
<td>CUPA Listings, San Jose HAZMAT</td>
<td>County of Santa Clara CUPA HMBP site. No violations associated with this listing were identified.</td>
</tr>
<tr>
<td>13</td>
<td>J.C. Penney</td>
<td>2242 Tully Road</td>
<td>0.06 mile to the southwest</td>
<td>LUST, HIST LUST, HIST CORTESE</td>
<td>Historic LUST site. The case involved gasoline release to soil and groundwater. Groundwater monitoring and extraction was conducted onsite, as well as soil vapor extraction. Case opened in February of 1979 and received closure by the Santa Clara County LOP in November of 2012. No other violations associated with this listing were identified.</td>
</tr>
<tr>
<td>14</td>
<td>Firestone Master Care #3682</td>
<td>2240 Tully Road</td>
<td>0.06 mile to the southwest</td>
<td>LUST, HIST LUST, HIST CORTESE</td>
<td>Historic LUST site. The case involved a release (of undisclosed material) to soil. Case opened in January of 1992 and received closure by the Santa Clara County LOP in October of 1994. No other violations associated with this listing were identified.</td>
</tr>
<tr>
<td>No.</td>
<td>Site Description</td>
<td>Address</td>
<td>Distance from the proposed changes to the approved project</td>
<td>Databases</td>
<td>Site Status Summary</td>
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</tr>
<tr>
<td>15</td>
<td>Macy’s Department Store at Eastridge</td>
<td>2210 Tully Road</td>
<td>0.07 mile to the southwest</td>
<td>SLIC, CUPA Listings</td>
<td>Cleanup Program Site. The case involved a hydraulic fluid release to soil and groundwater. Case opened in April of 2014 and received closure by the Santa Clara County LOP in March of 2016. No other violations associated with this listing were identified.</td>
</tr>
<tr>
<td>16</td>
<td>Clearwire - Silverstone Place</td>
<td>1555 Silverstone Place</td>
<td>0.07 mile to the northwest</td>
<td>San Jose HAZMAT</td>
<td>Auto wrecking facility. Part of the San Jose hazardous materials database. No violations associated with this listing were identified.</td>
</tr>
<tr>
<td>17</td>
<td>Fill-Em’-Fast #90-04, World Oil #101, Texaco (CVX #21-1340), Bill S Mobil Oil Service</td>
<td>2695 Story Road</td>
<td>0.07 mile to the north-northwest</td>
<td>HIST UST, UST, LUST, HIST LUST, SWEEPS UST, HIST UST, CUPA Listings, EDR Hist Auto, HIST CORTESE, San Jose HAZMAT</td>
<td>Historic LUST site. Site contamination associated with site Chevron #9-8247. The case involved MTBE/TBA/fuel oxygenates, gasoline release to soil and groundwater. Case opened in February of 1985 and received closure by the Santa Clara County LOP in July of 2010. No other violations associated with this listing were identified.</td>
</tr>
<tr>
<td>18</td>
<td>Pep Boys #828</td>
<td>2730 Story Road</td>
<td>0.09 mile to the north-northwest</td>
<td>FINDS, CUPA Listings, San Jose HAZMAT</td>
<td>County of Santa Clara CUPA HMBP site. Classified as Auto Wrecking/Misc Simple Facility under San Jose HAZMAT. No violations associated with this listing were identified.</td>
</tr>
<tr>
<td>19</td>
<td>Gas &amp; Shop, Capital Car Wash, Clean Machine Inc.</td>
<td>2701 Story Road</td>
<td>0.09 mile to the north-northwest</td>
<td>UST, LUST, HIST LUST, SWEEPS UST, CUPA Listings, HIST CORTESE, San Jose HAZMAT, EDR Hist Auto</td>
<td>Historic LUST site. The case involved Benzene, Toluene, Xylene, MTBE/TBA/fuel oxygenates, gasoline release to soil and groundwater. Case opened in February of 1992 and received closure by the Santa Clara County LOP in</td>
</tr>
<tr>
<td>No.</td>
<td>Site</td>
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</tr>
<tr>
<td>20</td>
<td>Gee Bee Aero, Inc.</td>
<td>2502 John Montgomery Road</td>
<td>0.10 mile to the west-southwest</td>
<td>RCRA-SQG, FINDS, ECHO</td>
<td>Small Quantity Generator site. Types of wastes not disclosed in EDR report. There were no violations associated with this listing.</td>
</tr>
<tr>
<td>21</td>
<td>West Valley Transmission</td>
<td>2771 Dublin Drive</td>
<td>0.11 mile to the north-northwest</td>
<td>EDR Hist Auto</td>
<td>Historic automotive repair shop. No violations associated with this listing were identified.</td>
</tr>
<tr>
<td>22</td>
<td>Lane’s Auto Service</td>
<td>2739 Story Road #B</td>
<td>0.12 mile to the north-northwest</td>
<td>CUPA Listings</td>
<td>The site is included in the county’s CUPA database generating waste oil. Also listed as a HMBP facility. No violations associated with this listing were identified.</td>
</tr>
<tr>
<td>23</td>
<td>Tire Time/Tire &amp; Wheel Warehouse</td>
<td>2739 Story Road</td>
<td>0.12 mile to the north-northwest</td>
<td>CUPA Listings, San Jose HAZMAT, EDR Hist Auto</td>
<td>County of Santa Clara CUPA HMBP site generating waste oil. Classified as Auto Repair Facility under San Jose HAZMAT. No violations associated with this listing were identified.</td>
</tr>
<tr>
<td>24</td>
<td>Nice Air</td>
<td>2575 Robert Fowler Way</td>
<td>0.12 mile to the south-southwest</td>
<td>AST, CUPA Listings, San Jose HAZMAT</td>
<td>County of Santa Clara CUPA HMBP site. Classified as Auto Repair Facility under San Jose HAZMAT. AST onsite. No violations associated with this listing were identified.</td>
</tr>
<tr>
<td>25</td>
<td>Safeway #3095</td>
<td>2980 East Capitol Expressway</td>
<td>0.12 mile to the southeast</td>
<td>CUPA Listings, EMI, HAZNET, San Jose HAZMAT</td>
<td>County of Santa Clara CUPA HMBP site. Site subject to emissions inventory and also generates hazardous waste. Waste categories include: alkaline solutions, inorganic solid waste, aged or surplus organics, pharmaceutical waste, and solvent mixtures. No violations associated with this listing were identified.</td>
</tr>
</tbody>
</table>
### No. Site Address Distance from the proposed changes to the approved project Databases Site Status Summary

<table>
<thead>
<tr>
<th>No.</th>
<th>Site</th>
<th>Address</th>
<th>Distance from the proposed changes to the approved project</th>
<th>Databases</th>
<th>Site Status Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td>26</td>
<td>Albertsons No. 7135</td>
<td>2980 East Capitol Expressway</td>
<td>0.12 mile to the southeast</td>
<td>RCRA NonGen / NLR, FINDS, ECHO, EMI</td>
<td>Classified as a non-generator of hazardous waste. Site subject to emissions inventory and historically a small quantity generator. No violations associated with this listing were identified.</td>
</tr>
<tr>
<td>27</td>
<td>Chipotle Mexican Grill #2138</td>
<td>2990 East Capitol Expressway 40</td>
<td>0.12 mile to the southeast</td>
<td>CUPA Listings, San Jose HAZMAT</td>
<td>County of Santa Clara CUPA HMBP site. No violations associated with this listing were identified.</td>
</tr>
</tbody>
</table>

Notes:
- AST = Aboveground Storage Tank
- CORTESE = Hazardous Waste & Substances Sites List
- CUPA = Certified Unified Program Agency
- ECHO = Enforcement & Compliance History Information
- EDR Hist Auto = EDR Exclusive Historical Auto Stations
- EMI = Emissions Inventory Data
- FINDS = Facility Index System/Facility Registry System
- HAZMAT = Hazmat/Incidents
- HAZNET = Facility and Manifest Data
- HIST = Historical
- HMBP = Hazardous Materials Business Plan
- LOP = Local Oversight Program
- LUST = leaking underground storage tank
- MTBE = methyl tert-butyl ether
- RCRA-LQG Resource Conservation and Recovery Act – Large Quantity Generator
- SLIC = Spills, Leaks, Investigations and Cleanup
- SWEEPS = Statewide Environmental Evaluation and Planning System
- TBA = tertiary butyl alcohol
- UST = underground storage tank

Source: Environmental Data Resources 2018.
Environmental Impacts and Mitigation

The impact discussion in this section primarily focuses on the proposed changes to the approved project that could result in new or more significant hazardous materials impacts compared to the impacts previously identified and analyzed for the approved project.

The addition of extensive pile driving required for construction of the proposed aerial guideway included in the proposed changes to the approved project would in some cases require dewatering, which could cause construction workers to encounter and be exposed to hazardous materials, and could expose the surrounding environment to contaminated soils and groundwater from historic hazardous materials handling in the area. However, this potential for exposure to impacted soil and groundwater during construction of the proposed changes to the approved project would not be new or substantially increased in severity compared to the impacts previously identified and analyzed for the approved project.

The proposed changes to the approved project would not alter approved project operations, which would entail operating light rail trains using electricity delivered through an overhead contact system primarily within the median of the Capitol Expressway. As with the approved project, the proposed changes to the approved project would not transport or handle any hazardous materials, or emit hazardous emissions that would pose a hazard to nearby schools, the public, and the environment. Maintenance of the proposed changes to the approved project requiring the use of common hazardous materials would be required to comply with applicable regulations regarding the transport and handling of these materials. The proposed changes to the approved project would not introduce new or more significant impacts related to operational hazardous materials use.

Some of the proposed changes to the approved project would require a greater amount of ground-disturbing activities compared to the approved project. Most notably, the aerial guideway would include the construction of concrete columns supported on pile foundations and aerial sound walls. In addition, revisions to the Capitol Expressway roadway configuration, which includes roadway widening, and the proposed relocation of the PG&E electrical transmission facilities would require slightly more ground-disturbing activities than the approved project. Other proposed changes to the approved project, such as modifications to the Eastridge Station platforms and tracks and the reduction in parking spaces at the Eastridge Park-and-Ride lot, would result in fewer ground-disturbing activities compared to the approved project.

Regarding construction activities, the proposed changes to the approved project could introduce new or more significant impacts related to hazardous materials, beyond those identified and analyzed for the approved project. Overall, construction activities associated with the proposed changes to the approved project are expected to involve similar amounts of ground disturbance as the approved project. However, construction of the proposed changes to the approved project would in some cases require dewatering, which could cause construction workers to encounter and be exposed to hazardous materials, and could expose the surrounding environment to contaminated soils and
groundwater from historic hazardous materials handling in the area beyond what was anticipated and analyzed in the 2005 Final EIR.

The 27 hazardous materials sites located within 1/8 mile of the project corridor (Table 3.9-1) either do not have violations associated with the listing, or have since been remediated and have received closure. It is not anticipated that conditions at sites located within 1/8 mile of the project corridor would significantly affect the soils and groundwater underlying the proposed changes to the approved project. As previously discussed, the 2011 Soil Sample Report Capitol Expressway Light Rail Bus Improvement Project determined that the concentrations of lead, TPHd, and TPHmo detected in the soil samplings in the vicinity of the former J.C. Penney Facility did not exceed regulatory criteria and would not require special handling if removal and disposal were required. However, as indicated in the 2006 Draft Hazardous Materials Evaluation Report Capitol Expressway Light Rail Extension Project (Geocon Consultants, Inc. 2006), there is potential for construction activities near the northern portion of the Eastridge Transit Center parking area to expose contaminants in surficial soils. Therefore, it is possible that construction workers and the surrounding environment could be exposed to impacted soil and groundwater during ground-disturbing activities from historic hazardous materials handling in the area. However, the potential for exposure to impacted soil and groundwater during construction of the proposed changes to the approved project would not be increased compared to the impacts previously identified and analyzed for the proposed project.

**Impact:** Based on the analysis above, the proposed changes to the approved project would not result in new significant impacts or a substantial increase in the severity of previously identified significant impacts related to hazardous materials.

The following impacts from the 2005 Final EIR would still apply to the proposed changes to the approved project: HAZ (CON)-1 (Release of Hazardous materials into the Environment), HAZ-9 (Hazard to the Public or Environment through Reasonable Foreseeable Upset and Accident Conditions Caused by the Release of Hazardous Materials); HAZ-10 (Hazardous Emissions or Handling of Hazardous or Acutely Hazardous Materials, Substances, or Waste within 0.25 Mile of an Existing or Proposed School); HAZ-11 (Hazard to the Public or the Environment from a Federally or State-Listed Hazardous Material Site); and HAZ-12 (Hazard to the Public or the Environment through the Routine Transport, Use, or Disposal of Hazardous Materials).

**Mitigation:** The following mitigation measures identified in the 2005 Final EIR would still apply to the proposed changes to the approved project: HAZ-9a/(CON)-1a (Conduct Subsurface Investigations in Areas of the Corridor That May Be Underlain by Contaminated Soil or Groundwater), HAZ (CON)-1b (Control Contamination), HAZ (CON)-1c (Conduct Lead and Asbestos Surveys Prior to Building Demolition or Renovation), HAZ-9a (Conduct Subsurface
Investigations in Areas of the Corridor That May Be Underlain by Contaminated Soil or Groundwater) and HAZ-9b (Control Contamination Resulting from Previously Unidentified Hazardous Waste Materials).

Inclusion of these mitigation measures would reduce this impact to “Less than Significant.”

**Less-than-significant impact with mitigation.**
3.10 Hydrology and Water Quality

This section describes the potential hydrology and water quality impacts associated with the proposed changes to the approved project.

Environmental Setting

This section describes the changes to the existing hydrology and water quality conditions and applicable regulations subsequent to the certification of the 2014 Subsequent IS/MND.

The existing hydrological area is generally unchanged from that described in the 2005 Final EIR. As with the approved project, the proposed changes to the approved project are located within the Coyote Creek watershed, which eventually drains to the South San Francisco Bay. Surface waters in the vicinity of the project corridor include Silver Creek and Thompson Creek.

Several documents and projects pertaining to hydrology and water quality were not considered in the 2014 Subsequent IS/MND, or have been updated, or are in the process of being completed subsequent to the certification of the 2014 Subsequent IS/MND. The 2012 California Integrated Report (Clean Water Act Section 303(d) List/305(b) Report) (State Water Resources Control Board 2015) did not list Silver Creek or Thompson Creek as impaired. The report did list South San Francisco Bay as impaired for chlordane, dichlorodiphenyltrichloroethane (DDT), dieldrin, dioxins, furan compounds, invasive species, mercury, polychlorinated biphenyls (PCBs), and selenium.

In the 2014 and 2016 California Integrated Report (Clean Water Act Section 303(d) List/305(b) Report) (State Water Resources Control Board 2018), no change to the listing for the South San Francisco Bay occurred and Thompson Creek continued to not be listed as impaired. The report did newly list Silver Creek as impaired for trash.

Since the 2014 Subsequent IS/MND, the Federal Emergency Management Agency (FEMA) has updated one of the Flood Insurance Rate Maps (FIRMs) for the area that includes the project corridor. FIRM Map Number 06085C0252J, which depicts the area between the existing Alum Rock Station and north of Ocala Avenue, was updated in February 2014 (Federal Emergency Management Agency 2014). As with the approved project, the proposed changes to the approved project would be located within the 100-year flood hazard zone of Silver Creek. As discussed in Chapter 2, Changes to the Approved Project, Changes in Circumstances, and Introduction of New Information, the Lower Silver Creek Flood Protection Project, underway and anticipated to be completed in 2019, would provide protection from flood damage and reduction in channel bank failures along Lower Silver Creek between the Cunningham Reservoir and Interstate 680. Improvements to the 100-year flood hazard zone of Silver Creek as a result of the Lower Silver Creek Flood Protection Project may not be reflected in FEMA FIRMs until 2019.

Several applicable stormwater regulations have been updated since the 2014 Subsequent IS/MND, including the reissuance of the Phase 1 Municipal Regional Stormwater
NPDES Permit (MRP), Order No. R2-2015-0049), overseen by the Santa Clara Valley Urban Runoff Pollution Prevention Program (SCVURPPP). In addition, VTA was newly regulated as a Non-traditional MS4 under the Phase II General Permit for Stormwater Discharge from Small Municipal Separate Storm Sewer Systems (MS4), Order No. 2013-0001-DWQ, effective July 30, 2013. Chapter 2, Changes to the Approved Project, Changes in Circumstances, and Introduction of New Information, provides a detailed discussion of these updated stormwater regulations.

Land development can adversely affect the runoff hydrograph (flow pattern) from a site by increasing the impervious area, decreasing natural vegetation, changing grading or soil compaction, and creating new drainage facilities. As discussed in Chapter 2, Changes to the Approved Project, Changes in Circumstances, and Introduction of New Information, the VTA is regulated as a Phase 2 Non-traditional MS4. The stormwater treatment regulations under this MS4 require new road projects (including sidewalks and bicycle lanes) that create 5,000 square feet or more of newly constructed or replaced and contiguous impervious surface to comply with post-construction stormwater treatment requirements. These types of treatment measures, including avoiding impervious surfaces, providing site controls to manage pollutant sources, and Low Impact Development features such as bioretention basins and vegetated swales will comply with the EPA’s Greenstreets guidelines (EPA’s Managing Wet Weather with Green Infrastructure Municipal Handbook Green Streets) (Lukes & Kloss 2008).

Lastly, as discussed in Chapter 2, Changes to the Approved Project, Changes in Circumstances, and Introduction of New Information, the California Supreme Court concluded in its California Building Industry Association v. Bay Area Air Quality Management District decision that “the California Environmental Quality Act (CEQA) generally does not require an analysis of how existing environmental conditions will impact a project’s future users or residents.” With this ruling, CEQA no longer considers the impact of the environment on a project (such as the impact of existing flooding hazards on new project receptors) to be an impact requiring consideration under CEQA, unless the project could exacerbate an existing environmental hazard. The proposed changes to the approved project would not change existing flooding hazards and, thus, would not exacerbate certain existing hazards. Therefore, the flooding impact discussion is provided below for informational purposes only.

Environmental Impacts and Mitigation

The impact discussion in this section primarily focuses on the proposed changes to the approved project that could result in new or more significant hydrology and water quality impacts compared to the impacts previously identified and analyzed for the approved project.

Similar to the approved project, construction activities associated with the proposed changes to the approved project involving soil disturbance, excavation, cutting/filling, stockpiling, and grading activities could result in increased erosion and sedimentation to surface waters. In addition, construction of the concrete foundation for TSP No. 53A, TSP No. 54, and TSP No. 55 may require temporary closure of the Thompson Creek
Trail for safety during drilling, and foundation work. Hazardous materials associated with construction equipment (such as fuels and lubricants) could also adversely affect water quality if spilled or stored improperly.

In addition, construction of the proposed changes to the approved project would in some cases require dewatering and the associated discharge of groundwater or dewatering effluent. This is an impact that was not analyzed in the 2005 Final EIR. Construction of the proposed changes to the approved project would require additional dewatering activities associated with installation of the concrete columns for the proposed aerial guideway. When temporary and limited groundwater dewatering would be required for construction activities, dewatering effluent would be treated and discharged back to the nearby surface water, if possible, providing an opportunity for groundwater recharge. A dewatering plan will be submitted and approved by VTA to determine treatment and disposal options for extracted groundwater prior to any dewatering activities.

Furthermore, construction activities associated with the proposed changes could also result in a temporary increase in water demand. However, the increase in water demand during construction would not be substantial. The proposed changes to the approved project would not substantially increase hydrology impacts during construction beyond what was previously identified and analyzed for the approved project.

The proposed changes to the approved project would not alter approved project operations, which would entail operating light rail trains within the median of the Capitol Expressway, light rail stations, and park-and-ride lots. The proposed changes to the approved project would not introduce new or more significant impacts regarding violations of water quality standards or waste discharge requirements.

The majority of proposed changes to the approved project (including the modifications to the Eastridge Station platforms and tracks; reduction in parking spaces at the Eastridge Park-and-Ride lot; minor shift in the location and straightening of the Story Station pedestrian overcrossing; modification to Story Station pedestrian access; and relocation of a construction staging area) would not introduce new facilities or structures that would substantially impact hydrology or water quality. Thus, these proposed changes would not increase the potential for hydrology and water quality impacts beyond the impacts previously identified and analyzed for the approved project.

According to the Preliminary Engineering Drainage Report (Rajappan & Meyer Consulting Engineering, Inc. 2005) prepared for the approved project, the approved project would result in cumulative flows that would be less than the existing flows because of the removal of hard surface pavement. However, the majority of existing drainage systems would be unable to contain a 10-year storm event. As with the approved project, only the portions of the stormwater drainage system that are in conflict with the proposed changes to the approved project would be replaced at the same capacity. Therefore, the existing stormwater drainage system would continue to be deficient until the capacity of pipes is increased and inadequate slopes are improved. The change in impervious areas resulting from the proposed changes to the approved project would not
exacerbate the existing stormwater drainage system issues beyond what was previously identified and analyzed for the approved project.

Several proposed changes to the approved project (including the extension of the aerial guideway to grade-separate the Ocala Avenue and Cunningham Avenue intersections and revisions to Capitol Expressway roadway lane configurations) would result in additional impervious and rework area\(^3\) beyond the amount of rework area identified for the approved project. The replacement of the at-grade track alignment with an aerial guideway between south of Story Road and north of Tully Road would result in approximately 8.5 acres of impervious elevated surface above a pervious median.

Revisions to the Capitol Expressway roadway configuration would require roadway widening which could create minor additional impervious or rework areas. At this preliminary stage of design, the exact increase in impervious area from the approved project is unknown and an assessment of the amount of existing permeable area being replaced has not yet been completed. However, it is not anticipated that the proposed changes to the approved project would result in a substantial increase in the amount of impervious area compared to the approved project. Post-construction runoff from new pavement would be managed in accordance with National Pollutant Discharge Elimination System permit requirements for VTA’s MS4 permit. Although there is supporting work on City and County roadways subject to the MRP, stormwater would be treated under VTA’s permit in coordination between the three agencies. Proposed stormwater treatment measures within VTA’s right-of-way would comply with the stormwater guidelines presented in VTA’s Stormwater and Landscaping Design Criteria Manual, and the proposed stormwater treatment measures for roadway improvements within Santa Clara County.

In addition, the proposed aerial guideway would consist of a new structure that could be subject to flood hazards. The replacement of the at-grade track alignment with an aerial guideway between south of Story Road and north of Tully Road would be beneficial with respect to potential flooding impacts. Transit users would be elevated above the roadway, thereby reduce the potential for exposing people or structures to significant risk of loss, injury, or death involving flooding. As part of the proposed changes, the Capitol Expressway corridor would be crowned from the middle of the roadway. The majority of floodwaters during a flood event would likely accumulate on the outer pavement edges of the Capitol Expressway, away from the proposed aerial guideway. In addition, deck drains on the aerial structures would reduce accumulated storm and flood water by conveying runoff to outfalls near the base of each support and would connect to the City’s storm drain. Furthermore, an underdrain system would be constructed underneath the at-grade sections of the guideway extension (Rajappan & Meyer Consulting Engineering, Inc. 2005).

\[^3\] A rework area is an area that is currently impervious and would undergo a change in use as a result of the proposed changes to the approved project. The size of the rework area, even if currently impervious, is included in the calculation of the proposed changes to the approved project’s total treatment area due to the change in usage.
The proposed changes would not increase the potential for hydrology and water quality impacts compared to the impacts previously identified and analyzed for the proposed project.

**Impact:** Based on the analysis above, the proposed changes to the approved project would not result in new significant impacts or a substantial increase in the severity of previously identified significant impacts related to hydrology and water quality.

The following impacts from the 2005 Final EIR would still apply to the proposed changes to the approved project: HYD (CON)-1 (Impair Water Quality), HYD (CON)-2 (Depletion of Groundwater Supplies), HYD-11 (Violation of Water Quality Standards or Waste Discharge Requirements), HYD-12 (Creation of Additional Runoff), HYD-13 (Alterations in Existing Drainage Patterns), and HYD-14 (Exposure to Flood Hazards).

**Mitigation:** The following mitigation measures identified in the 2005 Final EIR would still apply to the proposed changes to the approved project: HYD-11 (Comply with All Applicable Regulations and Subsequent Permit Programs Related to Water Quality Control), HYD-12 (Maintain Operational Water Quality), and HYD-14 (Construct Facilities to Minimize Flood Impacts). Mitigation Measures HYD-11 and HYD-12 have been revised.

**Mitigation Measure HYD-11: Comply with All Applicable Regulations and Subsequent Permit Programs Related to Water Quality Control**

In implementing the project, VTA will comply with the Clean Water Act (CWA), including all National Pollution Discharge Elimination System (NPDES) permit requirements. VTA will require the construction contractor to develop and implement a Storm Water Pollution Prevention Plan (SWPPP) in accordance with State Water Resources Control Board (SWRCB) regulations and the NPDES Construction General Stormwater permit. VTA will obtain coverage under the State’s General Construction Stormwater Permit, and will comply with applicable requirements relative to land grading and erosion control. VTA will comply with the Clean Water Act, including all NPDES permit requirements. VTA will obtain coverage under the State Water Resources Control Board’s Construction General Permit for Storm Water, Order No. 2009-0009-DWQ (CGP), and contractors must meet the substantive requirements for discharge of storm water runoff associated with construction activity.

The SWPPP will identify the specific BMPs proposed for the project, including but not limited to erosion prevention, sediment control,
waste management, spill prevention/housekeeping, good housekeeping, non-storm water management, and run-on/runoff control, inspection, maintenance, and BMP repair procedures; and certain monitoring requirements, as well as permanent water quality post construction BMPs.

For those areas in VTA right-of-way, VTA will implement water quality measures required pursuant to the Phase II General Permit for Stormwater Discharge from Small Municipal Separate Storm Sewer Systems (MS4), Order No. 2013-0001-DWQ, effective July 30, 2013. The stormwater treatment regulations under this MS4 require new projects that create 5,000 square feet or more of newly constructed or replaced and contiguous impervious surface to comply with post-construction stormwater treatment requirements. BMPs may include avoiding impervious surfaces, providing site controls to manage pollutant sources, and Low Impact Development features such as bioretention basins and vegetated swales. Roadway improvements will comply with the EPA’s Greenstreets guidelines. In addition, a long-term maintenance plan (minimum of five years) will be developed in accordance with the Phase II MS4 requirements and will describe the procedures to ensure that the post-construction stormwater management measures are adequately maintained.

For those areas in City or County right-of-way, VTA will implement water quality measures required pursuant to provision C.3 of the Municipal Regional Stormwater NPDES Permit (MRP) Order No. R2-2015-0049, overseen by the Santa Clara Valley Urban Runoff Pollution Prevention Program (SCVURPPP). This permit requires projects that result in the displacement of more than 43,560 square feet (1 acre) of impervious surface to implement treatment BMPs to the maximum extent practicable. BMPs may include detention/retention units, infiltration structures, swales, sand filters, wetlands, or other low impact development measures that improve water quality.

**Mitigation Measure HYD-12: Implement Measures to Maintain Operational Water Quality**

In accordance with the Phase II MS4 permit, VTA will perform inspections and cleanings such that NPDES permit treatment requirements will be met, and will ensure that outlet structures provide for proper energy dissipation in accordance with standard specifications for storm drainage. VTA will ensure that regular maintenance of parking facilities includes a program to clean curbside pavement areas of litter, fuel, and oils spills. Storm drain inlet traps will be inspected at least annually and cleaned as required.
Pursuant to Provision C.3 of the MRP, those areas in City or County right-of-way that result in the displacement of more than 43,560 square feet (1 acre) of impervious surface must implement treatment BMPs to the maximum extent practicable. Sizing of these BMPs will be in accordance with the most recent guidelines in the MEP and/or issued by the SCVURPPP, and typically relate to volume- or flow-based treatment capacity.

Those BMPs whose primary mode of action to treat stormwater depends on volume capacity, such as detention/retention units or infiltration structures, will typically be designed to treat stormwater runoff equal to either the maximized stormwater quality capture volume for the area, based on historical rainfall records (URQM, 1998); or equal to the volume of annual runoff required to achieve 80% or more capture (CASQA, 1993).

Treatment BMPs such as swales, sand filters, wetlands, and others whose primary mode of action depends on flow capacity will typically be sized to treat 1) 10% of the 50-year peak flow; or 2) the flow of runoff produced by a rain event equal to at least two times the 85th-percentile hourly rainfall intensity for the applicable area, based on historical records of hourly rainfall depths; or 3) the flow of runoff resulting from a rain event equal to at least 0.2-inch-per-hour intensity.

Inclusion of these mitigation measures would reduce this impact to “Less than Significant.”

Construction. The following mitigation measures identified in the 2005 Final EIR would still apply to the proposed changes to the approved project: HYD (CON)-1 (Implement Water Quality Control Measures), HYD (CON)-2 (Use Non-Potable Water). Inclusion of these mitigation measures would reduce this impact to “Less than Significant.”

Less-than-significant operational and construction impacts with mitigation.
3.11 Land Use

This section describes the potential land use impacts associated with the proposed changes to the approved project.

Environmental Setting

The primary land use along the Capitol Expressway corridor is residential. Notable non-residential land uses along the corridor include the Reid-Hillview Airport, Lake Cunningham Park, and Eastridge Shopping Mall. As discussed in Chapter 2, Changes to the Approved Project, Changes in Circumstances, and Introduction of New Information, the Thompson Creek Trail was completed in 2017 and the nearest portion of the trail to the proposed changes to the approved project is located adjacent to Capitol Expressway between south of Tully Road and Quimby Road. Refer to Chapter 2 for additional information regarding the Thompson Creek Trail.

The following applicable plans and policies were either adopted or updated subsequent to the certification of the 2005 Final EIR, 2007 Final SEIR, or 2014 Subsequent IS/MND:

- **Valley Transportation Plan 2040 (Santa Clara Valley Transportation Authority 2014):** Valley Transportation Plan 2040 was adopted in October 2014 and provides a planning and policy framework for developing and delivering future transportation projects in three major program areas: highways, local system, and transit. The plan highlights the projects and plans that will be pursued in the next 25 years, including complete streets, express lanes, bus rapid transit, and bicycle/pedestrian improvement projects.

- **Santa Clara County Countywide Trails Master Plan, Existing and Proposed Regional Trail Connections Map Update (Santa Clara County 2015):** The existing and proposed regional trail connections map for the Countywide Trails Master Plan was updated in August 2015. The updated map depicts the existing and proposed off-street trails and on-street bike route with parallel trail in the vicinity of the approved project.

- **Santa Clara Valley Habitat Conservation Plan/Natural Community Conservation Plan (HCP/NCCP) (Santa Clara Valley Habitat Agency 2012):** Santa Clara Valley Transportation Authority (VTA), Santa Clara Valley Water District, Santa Clara County, and the cities of Gilroy, Morgan Hill, and San Jose prepared the plan which promotes the protection and recovery of covered species while accommodating planned public and private development infrastructure, and maintenance activities in accordance with applicable laws. Section 3.3, Biological Resources, provides a description of the plan’s goals. The proposed changes to the approved project are located within the regulatory boundary of the HCP/NCCP in areas designated as Urban Development.

- **Reid-Hillview Airport Comprehensive Land Use Plan (Santa Clara County 2007a):** This plan was adopted in October 2007 and amended in November 2016.
The plan identifies safety restriction policies and land use compatibility standards for areas within the Airport Influence Area (AIA). The proposed changes to the approved project are located within the AIA and the Traffic Pattern Safety Zone, and a portion of the Capitol Expressway south of Tully Road is within the Turning Safety Zone for the airport. Additionally, the proposed changes to the approved project would be located within the Federal Aviation Regulations Part 77 elevation restriction of 283 feet above mean sea level.

- **Reid-Hillview Airport Master Plan (Santa Clara County 2007b):** This plan was issued in June 2007 and defines the role of the airport and identifies airfield and building improvements/design that would enhance safety and provide for more orderly aircraft ground movements. The plan also identified three areas as potentially suitable for non-aviation commercial use. However, these areas remain undeveloped.

- **Envision San José 2040 General Plan (City of San Jose 2011):** In November 2011, the City of San Jose adopted the Envision San José 2040 General Plan, which provides the framework for guiding land use decisions through goals, policies, and land use designations. The general plan identifies the Capitol Expressway corridor as a Grand Boulevard, which designates it as a major transportation corridor and a primary route for transit services. Residential and retail growth along the light rail system is supported by the general plan. The general plan Transportation Network Diagram also identifies planned light rail stations along the Capitol Expressway corridor, consistent with the proposed changes to the approved project.

**Environmental Impacts and Mitigation**

This impact discussion primarily focuses on the proposed changes to the approved project that could result in new or more significant land use impacts compared to the impacts previously identified and analyzed for the approved project.

Similar to the approved project, construction activities associated with the proposed changes to the approved project would temporarily result in lane and street closures, and detours would occur. As with the approved project, a Traffic Management Plan would be implemented to restore traffic capacity and access to local businesses during construction. In addition, signs would be posted to direct pedestrians to intersections where they may cross to proceed along the project corridor and to avoid construction areas. Pedestrians would be able to access local businesses along the project corridor during construction. The construction activities associated with the proposed changes would not disrupt local businesses beyond what was previously identified and analyzed for the approved project and the effect would be temporary. In addition, construction of the concrete foundation for TSP No. 53A, TSP No. 54, and TSP No. 55 may require temporary closure of the Thompson Creek Trail for safety during drilling, and foundation work. However, this closure would be temporary.
As with the approved project, the proposed changes to the approved project would be located within the median of or on parcels directly adjacent to Capitol Expressway. Capitol Expressway is an existing major transportation corridor that currently functions as a barrier within the community and defines established communities within the area. Thus, the proposed changes would not result in the physical division of established communities.

As with the approved project, the proposed changes to the approved project would be located within areas identified as Urban Development in the Santa Clara Valley HCP/NCCP, as discussed in Section 3.3, Biological Resources. Transportation projects within the planning limits of urban growth are considered part of Urban Development and are covered activities under the HCP/NCCP. Thus, the proposed changes are covered activities under the HCP/NCCP and would not conflict with an applicable HCP/NCCP.

The majority of the proposed changes to the approved project (including the revisions to Capitol Expressway roadway lane configurations; modifications to the Eastridge Station platforms and tracks; modifications to Story Station pedestrian access; and relocation of a construction staging area) would be located at-grade within the existing Capitol Expressway roadway right-of-way. These proposed changes would be consistent with the Envision San José 2040 General Plan identification of Capitol Expressway as a major transportation corridor and a primary route for transit services. In addition, the proposed extension of the aerial guideway to grade-separate the Ocala Avenue and Cunningham Avenue intersections would result in the placement of a new elevated structure within the Reid-Hillview Airport AIA. This proposed change would occur within the Reid-Hillview Airport’s Traffic Pattern Safety Zone where the potential for aircraft accidents is relatively low and the need for land use restrictions is minimal. This proposed change would also be located within the Federal Aviation Regulations Part 77 elevation restriction of 283 feet above mean sea level. At its maximum height of approximately 60 feet with the overhead catenary system and poles, the proposed aerial guideway would exceed the height restrictions in this area. However, a Notice of Proposed Construction or Alteration will be submitted to the Federal Aviation Administration in accordance with Title 14 of the Code of Federal Regulations Part 77. As such, the proposed changes to the approved project would not conflict with applicable land use plans compared to the impacts previously identified and analyzed for the approved project.

Three proposed changes to the approved project (the reduction in parking spaces at the Eastridge Park-and-Ride lot; minor shift in the location and straightening of the Story Station pedestrian overcrossing; and the relocation of the PG&E electrical transmission facilities) would include features located on parcels adjacent to the existing Capitol Expressway roadway right-of-way. In addition, the relocation of the Story Station pedestrian overcrossing would adjust the location of the eastern and western landings of the pedestrian overcrossing. On the east, this proposed change would maintain an existing driveway along Capitol Expressway into the gas station located south of Story Road, thereby maintaining access to the gas station. In addition, the proposed revisions to the Capitol Expressway roadway lane configurations would maintain access to other existing adjacent land uses. As discussed in Section 3.14, Socioeconomics, the proposed changes to the approved project would require fewer properties to construct and implement the
proposed changes compared to the approved project. In addition, most of the required properties would be partial. Furthermore, the proposed changes to the approved project would be compatible with the Thompson Creek Trail, which was completed subsequent to the certification of the 2014 Subsequent IS/MND. As such, these proposed changes to the approved project would be compatible with existing adjacent land uses, nor result in increased incompatibilities with or reductions in efficiency or effectiveness of adjacent land uses compared to the impacts previously identified and analyzed for the approved project.

**Impact:** Based on the analysis above, the proposed changes to the approved project would not result in new significant impacts or a substantial increase in the severity of previously identified significant impacts related to land use.

The following impact from the 2005 Final EIR would apply to the proposed changes to the approved project: LU (Construction)-1 (Disruption of Local Businesses).

**Mitigation:**  
- **Operation:** None required. This impact is “Less than Significant.”  
- **Construction:** None required. This impact is “Less than Significant.”

**Less-than-significant operational and construction impacts. No mitigation required.**
3.12 Noise and Vibration

Potential noise and vibration impacts associated with the proposed changes to the approved project are evaluated in the SEIR-2.
3.13 Safety and Security

This section describes the potential safety and security impacts associated with the proposed changes to the approved project.

Environmental Setting

As discussed in Chapter 2, Changes to the Approved Project, Changes in Circumstances, and Introduction of New Information, effective January 1, 2017, Senate Bill (SB) 215 amended the Public Utilities Code to change how the California Public Utilities Commission (CPUC) processes formal applications by requiring a commissioner or administrative law judge to oversee each rail crossing application.

Environmental Impacts and Mitigation

This impact discussion primarily focuses on the proposed changes to the approved project that could result in new or more significant safety and security impacts compared to the impacts previously identified and analyzed for the approved project.

If lane closures for construction activities are prohibited during peak periods, an increase of approximately one year would be anticipated for the duration of project construction, changing the construction period from 2019 to 2024 under the approved project, to 2019 to 2025 with the proposed changes. Similar to the approved project, some portions of the construction period would require that construction employees and equipment occupy portions of the project corridor, including the median and parking spaces at active construction locations. The proposed changes to the approved project would not substantially increase safety and security impacts during construction beyond what was previously identified and analyzed for the approved project.

As with the approved project, the proposed changes to the approved project would establish new light rail stations with increased pedestrian activity, auto and bus drop-offs and loadings, and park-and-ride traffic, which could be potential locations for crimes such as vandalism and theft from automobiles. However, the proposed changes to the approved project would not result in threats to security, which are typically caused by inadequate security measures.

The majority of the proposed changes to the approved project (including the modifications to the Eastridge Station platforms and tracks; reduction in parking spaces at the Eastridge Park-and-Ride lot; the minor shift in the location and straightening of the Story Station pedestrian overcrossing) would involve modifications to existing or approved project structures. These proposed changes would not result in changes to pedestrian or bicycle safety. Similarly, the proposed relocation of a construction staging area and the proposed relocation of PG&E electrical transmission facilities would not result in changes to pedestrian or bicycle safety. In addition, the proposed modification to Story Station pedestrian access, which would restrict pedestrian access to the Story Station at the median to emergency purposes only, would be beneficial to and would
improve safety compared to the impacts previously identified and analyzed for the approved project. This proposed change would reduce the potential for pedestrian and vehicle conflicts from at-grade crossings of Capitol Expressway.

Two proposed changes to the approved project (the extension of the aerial guideway to grade-separate the Ocala Avenue and Cunningham Avenue intersections and revisions to Capitol Expressway roadway lane configurations) would change pedestrian or bicycle circulation and safety compared to the approved project. The proposed replacement of the at-grade track alignment with an aerial guideway between south of Story Road and north of Tully Road would grade-separate the light rail alignment from pedestrians and bicyclists. In general, this proposed change would reduce the potential for pedestrian/bicycle conflicts and accidents with light rail operations along Capitol Expressway. Table 2-1 in Chapter 2, Changes to the Approved Project, Changes in Circumstances, and Introduction of New Information, shows the rail crossings, safety risks, and proposed safety devices (for the at-grade crossings) included in the approved project and the proposed changes to the approved project. The proposed changes to the approved project would include revisions to rail crossings included in the approved project at the following cross streets: Ocala Avenue (pedestrian and automobile grade-separated crossing), Cunningham Avenue (pedestrian and automobile grade-separated crossing), northern pedestrian crossing to platform (at-grade), and southern pedestrian crossing to platform (at-grade). As discussed above, the grade-separated crossings would reduce the potential for pedestrian/bicycle conflicts and accidents with light rail operations and no safety devices are proposed. The at-grade pedestrian crossings would include crossing gates, flashing lights, and bells to reduce the potential for pedestrian conflicts with light rail operations.

In addition, the proposed revisions to Capitol Expressway roadway lane configurations would include the installation of bicycle slots to facilitate and improve bicycle circulation. Furthermore, the proposed center median between Story Road and Capitol Avenue, the treatment for which has not yet been designed, would separate traffic and prevent vehicle collisions with the proposed guideway columns. These proposed changes to the approved project would be beneficial to and would improve pedestrian and bicycle safety compared to the impacts previously identified and analyzed for the approved project.

**Impact:** Based on the analysis above, the proposed changes to the approved project would not result in new significant impacts or a substantial increase in the severity of previously identified significant impacts related to safety and security.

The following impacts from the 2005 Final EIR would still apply to the proposed changes to the approved project: SS (CON)-1 (Potential for Safety Risks during Construction) and SS-4 (Inadequate Lighting of Visual Obstructions at Park-and-Ride Lots).

**Mitigation:** The following mitigation measures identified in the 2005 Final EIR would still apply to the proposed changes to the approved
project: Mitigation Measure SS-4a (Implement Safety and Security Measures to Deter Crime), SS-4b (Use Lighting, Cameras, and Security Patrols to Enhance Safety), and SS-4c (Define Fire and Life Safety Procedures and Develop Evacuation Plans). Inclusion of these mitigation measures would reduce this impact to “Less than Significant.”

Construction. The following mitigation measure identified in the 2005 Final EIR would still apply to the proposed changes to the approved project: SS (CON)-1 (Implement Construction BMPs to Protect Workers and the Public). Inclusion of this mitigation measure would reduce this impact to “Less than Significant.”

Less-than-significant operational and construction impacts with mitigation.
3.14 Socioeconomics

This section describes the potential socioeconomic impacts associated with the proposed changes to the approved project. Socioeconomic impacts refers to the potential to negatively affect the population, household, and community characteristics of an area through physical divisions, disruption of efforts to economically revitalize the area, growth inducement, displacement of businesses or housing, and increased demand for housing.

Environmental Setting

The following applicable data were either adopted or updated subsequent to the certification of the 2005 Final EIR, 2007 Final SEIR, or 2014 Subsequent IS/MND. The study area for the purposes of the socioeconomics analysis includes the census tracts located adjacent to the Capitol Expressway corridor within the project limits (5033.05, 5033.06, 5033.21, 5035.06, 5035.10, 5035.11, 5040.01, and 5040.02). Information from the 2000 U.S. Census was used in the 2005 Final EIR to describe the demographic characteristics of the study area for the approved project and the City of San Jose (City). For this section, 2016 American Community Service data are used to describe existing demographic characteristics of the study area.

According to the 2005 Final EIR, the study area for the approved project had housing vacancy rates (2%) that were equal to the City as a whole. The study area and the City as a whole were expected to substantially gain population and employment over the next 20 years. By 2025, it was predicted that the City would have a total population of 1,230,664 people, an increase of 38% from 2000. The study area was expected to grow slower, with an increase of 21% over the same time period. The projected increase in employment is similar in both the City and the study area; the City was expected to increase its employment by 31% by 2025, while study area employment is expected to grow by 29%. Overall, residents of the study area for the approved project were as likely to be transit dependent as residents of the City as a whole.

Table 3.14-1 shows the existing (2017) population, housing, and employment characteristics of the study area and of the City. There are a large number of residential areas within the corridor and the study area is predominately owner-occupied, single-family residential homes. The City has more multi-family homes (43%) than the study area (25%), and higher percentages of renter-occupied housing (43%) than the study area (40%). The vacancy rate in the study area (1%) is lower than the vacancy rate in the City (3%).

Transit dependency is characterized by the following.

- The population unlikely to drive (those under 18 and over 65 years of age).
- The number of workers using public transportation.
- The number of persons below the poverty line.
Table 3.14-2 shows the transit dependency characteristics of the City and study area. Table 5.2-1 in Section 5.2, *Environmental Justice*, of the SEIR-2 shows the poverty characteristics of the City and study area. The study area has similar percentages of the population that is under 18 (25%) and over 65 (10%) when compared to the City (23% and 11%, respectively). The percentage of the population that uses public transportation to get to work is the same in the study area as in the City (4%). The individual census tracts have varying percentages of workers that use public transportation, varying from 2% to 7%. The percentage of workers with no access to a vehicle is higher in the study area (2%) than in the City as a whole (1%).

**Environmental Impacts and Mitigation**

This impact discussion primarily focuses on the proposed changes to the approved project that could result in new or more significant socioeconomics impacts compared to the impacts previously identified and analyzed for the approved project.

As with the approved project, the proposed changes to the approved project would not physically divide the community because it would be within an established transportation corridor. It is anticipated that the proposed changes would help to improve the corridor rather than detract from efforts to economically revitalize it. In addition, the proposed changes would not affect population or housing demand in the study area. As such, the proposed changes to the approved project would not result in impacts related to physically dividing an established community, inducing substantial growth, or creating a demand for additional housing. Consistency of the proposed changes with applicable regional plans and policies is discussed in Section 3.11, *Land Use*.

The Eastridge Park-and-Ride lot currently includes approximately 180 parking spaces. The approved project increases the parking to 445 spaces at Eastridge Station to partially address the increased demand of 481 spaces from the project. As part of the proposed changes to the approved project, VTA is proposing to reduce the parking to approximately 302 spaces through reconfiguration of the Eastridge park-and-ride lot. As shown in Table 2-2 in Chapter 2, *Changes to the Approved Project, Changes in Circumstances, and Introduction of New Information*, based on updated VTA forecasts, the proposed changes to the approved project would increase existing (2017) parking demand to 114 parking spaces. In years 2023 and 2043, the proposed changes to the approved project would increase parking demand to 293 vehicles and 374 vehicles, respectively.

For right-of-way needs, the approved project required the entire property of seven residential properties and three commercial properties located adjacent to the Capitol Expressway. Additionally, temporary and permanent right-of-way needs were required under each alternative. Refer to Table 4.16-3 in the 2005 Final EIR for a summary of right-of-way requirements by option and refer to Table 4.16-4 in the 2005 Final EIR for a complete listing of the potential right-of-way requirements for the approved project.
### Table 3.14-1 Existing (2017) Population, Employment, and Housing Characteristics for the City of San Jose and the Study Area

<table>
<thead>
<tr>
<th>Location/Census Tract</th>
<th>Population</th>
<th>Employment</th>
<th>Housing Units</th>
<th>Percent Occupied</th>
<th>Percent Vacant</th>
<th>Percent Single Family</th>
<th>Percent Multi-Family</th>
<th>Percent Other</th>
<th>Percent Owner-Occupied</th>
<th>Percent Renter-Occupied</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of San Jose</td>
<td>1,009,363</td>
<td>500,238</td>
<td>328,185</td>
<td>97%</td>
<td>3%</td>
<td>53%</td>
<td>43%</td>
<td>3%</td>
<td>57%</td>
<td>43%</td>
</tr>
<tr>
<td>Study Area for the Proposed Changes</td>
<td>44,505</td>
<td>20,623</td>
<td>10,161</td>
<td>99%</td>
<td>1%</td>
<td>72%</td>
<td>25%</td>
<td>3%</td>
<td>60%</td>
<td>40%</td>
</tr>
<tr>
<td>5033.05</td>
<td>6,378</td>
<td>3,028</td>
<td>1,522</td>
<td>99%</td>
<td>1%</td>
<td>77%</td>
<td>17%</td>
<td>6%</td>
<td>62%</td>
<td>38%</td>
</tr>
<tr>
<td>5033.06</td>
<td>4,276</td>
<td>1,863</td>
<td>923</td>
<td>98%</td>
<td>2%</td>
<td>80%</td>
<td>3%</td>
<td>17%</td>
<td>72%</td>
<td>28%</td>
</tr>
<tr>
<td>5033.21</td>
<td>4,942</td>
<td>2,447</td>
<td>1,105</td>
<td>99%</td>
<td>1%</td>
<td>98%</td>
<td>2%</td>
<td>0%</td>
<td>82%</td>
<td>18%</td>
</tr>
<tr>
<td>5035.06</td>
<td>6,190</td>
<td>2,740</td>
<td>1,314</td>
<td>98%</td>
<td>2%</td>
<td>72%</td>
<td>28%</td>
<td>0%</td>
<td>57%</td>
<td>43%</td>
</tr>
<tr>
<td>5035.10</td>
<td>6,079</td>
<td>2,702</td>
<td>1,407</td>
<td>100%</td>
<td>0%</td>
<td>72%</td>
<td>28%</td>
<td>0%</td>
<td>52%</td>
<td>48%</td>
</tr>
<tr>
<td>5035.11</td>
<td>3,810</td>
<td>1,878</td>
<td>876</td>
<td>99%</td>
<td>1%</td>
<td>88%</td>
<td>11%</td>
<td>1%</td>
<td>71%</td>
<td>29%</td>
</tr>
<tr>
<td>5040.01</td>
<td>6,302</td>
<td>3,140</td>
<td>1,575</td>
<td>99%</td>
<td>1%</td>
<td>53%</td>
<td>47%</td>
<td>0%</td>
<td>54%</td>
<td>46%</td>
</tr>
<tr>
<td>5040.02</td>
<td>6,528</td>
<td>2,825</td>
<td>1,439</td>
<td>99%</td>
<td>1%</td>
<td>54%</td>
<td>44%</td>
<td>2%</td>
<td>42%</td>
<td>58%</td>
</tr>
</tbody>
</table>

Notes:

1 Employment includes workers over 16 years old.

Source: U.S. Census Bureau 2017a, 2017b, 2017e.
Table 3.14-2  Existing (2017) Transit Dependency Characteristics for the City of San Jose and the Study Area

<table>
<thead>
<tr>
<th>Location/ Census Tract</th>
<th>Population</th>
<th>Persons Under 18</th>
<th>Percent under 18</th>
<th>Persons 65 and Over</th>
<th>Percent 65 and Over</th>
<th>Total Workers</th>
<th>Workers Using Public Transit</th>
<th>Percent Using Public Transit</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of San Jose</td>
<td>1,009,363</td>
<td>236,955</td>
<td>23%</td>
<td>115,534</td>
<td>11%</td>
<td>486,960</td>
<td>20,394</td>
<td>4%</td>
</tr>
<tr>
<td>Study Area for the Proposed Changes</td>
<td>44,505</td>
<td>11,067</td>
<td>25%</td>
<td>4,386</td>
<td>10%</td>
<td>20,073</td>
<td>897</td>
<td>4%</td>
</tr>
<tr>
<td>5033.05</td>
<td>6,378</td>
<td>1,379</td>
<td>22%</td>
<td>1,021</td>
<td>16%</td>
<td>2,932</td>
<td>57</td>
<td>2%</td>
</tr>
<tr>
<td>5033.06</td>
<td>4,276</td>
<td>1,103</td>
<td>26%</td>
<td>530</td>
<td>12%</td>
<td>1,833</td>
<td>69</td>
<td>4%</td>
</tr>
<tr>
<td>5033.21</td>
<td>4,942</td>
<td>905</td>
<td>18%</td>
<td>853</td>
<td>17%</td>
<td>2,388</td>
<td>47</td>
<td>2%</td>
</tr>
<tr>
<td>5035.06</td>
<td>6,190</td>
<td>1,729</td>
<td>28%</td>
<td>482</td>
<td>8%</td>
<td>2,628</td>
<td>197</td>
<td>7%</td>
</tr>
<tr>
<td>5035.10</td>
<td>6,079</td>
<td>1,698</td>
<td>28%</td>
<td>464</td>
<td>8%</td>
<td>2,674</td>
<td>108</td>
<td>4%</td>
</tr>
<tr>
<td>5035.11</td>
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<td>22%</td>
<td>509</td>
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<td>1,859</td>
<td>88</td>
<td>4%</td>
</tr>
<tr>
<td>5040.01</td>
<td>6,302</td>
<td>1,736</td>
<td>28%</td>
<td>527</td>
<td>8%</td>
<td>3,063</td>
<td>163</td>
<td>5%</td>
</tr>
<tr>
<td>5040.02</td>
<td>6,528</td>
<td>1,672</td>
<td>26%</td>
<td>786</td>
<td>12%</td>
<td>2,696</td>
<td>168</td>
<td>6%</td>
</tr>
</tbody>
</table>

Notes:
1 Workers includes workers over 16 years old.
Source: U.S. Census Bureau 2017c, 2017d.
### Table 3.14-3 Preliminary Property Right-of-Way Requirements for the Proposed Changes

<table>
<thead>
<tr>
<th>No.</th>
<th>Assessor’s Parcel Number</th>
<th>Address</th>
<th>Existing Use</th>
<th>Right-of-Way Needed</th>
<th>Right-of-Way Requirement (square feet)</th>
<th>Partial or Full Right-of-Way Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>488-01-041</td>
<td>2710 Story Road</td>
<td>Business</td>
<td>Partial Fee Take, TCE, Permanent Easement, Access Restriction</td>
<td>1,175, 2,405</td>
<td>Partial</td>
</tr>
<tr>
<td>2</td>
<td>488-01-002</td>
<td>1148 Kollmar Drive</td>
<td>Business</td>
<td>Partial Fee Take, TCE</td>
<td>2,428, 1,523</td>
<td>Partial</td>
</tr>
<tr>
<td>3</td>
<td>488-01-004</td>
<td>2710 Kollmar Drive</td>
<td>Multi-Family</td>
<td>TCE</td>
<td>0, 978</td>
<td>Partial</td>
</tr>
<tr>
<td>4</td>
<td>491-01-016</td>
<td>SE Corner of Capitol Expressway &amp; Cunningham Avenue</td>
<td>Public</td>
<td>Partial Fee Take, TCE²</td>
<td>761, 771</td>
<td>Partial</td>
</tr>
<tr>
<td>5</td>
<td>491-02-073</td>
<td>3000 E. Capitol Expressway</td>
<td>Business</td>
<td>Partial Fee Take, TCE, Permanent Easement</td>
<td>2,470, 473</td>
<td>Partial</td>
</tr>
<tr>
<td>6</td>
<td>491-02-074</td>
<td>3001 E. Capitol Expressway</td>
<td>Business</td>
<td>Partial Fee Take, TCE, Permanent Easement</td>
<td>13,400, 3,122</td>
<td>Partial</td>
</tr>
<tr>
<td>7</td>
<td>491-02-069</td>
<td>2880 E. Capitol Expressway</td>
<td>Business</td>
<td>Permanent Easement</td>
<td>2,260, 0</td>
<td>Partial</td>
</tr>
<tr>
<td>8</td>
<td>491-02-070</td>
<td>2950 E. Capitol Expressway</td>
<td>Business</td>
<td>Permanent Easement</td>
<td>2,514, 0</td>
<td>Partial</td>
</tr>
<tr>
<td>9</td>
<td>491-02-071</td>
<td>2950 E. Capitol Expressway</td>
<td>Business</td>
<td>Permanent Easement</td>
<td>9,786, 0</td>
<td>Partial</td>
</tr>
<tr>
<td>10</td>
<td>491-02-072</td>
<td>2990 E. Capitol Expressway</td>
<td>Business</td>
<td>TCE, Permanent Easement</td>
<td>4,445, 1,917</td>
<td>Partial</td>
</tr>
<tr>
<td>11</td>
<td>491-02-066</td>
<td>Thompson Creek</td>
<td>Public</td>
<td>Permanent Easement</td>
<td>38,754, 0</td>
<td>Partial</td>
</tr>
<tr>
<td>12</td>
<td>491-48-006</td>
<td>Thompson Creek</td>
<td>Public</td>
<td>Permanent Easement</td>
<td>43,304, 0</td>
<td>Partial</td>
</tr>
<tr>
<td>13</td>
<td>484-45-060</td>
<td>2686 Lombard Avenue</td>
<td>Single-Family</td>
<td>TCE</td>
<td>0, 465</td>
<td>Partial</td>
</tr>
<tr>
<td>14</td>
<td>484-45-061</td>
<td>353 S. Capitol Avenue</td>
<td>Single-Family</td>
<td>TCE</td>
<td>0, 337</td>
<td>Partial</td>
</tr>
<tr>
<td>15</td>
<td>484-45-062</td>
<td>455 S. Capitol Avenue</td>
<td>Single-Family</td>
<td>TCE</td>
<td>0, 310</td>
<td>Partial</td>
</tr>
<tr>
<td>16</td>
<td>484-45-116</td>
<td>461 S. Capitol Avenue</td>
<td>Business</td>
<td>Partial Fee Take, TCE</td>
<td>2,168, 2,462</td>
<td>Partial</td>
</tr>
<tr>
<td>17</td>
<td>484-34-015</td>
<td>1017 S. Capitol Avenue</td>
<td>Single-Family</td>
<td>TCE</td>
<td>0, 250</td>
<td>Partial</td>
</tr>
<tr>
<td>No.</td>
<td>Assessor’s Parcel Number</td>
<td>Address</td>
<td>Existing Use</td>
<td>Right-of-Way Needed</td>
<td>Right-of-Way Requirement (square feet)</td>
<td>Partial or Full Right-of-Way Requirement</td>
</tr>
<tr>
<td>-----</td>
<td>--------------------------</td>
<td>----------------------------------</td>
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<td>---------------------------------------</td>
<td>----------------------------------------</td>
</tr>
<tr>
<td>18</td>
<td>484-34-016</td>
<td>1033 S. Capitol Avenue</td>
<td>Single-Family</td>
<td>Permanent Easement, TCE</td>
<td>22</td>
<td>Partial</td>
</tr>
<tr>
<td>19</td>
<td>484-34-017</td>
<td>1049 S. Capitol Avenue</td>
<td>Single-Family</td>
<td>Permanent Easement, TCE</td>
<td>225</td>
<td>Partial</td>
</tr>
<tr>
<td>20</td>
<td>484-34-131</td>
<td>1091 &amp; 1093 S. Capitol Avenue</td>
<td>Business</td>
<td>Partial or Full Fee Take&lt;sup&gt;1&lt;/sup&gt;, TCE</td>
<td>1,829</td>
<td>Partial or Full</td>
</tr>
<tr>
<td>21</td>
<td>484-34-019</td>
<td>2695 Story Road</td>
<td>Business</td>
<td>Partial Fee Take, TCE</td>
<td>3,979</td>
<td>Partial</td>
</tr>
<tr>
<td>22</td>
<td>486-39-025</td>
<td>1330 Foxdale Loop</td>
<td>Multi-Family</td>
<td>TCE</td>
<td>0</td>
<td>Partial</td>
</tr>
<tr>
<td>23</td>
<td>486-43-106</td>
<td>2690 Story Road</td>
<td>Business</td>
<td>Partial Fee Take, TCE</td>
<td>1,629</td>
<td>Partial</td>
</tr>
<tr>
<td>24</td>
<td>491-15-003</td>
<td>Reid-Hillview Airport</td>
<td>Public</td>
<td>Partial Fee Take, TCE, Permanent Easement</td>
<td>10,600</td>
<td>Partial</td>
</tr>
<tr>
<td>25</td>
<td>491-15-041</td>
<td>Swift Avenue</td>
<td>Utility</td>
<td>Partial Fee Take, TCE, Permanent Easement&lt;sup&gt;2&lt;/sup&gt;</td>
<td>1,817</td>
<td>Partial</td>
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<tr>
<td>26</td>
<td>491-13-009</td>
<td>Reid-Hillview Airport</td>
<td>Public</td>
<td>Permanent Easement</td>
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<tr>
<td>27</td>
<td>491-05-020</td>
<td>Reid-Hillview Airport</td>
<td>Public</td>
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<td>16,598</td>
<td>Partial</td>
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<td>Full Fee Take</td>
<td>3,019</td>
<td>Full</td>
</tr>
<tr>
<td>29</td>
<td>491-04-047</td>
<td>290 E. Capitol Expressway</td>
<td>Business</td>
<td>Full Fee Take</td>
<td>5,852</td>
<td>Full</td>
</tr>
<tr>
<td>30</td>
<td>484-33-110</td>
<td>2785 Mervyns Way</td>
<td>Public</td>
<td>Partial Fee Take, TCE</td>
<td>841</td>
<td>Partial</td>
</tr>
<tr>
<td>31</td>
<td>491-13-021</td>
<td>Laydown Area at Reid-Hillview</td>
<td>Public Right-of-Way</td>
<td>TCE</td>
<td>0</td>
<td>26,067</td>
</tr>
<tr>
<td>32</td>
<td>491-05-001</td>
<td>Laydown Area at Reid-Hillview</td>
<td>Public Right-of-Way</td>
<td>TCE</td>
<td>0</td>
<td>73,553</td>
</tr>
<tr>
<td>33</td>
<td>491-01-030</td>
<td>City-owned Parcel at Lake Cunningham</td>
<td>Public</td>
<td>Permanent Easement</td>
<td>47</td>
<td>Partial</td>
</tr>
<tr>
<td>34</td>
<td>491-37-106</td>
<td>2530 Quimby Road</td>
<td>Single-Family</td>
<td>Permanent Easement</td>
<td>823</td>
<td>Partial</td>
</tr>
</tbody>
</table>
### Assessor’s Parcel Number and Address Details

<table>
<thead>
<tr>
<th>No.</th>
<th>Assessor’s Parcel Number</th>
<th>Address</th>
<th>Existing Use</th>
<th>Right-of-Way Needed</th>
<th>Right-of-Way Requirement (square feet)</th>
<th>Partial or Full Right-of-Way Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>35</td>
<td>-</td>
<td>Capitol Expressway</td>
<td>Public</td>
<td>Permanent Easement (Sanitary Sewer)</td>
<td>519</td>
<td>Partial</td>
</tr>
</tbody>
</table>

**Total Right-of-Way Needed:**
- Permanent: 172,666 square feet
- Temporary: 129,724 square feet
- NA

**Notes:**
- TCE = Temporary Construction Easement; NA = Not Applicable; IEE = Ingress Egress Easement
- Partial Fee Take refers to the partial right-of-way need of a parcel; Full Fee Take refers to the full right-of-way need of a parcel.
- These areas are within public right-of-way, and do not have an Assessor’s Parcel Number or address associated with them.
The proposed changes to the approved project would require additional property right-of-way needs not identified in the previous environmental documents prepared for this project. Table 3.14-3 and Figure 3.14-1 identify the temporary and permanent property right-of-way needs required as part of the proposed changes to the approved project. Temporary property right-of-way needs, labeled as temporary construction easements in Figure 3.14-1, means the land would be used temporarily during construction in order to construct the proposed changes; it would be returned to the landowner following the construction period. Permanent right-of-way needs are real estate rights required to construct the approved project, which may include fee interests or easement interests, including, but not limited to: ingress/egress easements, roadway easements aerial guideway easements, public service easements, and utility easements, as labeled in Figure 3.14-1.

As shown in Table 3.14-3, permanent property right-of-way needs of 172,666 square feet and temporary property right-of-way needs of 129,724 square feet of property would be required to construct and implement the proposed changes to the approved project. Most of these property right-of-way needs would require part of the property (partial). However, the proposed changes to the approved project would require the entire property (full) of three parcels. Overall, the proposed changes to the approved project would require less property right-of-way needs to construct and implement compared to the approved project. In addition, most of the required property right-of-way needs would be partial. The property right-of-way needs are as follows.

- **Full Property Required.** Two of the three parcels that would be required in full are both located at 290 E. Capitol Expressway (Assessor’s Parcel Numbers [APNs] 491-04-012 and 491-04-047) and are owned by the same owners, Lawyers Title Ins. Corp./Arcadia Development Co. They are classified as businesses, but there are no businesses currently occupying the parcels. The parcels are in front of and adjacent to the Beshoff Infiniti car dealership on the southwest corner of Tully Road and Capitol Expressway. This would not be expected to affect the Beshoff Infiniti dealership operations. The third parcel that would be required in full is located at 1091 & 1093 S. Capitol Avenue, and is owned by two individuals who lease the two spaces to a beauty salon and car stereo shop. These three parcels are required to construct Eastridge Station.

- **Partial Property Required.** As shown in Figure 3.14-1, partial property right-of-way needs would be required at various locations within the project corridor, including the following.
  
  - Businesses on Story Road and E. Capitol Expressway.
  - Businesses and residences on Kollmar Drive and S. Capitol Avenue.
  - Residences on Sussex Drive, Lombard Avenue, and Foxdale Loop.
  - Public uses on Thompson Creek, Reid-Hillview Airport, and Mervyns Way.

In addition, temporary easements for construction and permanent easements for utilities and maintenance would also be required. Partial property right-of-way needs would primarily affect landscaping at commercial properties, and front and back yards of
residential properties. Right-of-way negotiations with the property owners would occur during final design of the project.

Despite all of the anticipated property right-of-way needs associated with the proposed changes to the approved project, the proposed changes are not anticipated to result in an adverse effect related to the displacement of residential or business properties. The number of properties needed is low for a project of this scale. All properties would be purchased at fair market value and relocation assistance would be provided where applicable in accordance with the Uniform Relocation Assistance and Real Property Acquisition Act of 1970, as amended. Thus, the proposed changes to the approved project would not result in a greater socioeconomic impact compared to the impacts previously identified and analyzed for the approved project.

**Impact:** Based on the analysis above, the proposed changes to the approved project would not result in new significant impacts or a substantial increase in the severity of previously identified significant impacts related to socioeconomics.

The following impact from the 2005 Final EIR would still apply to the proposed changes to the approved project: SOC-16 (Displacement of Existing Businesses or Housing).

**Mitigation:** The following mitigation measures identified in the 2005 Final EIR would still apply to the proposed changes to the approved project: SOC-16a (Comply with Legislation for Acquisition and Relocation) and SOC-16b (Inform Residents and Businesses of Project Status).

Inclusion of these mitigation measures would reduce this impact to “Less than Significant.”

**Less-than-significant impacts with mitigation.**
Figure 3.14-1
Right-of-Way Requirements for the Proposed Changes (Sheet 6 of 12)
Figure 3.14-1
Right-of-Way Requirements for the Proposed Changes
(Sheet 7 of 12)
Figure 3.14-1
Right-of-Way Requirements for the Proposed Changes
(Sheet 12 of 12)
3.15 Utilities

This section describes the potential utilities impacts associated with the proposed changes to the approved project. Utilities include stormwater drainage systems, sanitary sewer lines, water lines, gas and electricity lines, and telecommunication lines.

Environmental Setting

The existing utilities conditions and applicable regulations remain unchanged since the certification of the 2014 Subsequent IS/MND.

Environmental Impacts and Mitigation

This impact discussion primarily focuses on the proposed changes to the approved project that could result in new or more significant utilities impacts compared to the impacts previously identified and analyzed for the approved project.

Similar to the approved project, the proposed changes to the approved project would require the relocation of utilities during construction, which requires disruption of service. The proposed changes to the project would require the relocation of a 3-inch high pressure natural gas line under Cunningham Avenue. The proposed changes would also include the relocation of PG&E electrical transmission facilities. Other relocations and modifications to utilities may be required once final design of the proposed changes is complete. However, the utility relocations would not be uncommonly large or complex. Related service disruptions are not expected to last more than a few hours, and disruptions of 24 hours or more are highly unlikely. The proposed changes to the approved project would not substantially increase utilities impacts during construction beyond what was previously identified and analyzed for the approved project.

The proposed changes to the approved project would not alter approved project operations, which would entail operating light rail trains using electricity delivered through an OCS primarily within the median of the Capitol Expressway corridor. The primary required utility would be electricity and water, and there would be minimal demand for other utilities such as gas, telecommunications, and sanitary sewage. The demand for utilities associated with the proposed changes would not require the construction of new or additional electrical, gas, water, telecommunications, or sanitary sewage facilities. The proposed relocation of PG&E electrical transmission facilities, including two additional TSPs and an increase in height up to approximately 121 feet for one TSP to clear the proposed aerial guideway, would not be required due to increased demand; rather, these proposed changes would be required to accommodate the proposed aerial guideway.

The majority of the proposed changes to the approved project (including the modifications to the Eastridge Station platforms and tracks; the reduction in parking spaces at the Eastridge Park-and-Ride lot; minor shift in the location and straightening of the Story Station pedestrian overcrossing; modification to Story Station pedestrian...
access; relocation of a construction staging area; and relocation of PG&E electrical transmission facilities) would not increase the amount of impervious areas within the corridor compared to the approved project. Thus, these proposed changes would not increase the generation of runoff or the need for the construction of new stormwater drainage systems or expansion of existing systems beyond what was previously identified and analyzed for the approved project.

Two proposed changes to the approved project (the extension of the aerial guideway to grade-separate the Ocala Avenue and Cunningham Avenue intersections and revisions to Capitol Expressway roadway lane configurations) could change the amount of impervious areas within the corridor compared the approved project, resulting in an associated change in the amount of runoff directed to the existing stormwater drainage system. As discussed in Section 3.10, Hydrology and Water Quality, the proposed replacement of the at-grade track alignment with an aerial guideway between south of Story Road and north of Tully Road would introduce an impervious elevated surface above a pervious median. The proposed revisions to the Capitol Expressway roadway configuration would require roadway widening, which could create minor additional impervious areas. Overall, it is anticipated that these proposed changes to the approved project would result in a slight increase in impervious areas within the corridor, but it is unlikely this slight increase would have any substantial effect on the existing storm drainage system. At this preliminary stage of design, the exact difference in the amount of impervious area compared to the approved project is unknown and an assessment of the amount of existing pervious area being replaced has not yet been completed. The proposed aerial guideway would include appropriate drainage facilities that would be directed to the existing storm drainage system. In addition, BMPs and stormwater treatment measures would be implemented to reduce runoff generated by the proposed changes to the approved project. Under existing conditions, the stormwater drainage system is not sufficient at some locations due to undersized pipes and inadequate slopes. As with the approved project, only the portions of the stormwater drainage system that are in conflict with the proposed changes to the approved project would be replaced at the same capacity. Therefore, the existing stormwater drainage system would continue to be deficient until the capacity of pipes is increased and inadequate slopes are improved. Pipes that are under capacity and drainage facilities with inadequate slopes could result in poor or inadequate drainage flow rates, and could result in localized ponding or flooding during storm events. However, the additional impervious areas resulting from the proposed changes to the approved project would not exacerbate the existing stormwater drainage system issues beyond what was previously identified and analyzed for the approved project, or contribute to cumulative effects due to the incorporation of BMPs and stormwater treatment to reduce runoff.

**Impact:** Based on the analysis above, the proposed changes to the approved project would not result in new significant effects or a substantial increase in the severity of previously identified significant impacts related to utilities.

The following impact from the 2005 Final EIR would apply to the proposed changes to the approved project: UTL (CON)-1 (Disrupt a
Utility Service for a Period of 24 Hours or More) and UTL-3 (Require or Result in the Construction of New Stormwater Drainage Facilities or Expansion of Existing Facilities).

**Mitigation:**

**Operation.** None required. This impact is “Less than Significant.”

**Construction.** The following mitigation measure identified in the 2005 Final EIR would still apply to the proposed changes to the approved project: UTL (CON)-1 (Coordinate with Utility Service Providers Prior to Construction of Light Rail Facilities). Inclusion of this mitigation measure would reduce this impact to “Less than Significant.”

**Less-than-significant operational and construction impacts with mitigation.**
3.16 Visual Quality

This section describes the potential impacts on visual quality resulting from the proposed changes to the approved project. Factors affecting visual quality include the potential to degrade the existing visual character and quality of the Capitol Expressway corridor, negatively affect scenic vistas, and introduce new sources of light and glare. People that are potentially affected by these factors are called “sensitive visual receptors” and include residents and recreationalists in proximity to the project corridor.

Environmental Setting

The existing visual character and quality within the Capitol Expressway corridor is largely unchanged subsequent to the certification of the 2014 Subsequent IS/MND. North of Ocala Avenue, the corridor passes through residential development. South of Ocala Avenue, much of the corridor passes by the Reid-Hillview Airport, Raging Waters, car dealerships, and Eastridge Mall. The corridor also passes by residential developments east of Capitol Expressway between Ocala Avenue and Cunningham Avenue, and south of Tully Road.

Some minor visual changes have occurred within the vicinity of the corridor subsequent to the certification of the 2014 Subsequent IS/MND, including improvements to the Eastridge Transit Center completed in 2015 and the construction of the Thompson Creek Trail in 2017. Improvements to the Eastridge Transit Center increased the visual quality of the station with upgraded parking lots and bus loops, safer pedestrian circulation routes, pedestrian shelters, landscaping, and an overall design that creates a unified sense of place. In addition, VTA completed improvements to the vacant building located at the Eastridge Transit Center in September 2017 and moved its VTA Access Paratransit staff to the Eastridge Park-and-Ride Lot. Refer to Chapter 2, Changes to the Approved Project, Changes in Circumstances, and Introduction of New Information, for additional information regarding the Thompson Creek Trail. The nearest portion of the trail to the location of the proposed changes to the approved project is located adjacent to Capitol Expressway between south of Tully Road and Quimby Road. The new paved portion of the Thompson Creek Trail skirts the creek on its western levee and is not a notable visual feature in the landscape. However, the trail slightly increases the number of sensitive visual receptors near the Capitol Expressway corridor.

Environmental Impacts and Mitigation

This impact discussion primarily focuses on the proposed changes to the approved project that could result in new or more significant visual quality impacts compared to the impacts previously identified and analyzed for the approved project.

SCENIC VISTAS

The closest designated scenic route to the Capitol Expressway corridor is U.S. 101, located 2 miles west of Capitol Expressway. As with the approved project, the location of
the proposed changes to the approved project would not be visible from this segment of U.S. 101 and the proposed changes would not negatively affect scenic vistas. In addition, as discussed in Section 3.5, Cultural Resources, there are no buildings that qualify as historical resources under CEQA within the Capitol Expressway corridor. Thus, the potential impacts on scenic vistas associated with the proposed changes to the approved project would not be increased compared to the impacts previously identified and analyzed for the approved project.

**Impact:** Based on the analysis above, the proposed changes to the approved project would not result in new significant impacts or a substantial increase in the severity of previously identified significant impacts related to scenic vistas.

**Mitigation:** None required. This impact is “Less than Significant.”

**Less-than-significant impact. No mitigation required.**

**LIGHT AND GLARE**

Similar to the approved project, nighttime construction activities associated with the proposed changes to the approved project would involve the use of lighting equipment that could cause glare, potentially affecting the residents adjacent to the project corridor. The proposed changes to the approved project would not substantially increase light and glare during construction beyond what was previously identified and analyzed for the approved project.

As with the approved project, the proposed changes to the approved project would be located within the median of or on parcels directly adjacent to Capitol Expressway. The majority of the proposed changes to the approved project (including the revisions to Capitol Expressway roadway lane configurations; modifications to Eastridge Station platforms and track; reduction in parking spaces at the Eastridge Park-and-Ride lot; minor shift in the location and straightening of the Story Station pedestrian overcrossing; modification to Story Station pedestrian access; and relocation of a construction staging area) would not involve an increase in light or glare. There is one proposed change to the approved project (the extension of the aerial guideway to grade-separate the Ocala Avenue and Cunningham Avenue intersections) that would result in a nominal increase in daytime glare and intermittent increases in nighttime lighting. Daytime glare would result if sunlight reflects off of passing train windows and can be seen by nearby residents. However, this is not expected to be a factor affecting residential viewers because the proposed aerial guideway would be at a level that is higher than residences. The aerial guideway may create shading, which could negatively affect nearby residences, especially in the winter when sun angles are lower. While the aerial structure would not include any lighting, intermittent increases in nighttime lighting may be seen by nearby residents as trains along the aerial guideway pass at night. However, like the potential for glare, such intermittent increases are not likely to affect sensitive residential receptors because the passing light would be at a higher elevation than the roofs of residences. Therefore, it is not very likely that the light would be seen flashing in
windows as the trains pass at night. Similarly, as a result of the increase in height of the TSPs and the proximity to Reid-Hillview Airport, PG&E may need to install FAA obstruction lighting on some or all of the new poles in accordance with FAA requirements. However, red LED obstruction lighting on the TSPs would be at a higher elevation than the roofs of residences and the red lighting would be warm colored so it would not likely brighten the night sky or create glare or nuisance light spill. Therefore, it is not likely that substantial amounts of light from the obstruction lighting would be visible at night. Thus, the potential impacts on light and glare associated with the proposed changes to the approved project would not be increased compared to the impacts previously identified and analyzed for the approved project.

**Impact:** Based on the analysis above, the proposed changes to the approved project would not result in a new significant impact or a substantial increase in the severity of previously identified significant impacts related to light and glare.

The following impacts from the 2005 Final EIR would still apply to the proposed changes to the approved project: VQ (CON)-1 (Creation of a New Source of Substantial Light or Glare) and VQ-1 (Creation of a New Source of Substantial Light or Glare).

**Mitigation:** Operational. The following mitigation measure from the 2005 Final EIR would still apply to the proposed changes to the approved project: Mitigation Measure VQ-1 (Incorporate Lighting Design Standards to Minimize Fugitive Light and Glare). Inclusion of this mitigation measure would reduce this impact to “Less than Significant.”

Construction. The following mitigation measure identified in the 2005 Final EIR would still apply to the proposed changes to the approved project: VQ (CON)-1 (Direct Lighting toward Construction Areas). Inclusion of this mitigation measure would reduce these impacts to “Less than Significant.”

**Less-than-significant operational and construction impacts with mitigation.**

**VISUAL CHARACTER AND QUALITY**

Capitol Expressway is an existing major transportation corridor that occupies the visual landscape with overhead transmission lines, vertical poles, lattice steel transmission towers, lighting, signage and other equipment associated with transportation infrastructure.

Construction activities for the proposed changes to the approved project involving the use of heavy equipment, transport of soils and material, and other visual signs of construction would occur along the Capitol Expressway corridor and at construction staging areas, similar to the approved project. These activities would be most visible to pedestrians...
along the corridor and residents of adjacent homes. Viewers traveling through the corridor such as VTA bus transit passengers, automobile drivers, and bicyclists would have intermittent views of these activities and construction staging areas. However, the construction-related visual changes would be short-term in nature and would not substantially alter the visual character of the urban expressway, where roadway maintenance activities are accepted visual elements. The proposed changes to the approved project would not substantially increase the degradation of visual quality during construction beyond what was previously identified and analyzed for the approved project.

The majority of the proposed changes to the approved project (including the revisions to Capitol Expressway roadway lane configurations; reduction in parking spaces at Eastridge Park-and-Ride lot; minor shift in the location and straightening of the Story Station pedestrian overcrossing; modification to Story Station pedestrian access; and relocation of PG&E electrical transmission facilities) would involve modifications to existing or approved project structures. Similarly, the proposed relocation of a construction staging area could result in the degradation of visual character and quality at the site of the relocated staging area, but this impact would be temporary.

Two proposed changes to the approved project (the extension of the aerial guideway to grade-separate the Ocala Avenue and Cunningham Avenue intersections and the modifications to Eastridge Station platforms and tracks) would change the visual character and quality of the Capitol Expressway corridor. The proposed modifications to Eastridge Station platforms and tracks would be beneficial compared to the impacts previously identified and analyzed for the approved project because these changes would eliminate the reconstruction of Eastridge Loop/Capitol Expressway intersection and would lower the Tully Road bridge crossing such that it would not require a substantial alteration to the visual environment.

Figure 3.16-1 shows the existing view and the visual simulation at Eastridge Station looking north. As shown in Figure 3.16-1, the proposed changes to the approved project at the Eastridge Station platforms and track would complement the existing station design and would not degrade the quality of views associated with the station. In addition, the height of the single platform would be similar to the height of the two platforms included in the approved project and, thus, would not obstruct background views of the Diablo Range for pedestrians on the at-grade sidewalk. The other proposed design changes at the Eastridge Station would be minor and would not degrade the visual quality of the area.

The proposed aerial guideway would include concrete columns supported on pile foundations. The aerial guideway would also include aerial sound walls. Figure 3.16-2 shows the existing view and the visual simulation at Ocala Avenue intersection looking southeast. As shown in Figure 3.16-2, when looking southeast from Ocala Avenue, the proposed extension of the aerial guideway would be a major visual change compared to existing conditions. Figure 3.16-3 shows the existing view and the visual simulation at Ocala Avenue intersection looking northwest. As shown in Figure 3.16-3, the aerial guideway would tower over nearby single-story residences and is likely to be perceived as a visual intrusion in the landscape. This proposed change would result in a large,
elevated structure that would typically be 20 to 35 feet high at the top-of-rail with a maximum height of approximately 60 feet with the overhead catenary system and poles compared to the at-grade alignment that would be included in the approved project. This structure would be highly visible to motorists and pedestrians on Capitol Expressway as well as from many nearby residences. The proposed changes would add or relocate major structural elements that would alter the existing visual character and quality of the corridor to a greater degree compared to the impacts previously identified and analyzed for the approved project.

**Impact:** The introduction of the aerial guideway into the visual setting would result in a major change in the views from the residences along the Capitol Expressway corridor and it would diminish the privacy of the residences, which would be visible from the aerial guideway. Specifically, the sensitive visual receptors in the adjacent residences would likely experience an invaded sense of privacy from light rail users being able to look down and into their backyards and into the upper levels of their residence. In addition, the proposed aerial guideway would dominate the landscape within the Capitol Expressway corridor by creating a less suburban neighborhood feeling and more of an urban neighborhood feeling compared to the approved project because the aerial guideway would introduce large-scale, elevated transportation structure into the landscape. In addition, the landscape would be more visually cluttered due to the proposed aerial guideway compared to the approved project.

The following impact from the 2005 Final EIR would still apply to the proposed changes to the approved project: Impact VQ-3 (Degradation of Existing Visual Quality).

**Mitigation:** Operational. The following mitigation measures identified in the 2005 Final EIR would still apply to the proposed changes to the approved project: VQ-3 (Refine Project Design for Consistency with the Community), and VQ-4 (Incorporate Landscaping in the Project Design).

Mitigation Measure VQ-4 has been revised to be consistent with VTA’s Sustainable Landscape Policy.

**Mitigation Measure VQ-4: Incorporate Landscaping**

VTA will develop and implement a comprehensive landscaping plan to soften the massing, hardscape, and structural elements of the Project. The landscaping shall be designed to be consistent with vegetation types and patterns within the Capitol Expressway Corridor, and shall provide year-round aesthetic enhancement.
As part of this plan, VTA shall review project designs to ensure that the following elements are implemented in the Project landscaping plan to the extent feasible:

- 85 percent of the species composition of open space areas shall reflect species that are native to the Plan Area and California. The species list should include trees, shrubs, and an herbaceous understory of varying heights, as well as evergreen and deciduous types. Plant variety will increase diversity by providing multiple layers, seasonality, more diverse habitat, and reduced susceptibility to disease.

- 75 percent of the plant composition for landscaping in parks and public/quasi public and commercial areas shall be comprised of species that are native to the Plan Area and California. Use of native species promotes a visual character of California that is being lost through development and reliance on non-native ornamental plant species. Native plant species can be used to create attractive spaces, high in aesthetic quality, that are not only drought-tolerant but attract more wildlife than traditional landscape palettes.

- Under no circumstances will any invasive plant species be used at any location.

- Vegetation shall be planted within the first year following project completion.

- An irrigation and maintenance program shall be implemented during the plant establishment period and carried on an as needed basis, such as in a drought, as supplemental irrigation.

- Irrigation in public and commercial areas shall utilize a smart watering system that evaluates the existing site conditions and plant material against weather conditions to avoid overwatering of such areas. The irrigation system will be managed in such a manner that any broken spray head, pipes, or other components of the system are fixed within 1 to 2 days, or the zone or system will be shut down until it can be fixed to avoid unusually high water flows.

Inclusion of these mitigation measures would reduce this impact to “Less than Significant.”

Construction. None required. This impact is “Less than Significant.”

**Less-than-significant operational and construction impacts with mitigation.**
Figure 3.16-1
Existing View and Simulation – Eastridge Station Looking North
Figure 3.16-2
Existing View and Simulation – Ocala Avenue Intersection Looking Southeast
Figure 3.16-3
Existing View and Simulation – Ocala Avenue Looking Northwest
3.17 Environmental Justice

Potential environmental justice impacts associated with the proposed changes to the approved project are evaluated in the SEIR-2.
3.18 Construction

Potential construction impacts associated with the proposed changes to the approved project are evaluated in the SEIR-2.
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Chapter 4
Other CEQA Considerations

This section presents other environmental issues that are of particular significance to CEQA. It includes a discussion of significant and irreversible environmental changes, cumulative effects, and growth-inducing impacts.

4.1 Significant and Irreversible Environmental Changes

A commitment of a resource is considered irreversible when its use limits the future options for its use. Irreversible changes may include current or future uses of non-renewable resources, and secondary or growth-inducing impacts that commit future generations to similar uses. In accordance with CEQA Guidelines Section 15126.2(c), this section evaluates the effect of the proposed changes to the approved project associated with three distinct categories of significant irreversible changes: changes in land use that would commit future generations to specific uses, consumption of nonrenewable resources, and irreversible changes from environmental actions.

The approved project and the proposed changes to the approved project would commit a similar amount of land resources due to the right-of-way needs within the corridor. The commitment of long-term land resources for the light rail system is consistent with Envision San José 2040 General Plan, as discussed in Section 3.11, Land Use, of the Second Subsequent IS. The proposed changes would not commit future generations to or introduce changes in land use that would vary from the existing conditions or planned development by the City of San Jose.

Non-renewable energy is the primary resource that would be irreversibly affected by the proposed changes. As discussed in Section 3.7, Energy, of the Second Subsequent IS, it is anticipated that the proposed replacement of the at-grade track alignment with an aerial guideway would result in slightly less energy consumption compared to the approved project because the elevated guideway would allow light rail vehicles to avoid traffic signal delay that would occur at intersections for an at-grade alignment. By avoiding traffic signal delay, this proposed change to the project would eliminate the need for additional energy required for light rail vehicle acceleration at intersections. Thus, the system would operate more efficiently, which would lead to lower energy consumption. Although the acceleration effect is anticipated to be minor, this proposed change to the approved project would result in lower energy consumption compared to the impacts previously identified and analyzed for the approved project.

Similar to the approved project, the construction and operation of the proposed changes would entail the irreversible and irretrievable commitment of energy and human resources, including labor required for planning, design, construction, and operations.
The use of these resources would be irrecoverable; however, they are not in short supply, and their use would not affect the continued availability and supply of these resources.

Based on the analysis above, no new significant and irreversible effects or a substantial increase in the severity of previously identified significant and irreversible effects would occur.

4.2 Cumulative Effects

This section evaluates the incremental effect of the project on the environment when considered in conjunction with closely related past, present, and reasonably foreseeable future projects. Cumulative impacts related to transportation, noise, and air quality and climate change (during construction and operation) are described and evaluated in Section 5.1, Transportation; Section 5.3, Noise and Vibration; and Section 5.4, Air Quality and Climate Change, of the SEIR-2, respectively. It was determined that the proposed changes to the approved project would result in new significant impacts or a substantial increase in the severity of previously identified significant cumulative impacts related to:

- Level of Service (LOS) at the Capitol Expressway and Story Road intersection under year 2043 conditions due to the proposed removal of the HOV lanes and the addition of HOV lane traffic into the remaining mixed-flow lanes (see Section 5.1, Transportation, of the SEIR-2).
- LOS at the Capitol Expressway and Ocala Avenue intersection under year 2043 conditions due to the proposed removal of the HOV lanes and the addition of HOV lane traffic into the remaining mixed-flow lanes (see Section 5.1, Transportation, of the SEIR-2).
- Pollutant concentration exposure on sensitive receptors during construction (see Section 5.4, Air Quality and Climate Change, of the SEIR-2).

No new significant cumulative effects or a substantial increase in the severity of previously identified significant cumulative impacts related to noise and vibration or air quality and climate change (during operation) would occur.

4.3 Growth-Inducing Impacts

Similar to the approved project, the proposed changes to the approved project are consistent with the projected and planned growth in the vicinity of the project corridor. The proposed changes would not directly or indirectly induce economic, population, or housing growth in the surrounding environment. As a result, no new significant growth-inducing impacts or increase in the severity of previously identified significant growth-inducing impacts would occur as a result of the proposed changes to the approved project.
Chapter 5
Conclusion

The proposed changes to the approved project would result in new or more significant environmental impacts compared to what was disclosed in the 2005 Final EIR, the 2007 Final SEIR, and the 2014 Subsequent IS/MND. Thus, it has been determined through the analysis in this Second Subsequent IS that a SEIR-2 should be prepared for the proposed changes to the approved project.

The Second Subsequent IS serves to focus the analysis in the SEIR-2 on changes to the environmental impacts identified in the prior environmental documentation that would result from the proposed changes to the approved project. As such, the potential transportation, environmental justice, noise and vibration, air quality and climate change, and construction impacts associated with the proposed changes to the approved project require analysis in the SEIR-2. New or more significant environmental impacts related to other environmental resource areas, as disclosed in this Second Subsequent IS, would be avoided or minimized through project features or implementation of mitigation measures included in the 2005 Final SEIR and mitigation measures that have been modified to reflect current conditions and standards (e.g., Mitigation Measures BIO-12, BIO-14a, and BIO-15 in Section 3.3, Biological Resources). Thus, the SEIR-2 is focused on the potential for new significant impacts or a substantial increase in the severity of previously identified significant effects related to transportation, environmental justice, noise and vibration, air quality and climate change, and construction. Table 1-1 in Chapter 1, Executive Summary, of the SEIR-2 lists the environmental impacts and mitigation measures that apply to the approved project and the proposed changes to the approved project.
Chapter 6
References

Chapter 2, Changes to the Approved Project, Changes in Circumstances, and Introduction of New Information


Section 3.3, Biological Resources


Section 3.4, Community Services


**Section 3.5, Cultural Resources**


**Section 3.7, Energy**


**Section 3.8, Geology, Soils and Seismicity**


**Section 3.9, Hazardous Resources**


Section 3.10, Hydrology


Section 3.11, Land Use


Section 3.14, Socioeconomics

BKF Engineers. 2018. Right-of-Way data for the proposed changes to the approved project. August 16, 2018. Email to ICF.


Chapter 7
Attachments

Attachment A: Updated List of Special-Status Species
Attachment B: Department of Parks and Recreation (DPR) Forms
Attachment C: Cultural Resources Memorandum
Attachment D: Updated Environmental Data Resources (EDR) Radius Map Report
Attachment A

Updated List of Special-Status Species
In Reply Refer To:  
Consultation Code: 08ESMF00-2018-SLI-1240  
Event Code: 08ESMF00-2018-E-03622  
Project Name: Eastridge to BART Regional Connector: Capitol Expressway Light Rail Project

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, under the jurisdiction of the U.S. Fish and Wildlife Service (Service) that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the Service under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 et seq.).

Please follow the link below to see if your proposed project has the potential to affect other species or their habitats under the jurisdiction of the National Marine Fisheries Service:

http://www.nwr.noaa.gov/protected_species/species_list/species_lists.html

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.
The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 et seq.), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 et seq.), and projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html). Additionally, wind energy projects should follow the wind energy guidelines (http://www.fws.gov/windenergy/) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm; http://www.towerkill.com; and http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.
Attachment(s):

- Official Species List
Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Sacramento Fish And Wildlife Office
Federal Building
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846
(916) 414-6600
**Project Summary**

Consultation Code: 08ESMF00-2018-SLI-1240

Event Code: 08ESMF00-2018-E-03622

Project Name: Eastridge to BART Regional Connector: Capitol Expressway Light Rail Project

Project Type: TRANSPORTATION

Project Description: Location of the project is on Capitol Expressway between Florence Ave and just south of Tully Rd. Scope is for the extension of the light rail from the existing Alum Rock Station to just south of Tully Rd. Timing is TBD.

Project Location:
Approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/place/37.34404255335439N121.8222888253807W

Counties: Santa Clara, CA
Endangered Species Act Species

There is a total of 10 threatened, endangered, or candidate species on this species list. Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

Mammals

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<th>NAME</th>
<th>STATUS</th>
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<tbody>
<tr>
<td>San Joaquin Kit Fox <em>Vulpes macrotis mutica</em></td>
<td>Endangered</td>
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<td>No critical habitat has been designated for this species.</td>
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<td>Species profile: <a href="https://ecos.fws.gov/ecp/species/2873">https://ecos.fws.gov/ecp/species/2873</a></td>
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Birds

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Amphibians

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<td>There is final critical habitat for this species. Your location is outside the critical habitat.</td>
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<td>Species profile: <a href="https://ecos.fws.gov/ecp/species/2076">https://ecos.fws.gov/ecp/species/2076</a></td>
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</tr>
</tbody>
</table>

Fishes

<table>
<thead>
<tr>
<th>NAME</th>
<th>STATUS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Delta Smelt <em>Hypomesus transpacificus</em></td>
<td>Threatened</td>
</tr>
<tr>
<td>There is final critical habitat for this species. Your location is outside the critical habitat.</td>
<td></td>
</tr>
<tr>
<td>Species profile: <a href="https://ecos.fws.gov/ecp/species/321">https://ecos.fws.gov/ecp/species/321</a></td>
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</tr>
</tbody>
</table>
Insects

<table>
<thead>
<tr>
<th>NAME</th>
<th>STATUS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bay Checkerspot Butterfly <em>Euphydryas editha bayensis</em></td>
<td>Threatened</td>
</tr>
<tr>
<td>There is final critical habitat for this species. Your location is outside the critical habitat.</td>
<td></td>
</tr>
<tr>
<td>Species profile: <a href="https://ecos.fws.gov/ecp/species/2320">https://ecos.fws.gov/ecp/species/2320</a></td>
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</table>

Flowering Plants

<table>
<thead>
<tr>
<th>NAME</th>
<th>STATUS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Contra Costa Goldfields <em>Lasthenia conjugens</em></td>
<td>Endangered</td>
</tr>
<tr>
<td>There is final critical habitat for this species. Your location is outside the critical habitat.</td>
<td></td>
</tr>
<tr>
<td>Species profile: <a href="https://ecos.fws.gov/ecp/species/7058">https://ecos.fws.gov/ecp/species/7058</a></td>
<td></td>
</tr>
<tr>
<td>Metcalf Canyon Jewelflower <em>Streptanthus albidus ssp. albidus</em></td>
<td>Endangered</td>
</tr>
<tr>
<td>No critical habitat has been designated for this species.</td>
<td></td>
</tr>
<tr>
<td>Species profile: <a href="https://ecos.fws.gov/ecp/species/4186">https://ecos.fws.gov/ecp/species/4186</a></td>
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</tr>
<tr>
<td>Robust Spineflower <em>Chorizanthe robusta var. robusta</em></td>
<td>Endangered</td>
</tr>
<tr>
<td>There is final critical habitat for this species. Your location is outside the critical habitat.</td>
<td></td>
</tr>
<tr>
<td>Species profile: <a href="https://ecos.fws.gov/ecp/species/9287">https://ecos.fws.gov/ecp/species/9287</a></td>
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</tr>
<tr>
<td>Santa Clara Valley Dudleya <em>Dudleya setchellii</em></td>
<td>Endangered</td>
</tr>
<tr>
<td>No critical habitat has been designated for this species.</td>
<td></td>
</tr>
<tr>
<td>Species profile: [<a href="https://ecos.fws.gov/ecp/species/3207">https://ecos.fws.gov/ecp/species/3207</a>](<a href="https://ecos.fws.gov(ecp/species/3207)">https://ecos.fws.gov(ecp/species/3207)</a></td>
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Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE’S JURISDICTION.
<table>
<thead>
<tr>
<th>Scientific Name</th>
<th>Common Name</th>
<th>Taxonomic Group</th>
<th>Element Code</th>
<th>Total Occs</th>
<th>Returned Occs</th>
<th>Federal Status</th>
<th>State Status</th>
<th>Global Rank</th>
<th>State Rank</th>
<th>Other Status</th>
<th>Habitats</th>
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<tbody>
<tr>
<td>Adela oplerella</td>
<td>Opler's longhorn moth</td>
<td>Insects</td>
<td>ILEE0G040</td>
<td>14</td>
<td>1</td>
<td>None</td>
<td>None</td>
<td>G2 S2</td>
<td>null</td>
<td>Ultrafie, Valley &amp; foothill grassland</td>
<td></td>
</tr>
<tr>
<td>Agelaius tricolor</td>
<td>tricolored blackbird</td>
<td>Birds</td>
<td>ABPBXB0020</td>
<td>951</td>
<td>1</td>
<td>Candidate</td>
<td>Endangered</td>
<td>G2G3 S1S2 null</td>
<td>BLM_S-Sensitive, CDFW_SSC- Species of Special Concern, NABCI_RWL-Red Watch List, USFWS_BCC-Birds of Conservation Concern</td>
<td></td>
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<tr>
<td>Ambystoma californiense</td>
<td>California tiger salamander</td>
<td>Amphibians</td>
<td>AAAAA01180</td>
<td>1174</td>
<td>12</td>
<td>Threatened</td>
<td>Threatened</td>
<td>G2G3 S2S3 null</td>
<td>CDFW_WL-Watch List, IUCN_VU-Vulnerable</td>
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<tr>
<td>Anniella pulchra</td>
<td>northern California legless lizard</td>
<td>Reptiles</td>
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<td>333</td>
<td>1</td>
<td>None</td>
<td>None</td>
<td>G3 S3</td>
<td>null</td>
<td>Chaparral, Coastal dunes, Coastal scrub</td>
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<tr>
<td>Antrozous pallidus</td>
<td>pallid bat</td>
<td>Mammals</td>
<td>AMACC10010</td>
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<tr>
<td>Athene cunicularia</td>
<td>burrowing owl</td>
<td>Birds</td>
<td>ABNSB10010</td>
<td>1957</td>
<td>7</td>
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<tr>
<td>Balsamorhiza macrolepis</td>
<td>big-scale balsamroot</td>
<td>Dicots</td>
<td>PDAST11061</td>
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<td>18.2</td>
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<td>Bombus caliginosus</td>
<td>obscure bumble bee</td>
<td>Insects</td>
<td>IIHYM24380</td>
<td>181</td>
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<td>None</td>
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<td>IUCN_VU-Vulnerable</td>
<td>null</td>
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<tr>
<td>Bombus crotchii</td>
<td>Crotch bumble bee</td>
<td>Insects</td>
<td>IIHYM24480</td>
<td>234</td>
<td>1</td>
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<td>Bombus occidentalis</td>
<td>western bumble bee</td>
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<td>IIHYM24250</td>
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https://map.dfg.ca.gov/rarefind/view/QuickElementListView.html
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<tr>
<th>Scientific Name</th>
<th>Common Name</th>
<th>Kingdom</th>
<th>Phylum</th>
<th>Class</th>
<th>Order</th>
<th>Family</th>
<th>Genus</th>
<th>Species</th>
<th>Location</th>
<th>Counties</th>
<th>State/Site</th>
<th>IUCN Categories</th>
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</thead>
<tbody>
<tr>
<td><strong>Centromadia parryi ssp. congonii</strong></td>
<td>Congdon's tarplant</td>
<td>Dicots</td>
<td>Plantae</td>
<td>Magnoliopsidae</td>
<td>Caryophyllales</td>
<td>Centrospermae</td>
<td>Centromadia</td>
<td>parryi</td>
<td>BLM_S-Sensitive, XERCES_IM-Imperiled</td>
<td>Valley &amp; foothill grassland</td>
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<td></td>
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<tr>
<td><strong>Chorizanthem robusta var. robusta</strong></td>
<td>robust spineflower</td>
<td>Dicots</td>
<td>Plantae</td>
<td>Asteridae</td>
<td>Caryophyllales</td>
<td>Asteraceae</td>
<td>Chorizantha</td>
<td>robusta</td>
<td>BLM_S-Sensitive</td>
<td>Chapparral, Cismontane woodland</td>
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<td></td>
</tr>
<tr>
<td><strong>Cirsium fontanale var. campylon</strong></td>
<td>Mt. Hamilton fountain thistle</td>
<td>Dicots</td>
<td>Plantae</td>
<td>Asteridae</td>
<td>Caryophyllales</td>
<td>Asteraceae</td>
<td>Cirsium</td>
<td>fontanale</td>
<td>BLM_S-Sensitive</td>
<td>Manipal woodland, Coastal scrub</td>
<td></td>
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</tr>
<tr>
<td><strong>Clarkia concinna ssp. automixa</strong></td>
<td>Santa Clara red ribbons</td>
<td>Dicots</td>
<td>Plantae</td>
<td>Asteridae</td>
<td>Caryophyllales</td>
<td>Asteraceae</td>
<td>Clarkia</td>
<td>concinna</td>
<td>BLM_S-Sensitive</td>
<td>Coastal woodland, Coastal scrub</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Collinsia multicolor</strong></td>
<td>San Francisco collinsia</td>
<td>Dicots</td>
<td>Plantae</td>
<td>Asteridae</td>
<td>Caryophyllales</td>
<td>Asteraceae</td>
<td>Collinsia</td>
<td>multicolor</td>
<td>BLM_S-Sensitive, CDFW_SSC-Species of Special Concern, IUCN_VU-Vulnerable, USFS_S-Sensitive, USFWS_BCC-Birds of Conservation Concern</td>
<td>Broadleaf woodland, Coastal scrub</td>
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<tr>
<td><strong>Corynorhinus townsendii</strong></td>
<td>Townsend's big-eared bat</td>
<td>Mammals</td>
<td>Chordata</td>
<td>Mammalia</td>
<td>Proboscidea</td>
<td>Chiroptera</td>
<td>Corynorhinus</td>
<td>townsendii</td>
<td>BLM_S-Sensitive, CDFW_SSC-Species of Special Concern, IUCN_LC-Least Concern, SJWCC-SE-Birds of Conservation Concern</td>
<td>Freshwater marsh, Meadow &amp; seep</td>
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<tr>
<td><strong>Coturnicops noveboracensis</strong></td>
<td>yellow rail</td>
<td>Birds</td>
<td>Chordata</td>
<td>Aves</td>
<td>Passeriformes</td>
<td>Galliformes</td>
<td>Coturnicops</td>
<td>noveboracensis</td>
<td>BLM_S-Sensitive, CDFW_SSC-Species of Special Concern, IUCN_LC-Least Concern, SJWCC-SE-Birds of Conservation Concern</td>
<td>Freshwater marsh, Meadow &amp; seep</td>
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</tr>
<tr>
<td><strong>Dudleya abramsii ssp. setchellii</strong></td>
<td>Santa Clara Valley dudleya</td>
<td>Dicots</td>
<td>Plantae</td>
<td>Asteridae</td>
<td>Caryophyllales</td>
<td>Asteraceae</td>
<td>Dudleya</td>
<td>abramsii</td>
<td>BLM_S-Sensitive, CDFW_SSC-Species of Special Concern, IUCN_LC-Least Concern, SJWCC-SE-Birds of Conservation Concern</td>
<td>Cismontane woodland, Coastal scrub, Valley &amp; foothill grassland</td>
<td></td>
<td></td>
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<tr>
<td><strong>Emys marmorata</strong></td>
<td>western pond turtle</td>
<td>Reptiles</td>
<td>Reptilia</td>
<td>Reptilia</td>
<td>Testudinata</td>
<td>Testudinata</td>
<td>Emys</td>
<td>marmorata</td>
<td>BLM_S-Sensitive</td>
<td>Aquatic, Artificial flowing waters, Klamath/North coast flowing waters, Klamath/North coast standing waters, Marsh &amp; swamp, Sacramento/San Joaquin flowing waters, Sacramento/San Joaquin standing waters, South coast</td>
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</tbody>
</table>

Note: The table continues with additional species and their corresponding data, including locations and conservation statuses.
<table>
<thead>
<tr>
<th>Scientific Name</th>
<th>Common Name</th>
<th>Lifeform</th>
<th>IUCN Threatened</th>
<th>Qualified Scientific Name</th>
<th>Occurrence</th>
<th>Conservation Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Euphydryas editha bayensis</td>
<td>Bay checkerspot butterfly</td>
<td>Insects</td>
<td>Threatened</td>
<td>None</td>
<td>G5T1S1null</td>
<td>XERCES_CI-Critically Imperiled Coastal dunes, Ultramafic, Valley &amp; foothill grassland</td>
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<tr>
<td>Fritillaria liliacea</td>
<td>fragrant fritillary</td>
<td>Monocots</td>
<td>None</td>
<td>None</td>
<td>G2S2</td>
<td>USFS_S-Sensitive Cismontane woodland, Coastal prairie, Coastal scrub, Ultramafic, Valley &amp; foothill grassland</td>
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<tr>
<td>Lasius cinereus</td>
<td>hoary bat</td>
<td>Mammals</td>
<td>None</td>
<td>None</td>
<td>G5S4null</td>
<td>IUCN_LC-Least Concern, WBWG_M-Medium Priority Broadleaved upland forest, Cismontane woodland, Lower montane coniferous forest, North coast coniferous forest</td>
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<tr>
<td>Lasthenia conjugens</td>
<td>Contra Costa goldfields</td>
<td>Dicots</td>
<td>Endangered</td>
<td>None</td>
<td>G1S1</td>
<td>SB_UCB-BG_UC Berkeley Botanical Garden Alkal playas, Cismontane woodland, Valley &amp; foothill grassland, Vernal pool, Wetland</td>
</tr>
<tr>
<td>Lessingia micradaenia var. glabrates</td>
<td>smooth lessingia</td>
<td>Dicots</td>
<td>None</td>
<td>None</td>
<td>G2T2S2</td>
<td>null Chaparral, Cismontane woodland, Ultramafic, Valley &amp; foothill grassland</td>
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<tr>
<td>Malacothamnus hallii</td>
<td>Hall’s bushmallow</td>
<td>Dicots</td>
<td>None</td>
<td>None</td>
<td>G2S2</td>
<td>BLM_S-Sensitive Chaparral, Coastal scrub, Ultramafic</td>
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<td>Microcina homi</td>
<td>Hom’s micro-blind harvestman</td>
<td>Arachnids</td>
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<td>None</td>
<td>G1S1null</td>
<td>null Ultramafic, Valley &amp; foothill grassland</td>
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<td>Myotis evotis</td>
<td>long-eared myotis</td>
<td>Mammals</td>
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<td>None</td>
<td>G5S3null</td>
<td>BLM_S-Sensitive, IUCN_LC-Least Concern, WBWG_M-Medium Priority null</td>
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<tr>
<td>Plagiobothrys glaber</td>
<td>hairless popcornflower</td>
<td>Dicots</td>
<td>None</td>
<td>None</td>
<td>GHSH</td>
<td>1Anull</td>
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<tr>
<td>Senecio aphanactis</td>
<td>chaparral ragwort</td>
<td>Dicots</td>
<td>None</td>
<td>None</td>
<td>G3S2</td>
<td>2B.2null</td>
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<tr>
<td>Streptanthus albidus ssp. albidus</td>
<td>Metcalf Canyon jewelflower</td>
<td>Dicots</td>
<td>Endangered</td>
<td>None</td>
<td>G2T1S1</td>
<td>BLM_S-Sensitive, SB_RSABG-Rancho Santa Ana Botanic Garden Ultramafic, Valley &amp; foothill grassland</td>
</tr>
</tbody>
</table>
# Plant List

## Inventory of Rare and Endangered Plants

15 matches found. *Click on scientific name for details*

## Search Criteria

Found in Quad 3712137

![Modify Search Criteria](#) ![Export to Excel](#) ![Modify Columns](#) ![Modify Sort](#) ![Display Photos](#)

<table>
<thead>
<tr>
<th>Scientific Name</th>
<th>Common Name</th>
<th>Family</th>
<th>Lifeform</th>
<th>Blooming Period</th>
<th>CA Rare Plant Rank</th>
<th>State Rank</th>
<th>Global Rank</th>
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<tbody>
<tr>
<td>Androsace elongata ssp. acuta</td>
<td>California androsace</td>
<td>Primulaceae</td>
<td>annual herb</td>
<td>Mar-Jun</td>
<td>4.2</td>
<td>S3S4</td>
<td>G5? T3T4</td>
</tr>
<tr>
<td>Balsamorhiza macrolepis</td>
<td>big-scale balsamroot</td>
<td>Asteraceae</td>
<td>perennial herb</td>
<td>Mar-Jun</td>
<td>1B.2</td>
<td>S2</td>
<td>G2</td>
</tr>
<tr>
<td>Centromadia parryi ssp. congdonii</td>
<td>Congdon's tarplant</td>
<td>Asteraceae</td>
<td>annual herb</td>
<td>May-Oct (Nov)</td>
<td>1B.1</td>
<td>S2</td>
<td>G3T2</td>
</tr>
<tr>
<td>Cirsium fontinale var. campyon</td>
<td>Mt. Hamilton fountain thistle</td>
<td>Asteraceae</td>
<td>perennial herb</td>
<td>(Feb)Apr-Oct</td>
<td>1B.2</td>
<td>S2</td>
<td>G2T2</td>
</tr>
<tr>
<td>Clarkia concinna ssp. automixa</td>
<td>Santa Clara red ribbons</td>
<td>Onagraceae</td>
<td>annual herb</td>
<td>(Apr-May)</td>
<td>4.3</td>
<td>S3</td>
<td>G5?T3</td>
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<tr>
<td>Collinsia multicolor</td>
<td>San Francisco collinsia</td>
<td>Plantaginaceae</td>
<td>annual herb</td>
<td>(Feb)Mar-May</td>
<td>1B.2</td>
<td>S2</td>
<td>G2</td>
</tr>
<tr>
<td>Dudleya abramsii ssp. setchellii</td>
<td>Santa Clara Valley dudleya</td>
<td>Crassulaceae</td>
<td>perennial herb</td>
<td>Apr-Oct</td>
<td>1B.1</td>
<td>S2</td>
<td>G4T2</td>
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<tr>
<td>Fritillaria liliacea</td>
<td>fragrant fritillary</td>
<td>Liliaceae</td>
<td>perennial bulbiferous herb</td>
<td>Feb-Apr</td>
<td>1B.2</td>
<td>S2</td>
<td>G2</td>
</tr>
<tr>
<td>Lasthenia conjugens</td>
<td>Contra Costa goldfields</td>
<td>Asteraceae</td>
<td>annual herb</td>
<td>Mar-Apr (May)</td>
<td>1B.1</td>
<td>S1</td>
<td>G1</td>
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<tr>
<td>Lessingia micradenia var. glabrata</td>
<td>smooth lessingia</td>
<td>Asteraceae</td>
<td>annual herb</td>
<td>(Apr-Jun) Jul-Nov</td>
<td>1B.2</td>
<td>S2</td>
<td>G2T2</td>
</tr>
<tr>
<td>Malacothamnus hallii</td>
<td>Hall's bush-mallow</td>
<td>Malvaceae</td>
<td>perennial evergreen shrub</td>
<td>(Apr-May-Sep(Oct)</td>
<td>1B.2</td>
<td>S2</td>
<td>G2</td>
</tr>
<tr>
<td>Micropus amplifolius</td>
<td>Mt. Diablo cottonweed</td>
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<td>annual herb</td>
<td>Mar-May</td>
<td>3.2</td>
<td>S3S4</td>
<td>G3G4</td>
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<td>Plagiobothrys glaber</td>
<td>hairless popcornflower</td>
<td>Boraginaceae</td>
<td>annual herb</td>
<td>Mar-May</td>
<td>1A</td>
<td>SH</td>
<td>GH</td>
</tr>
<tr>
<td>Senecio aphanactis</td>
<td>chaparral ragwort</td>
<td>Asteraceae</td>
<td>annual herb</td>
<td>Jan-Apr (May)</td>
<td>2B.2</td>
<td>S2</td>
<td>G3</td>
</tr>
<tr>
<td>Streptanthus albidos ssp. albidos</td>
<td>Metcalf Canyon jewelflower</td>
<td>Brassicaceae</td>
<td>annual herb</td>
<td>Apr-Jul</td>
<td>1B.1</td>
<td>S1</td>
<td>G2T1</td>
</tr>
</tbody>
</table>
P1. Other Identifier: None

P2. Location: □ Not for Publication ☐ Unrestricted  
   *a. County Santa Clara County
   And (P2b and P2c or P2d. Attach a Location Map as necessary.)
   *b. USGS 7.5’ Quad San Jose  Date 1978  T: R. of Sec ____; B.M.
   c. Address: 1091–1093 S. Capitol Avenue  City San Jose  Zip 95127
   d. UTM: (give more than one for large and/or linear resources) Zone 10; 603835.49mE/ 4134473.69mN
   e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) APN: 484-34-131

P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

1091–1093 S. Capitol Avenue is a vernacular style, one-story commercial building with mid-century modern influences, located on S. Capitol Avenue near the intersection of Capitol Expressway and Story Road in San Jose. It has a square-shaped plan with a flat roof and no eaves, except on the primary façade. The building features stucco cladding throughout most of its exterior. 1091–1093 S. Capitol Avenue faces east toward S. Capitol Avenue, Capitol Expressway, and Capitol Car Wash. The subject property is adjacent to a single-family residential community to the north and west, a gas station to the south, and additional commercial businesses to the southwest. The legal parcel containing the building encompasses a surface parking lot to the east and west as well as a shed adjacent to the rear façade to the west. Immediately surrounding the building are a few mature trees.

The east (primary) façade (Figures 1 and 2) is clad in a combination of stone masonry veneer, aluminum, and glass. Three areas of stone masonry veneer flank the building’s aluminum frame windows. The building contains two bays that separate the businesses. Each bay contains a fully glazed window and main entrance. Security bars cover both windows, and a single door. The primary façade’s roofline is clad in shingles and extends as a canopy past the primary facade, supported by three thin poles. Signage identifying the business names is mounted just below the canopy, near the main entrances. (See continuation sheet.)

P3b. Resource Attributes: (List attributes and codes) HP6 (1–3 story commercial building)

P4. Resources Present: ☑ Building ☐ Structure ☑ Object ☐ Site ☑ District ☑ Element of District ☑ Other

P5a. Photograph or Drawing (Photograph required for buildings, structures and objects)

Figure 1: View of east (primary) façade, facing west. Source: ICF.

*Resource Name or # (Assigned by recorder) 1091–1093 S. Capitol Avenue

*P5b. Description of Photo: (View, date, accession #) View looking west, 5/22/2018

*P6. Date Constructed/Age and Sources: 
☑ Historic ☐ Prehistoric ☐ Both 1967 (building permit)

*P7. Owner and Address: 
Tuong Ba Tran Et Al,  
Zhen Shu Zhong Living Trust  
1326 Miramonte Way  
Mountain View, CA 94040

*P8. Recorded by: (Name, affiliation, address)  
Andrea Dumovich  
ICF  
201 Mission Street, Suite 1500  
San Francisco, CA 94105

*P9. Date Recorded: 5/22/18

*P10. Survey Type: (Describe) Intensive

*P11. Report Citation:
*Attachments: ☑ NONE ☐ Location Map ☑ Sketch Map ☑ Continuation Sheet ☑ Building, Structure, and Object Record ☑ Archaeological Record  
☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☑ Photograph Record

DPR 523A (9/2013)  
*Required Information
B1. Historic Name: Unknown
B2. Common Name: 1091–1093 S. Capitol Avenue
B3. Original Use: Commercial Retail Building
B4. Present Use: Commercial Retail Building
*B5. Architectural Style: Vernacular Commercial
*B6. Construction History: (Construction date, alteration, and date of alterations)

1091–1093 S. Capitol Avenue was built in 1967, as indicated by the original building permit. Based on available records at the City of San Jose Permit Center, relatively few permits have been issued for the building since its initial construction. A permit was issued in 1980 without additional details. In 2002, a permit was issued to replace six exterior lights in-kind. Again, in 2002, a permit was issued for tenant improvements, including deli remodeling, van parking, bathroom upgrade, and installation of kitchen equipment. In 2013 the building was reroofed in-kind.

*B7. Moved? ☑ No ☐ Yes ☐ Unknown Date: N/A Original Location: N/A

*B8. Related Features: n/a

*B10. Significance: Theme N/A Area N/A

Period of Significance N/A Property Type N/A Applicable Criteria N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Historic Context: San Jose

Nearing the middle of the nineteenth century, William Campbell recorded the first survey of San Jose, assigning blocks and lot numbers. In 1848, Chester Lyman continued the survey, helping to establish the grid pattern that is recognizable in the city today. At that time, the city’s boundaries encompassed the land east of the Plaza de Cesar Chavez up to 8th Street, Julian Street to the north and Reed Street to the south. The 3-mile-wide city core remained as such until the twentieth century. San Jose remained a compact city surrounded by acres of agricultural lands dotted with small agriculture-oriented communities such as Berryessa, Alum Rock, and Hillsdale well into the twentieth century (2003 Santa Clara Valley Transportation Authority:13; 2010 Santa Clara Valley Transportation Authority:21).

As San Jose began to emerge as an economic and mercantile leader of the Santa Clara Valley and the southern San Francisco Bay Area in the late nineteenth century, the city’s core expanded. Along with city-center growth came the expansion of the city’s residential peripheries. Early growth corridors in San Jose extended south along the Southern Pacific Railroad and east (originally East San Jose) along Santa Clara/Alum Rock Avenue (2003 Santa Clara Valley Transportation Authority:13; 2010 Santa Clara Valley Transportation Authority:21).

(See continuation sheet.)

B11. Additional Resource Attributes: (List attributes and codes) n/a

*B12. References: (See continuation sheet.)
B13. Remarks: n/a
*B14. Evaluator: Andrea Dumovich, ICF
*Date of Evaluation: 5/23/2018

(This space reserved for official comments.)
Bayshore Highway in 1927, and widening and realigning the Santa Cruz Highway. In the 1920s and 1930s, streetcars were neglected and replaced by private bus lines. Construction of the Bayshore Freeway (U.S. 101), which cut through East San Jose, was completed in the mid-1950s (2012 County of Santa Clara:44). After more than a decade of limited housing construction due to the depression of the 1930s and materials rationing during World War II, Population growth in the vicinity of San Jose was fast even by postwar Bay Area standards; by the mid-1950s, Santa Clara County accounted for nearly half the total population increase in the Bay Area. Before 1940 and 1950, the population of Santa Clara County grew from about 175,000 to 291,000. In 1949 alone, Bay Area local governments issued more than 25,000 permits for family dwelling units, including 5,000 in Santa Clara County. The following year, the number of permits issued nearly doubled (2010 Santa Clara Valley Transportation Authority:14-15). East San Jose was later annexed by the City of San Jose in 1911.

Railroads and horse-drawn buggies were the main transportation method of Santa Clara County until approximately 1910. In the years following, trains and train depots in San Jose closed due to the introduction of the automobile. By 1928, San Jose's municipal streets had been paved and bridges originally constructed of wood were replaced with concrete bridges. The rise of the automobile led to increased traffic and by 1930 San Jose had the worst weekday traffic count in the state. Highway improvements were undertaken to alleviate congestion, such as widening the San Francisco and Oakland highways from 1929 through 1932, constructing Santa Clara County's Bayshore Highway in 1927, and widening and realigning the Santa Cruz Highway. In the 1920s and 1930s, streetcars were neglected and replaced by private bus lines. Construction of the Bayshore Freeway (U.S. 101), which cut through East San Jose, was completed in the mid-1950s(2012 County of Santa Clara:44).

Beginning in the mid-twentieth century, the agrarian land-use pattern on the outskirts of San Jose was replaced by dense urban housing, commercial centers, and the technology industry that created Silicon Valley. This development pattern is typical throughout the Bay Area. After more than a decade of limited housing construction due to the depression of the 1930s and materials rationing during World War II, new residential construction skyrocketed during the late 1940s, both to meet pent-up demand and to account for rapid population increases. Between 1940 and 1950, the population of Santa Clara County grew from about 175,000 to 291,000. In 1949 alone, Bay Area local governments issued more than 25,000 permits for family dwelling units, including 5,000 in Santa Clara County. The following year, the number of permits issued nearly doubled (2010 Santa Clara Valley Transportation Authority:21).

During the 1950s and 1960s, the City of San Jose undertook an aggressive annexation campaign, opening large areas to city services such as road and sewer improvements. Those annexations, combined with the attraction of new industries and major employers to the area, propelled sustained residential and commercial development on former orchard lands (2010 Santa Clara Valley Transportation Authority:21). Population growth in the vicinity of San Jose was fast even by postwar Bay Area standards; by the mid-1950s, Santa Clara County accounted for nearly half the total population increase in the Bay Area. Following pre–World War II development patterns, a number of new subdivisions clustered in the Alum Rock neighborhood (located immediately north of the subject property) during the 1950s, extending east and north toward the San Jose Country Club and Alum Rock Park. Subdivisions south of Alum Rock Avenue (an area adjacent to the subject property) were more modest, and entire tracts were built up with nearly identical ranch-style houses. Others developed later, during the 1960s to 1980s, particularly after the construction of Capitol Expressway provided convenient cross-town travel. Commercial areas, such as those along S. Capitol Avenue, developed to support these neighborhoods and increased population. Planned communities also developed as part of the post-World War II trend, which were neighborhoods designed as miniature cities near industrial plants that would provide jobs, with schools, parks, and commercial areas to serve the residents (2010 Santa Clara Valley Transportation Authority:28).

Ownership and Occupant History
Based on the original 1967 building permit, the building’s original owner was Gordon Migues. Deed records show that Marshall C and Aurelia R Ciubal were building owners in 1987. From 1987 to 1996 the owners were Hien Phat Huynh and Cuc Thi Ong as indicated by the deed records. In 1996, Tuong Ba Tran and Zhen Shu Zhong /Tuong Ba Tran Et Al & Zhen Shu Zhong Living Trust became owners, per the deed.

DPR 523L (9/2013)
The known owners of 1091–1093 S. Capitol Avenue, based on available deed records held by the County of Santa Clara Clerk-Recorder and building permits held by the City of San Jose Permit Center, are summarized in the table below:

<table>
<thead>
<tr>
<th>Year</th>
<th>Owner</th>
</tr>
</thead>
<tbody>
<tr>
<td>1967</td>
<td>Gordon Migues</td>
</tr>
<tr>
<td>Unknown–1987</td>
<td>Marshall C Ciubal &amp; Aurelia R Ciubal</td>
</tr>
<tr>
<td>1987–1996</td>
<td>Hien Phat Huynh &amp; Cuc Thi Ong</td>
</tr>
<tr>
<td>1996–present</td>
<td>Tuong Ba Tran &amp; Zhen Shu Zhong /Tuong Ba Tran Et Al &amp; Zhen Shu Zhong Living Trust</td>
</tr>
</tbody>
</table>

Based on available city directories, numerous commercial tenants have occupied the subject building since it was constructed in 1967. Tenants have included a fish store, food store, church, nail salon, water supply store, and BBQ eatery. A few of the building’s commercial spaces were listed as “xxxx” in city directories throughout the years. None of the tenants remained in the building longer than 10 years. Based on existing signage, the building’s current tenants include VT Spa and Premium Car Stereo.

**California Register of Historical Resources Evaluation of 1091–1093 S. Capitol Avenue:**

1091–1093 S. Capitol Avenue is not currently listed in, and has not been found eligible for listing in, the California Register of Historical Resources (CRHR). The following provides an evaluation of 1091–1093 S. Capitol Avenue under CRHR Criteria 1–4:

**CRITERION 1 (Events):**

1091–1093 S. Capitol Avenue is not associated with any event(s) of historical significance at the local, state, or national level. The building is a product of suburban commercial retail development in San Jose and is a typical example of such a development pattern. East San Jose, where the subject property is located, was once agrarian land that developed as residential outgrowth caused by San Jose’s expanding downtown and economic prosperity. Suburban commercial retail buildings were constructed throughout San Jose during the 1950s and 1960s in response to the rise in suburban residential development. Research conducted on the building’s occupants did not reveal that the building fostered early or remarkable business growth for any of its tenants, or for San Jose at large, and it is unlikely that any one of them made substantial contributions to the local or regional economy in the relatively short amount of time it occupied the building. The building does not appear to be associated with broad patterns of local or regional history or with the cultural heritage of California or the United States. Therefore, the building at 1091–1093 S. Capitol Avenue is not significant under CRHR Criteria 1.

**CRITERION 2 (Person):**

1091–1093 S. Capitol Avenue is not associated with any person(s) of historical significance. The building has been occupied for over 50 years by various commercial tenants. Individuals were employed by the business tenants and worked within 1091–1093 S. Capitol Avenue, but no individual would have had a sustained association with the building to the extent necessary to imbue significance under Criterion 2. Individuals affiliated with the building’s various tenants would not have contributed substantially to local, California, or national history through their day-to-day involvement in the building’s business functions. Furthermore, the past owners of the parcel do not appear to have had direct associations with the commercial activities that occurred within 1091–1093 S. Capitol Avenue; as such, it is extremely unlikely that the building would convey any potential significance that previous owners might have had. Therefore, 1091–1093 S. Capitol Avenue is not significant under CRHR Criterion 2.

**CRITERION 3 (Design/Construction):**

1091–1093 S. Capitol Avenue is a vernacular commercial retail building that lacks specific architectural style. This stand-alone mid-century commercial modern building type is one that is commonly found throughout San Jose, East San Jose, the greater County of Santa Clara, and the state of California. The building is a typical and unremarkable building type constructed in the 1960s. Although the original building permit was obtained, the architect was not listed and is unknown. The building does not possess architectural merit to be considered the work of a master nor is it known to be associated with the work of a modern master architect. Therefore, the building at 1091–1093 S. Capitol Avenue is not significant under CRHR Criterion 3.

**CRITERION 4 (Information Potential):**

DPR 523L (9/2013)
The subject property does not appear to be a source, or likely source, of important historical information not already captured in the historic record. Therefore, the building at 1091–1093 S. Capitol Avenue is not significant under CRHR Criterion 4.

Conclusion
Based on an evaluation of the building at 1091–1093 S. Capitol Avenue under CRHR Criteria 1-4, the building is not eligible for individual listing on the CRHR. The property is therefore not a historical resource for the purposes of the California Environmental Quality Act (CEQA) in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

*B12. References (continued):

City of San Jose Permit Center. 1967–2013. Various building permits issued for the subject parcel.


Additional Photographs:

Figure 2. View of east façade, facing west, 5/22/2018.

Figure 3. View of north façade, facing south, 5/22/2018.

Figure 4. View of south façade, facing north, 5/22/2018.

Figure 5. View of west (rear) façade, facing east, 5/22/2018.
**P1. Other Identifier:** S&S Guru Market

**P2. Location:**
- **Not for Publication**
- **Unrestricted**
- **a. County:** Santa Clara County

**P3a. Description:**

1148 S. Capitol Avenue is vernacular style, one-story commercial building with mid-century modern influences, located on S. Capitol Avenue near the intersection of S. Capitol Avenue and Kollmar Drive as well as the intersection of Capitol Expressway and Story Road in San Jose. It has a rectangular-shaped plan with a flat roof and no eaves, except for a marquee along the south (primary) façade. The building features a mixture of stucco cladding, concrete block covered in stucco, and stone masonry veneer. Fenestration is limited to the south (primary) façade. 1148 S. Capitol Avenue faces south toward Kollmar Drive, and is adjacent to Capitol Expressway. The subject property neighbors a gas station to the north, multifamily housing to the south, and Pep Boys Autos Parts & Service to the east. The legal parcel containing the building encompasses a surface parking lot to the south. Immediately surrounding the building are a few mature trees and shrubs.

The south (primary) façade (Figures 1, 2, and 3) is clad in a combination of stone masonry veneer, corrugated asbestos sheets, aluminum, and glass. The two areas of stone masonry veneer are located at either ends of the primary façade, encasing an aluminum-frame window assembly that extends most of the façade’s width. The center of the façade contains the building’s main entrance, comprising a fully glazed pair of doors. A row of aluminum-frame transom windows reside above the window assembly and main entrance. The roofline extends past the entire primary façade, forming a marquee, and is clad in green corrugated panels. (See continuation sheet.)

**P3b. Resource Attributes:**

(Please list attributes and codes) HP6 (1–3 story commercial building)

**P4. Resources Present:**
- Building
- Structure
- Object
- Site
- District
- Element of District
- Other

**Figure 1:** View of south (primary) façade, facing north. Source: ICF.
B1. Historic Name: Unknown
B2. Common Name: 1148 S. Capitol Avenue
B3. Original Use Commercial Retail Building B4. Present Use: Commercial Retail Building
*B5. Architectural Style: Vernacular Commercial
*B6. Construction History: (Construction date, alteration, and date of alterations)

1148 S. Capitol Avenue was built in 1965, as indicated by the original building permit. Based on available records at the City of San Jose Permit Center, relatively few permits have been issued for the building since its initial construction. A permit was issued in 1972 without additional details. In 2002, a permit was issued to replace toilets. In 2003, an electrical permit was issued.

*B7. Moved? ☑ No ☐ Yes ☐ Unknown Date: N/A Original Location: N/A
*B8. Related Features: n/a
*B10. Significance: Theme N/A Area N/A
Period of Significance N/A Property Type N/A Applicable Criteria N/A

Historic Context: San Jose
Nearing the middle of the nineteenth century, William Campbell recorded the first survey of San Jose, assigning blocks and lot numbers. In 1848, Chester Lyman continued the survey, helping to establish the grid pattern that is recognizable in the city today. At that time, the city’s boundaries encompassed the land east of the Plaza de Cesar Chavez up to 8th Street, Julian Street to the north and Reed Street to the south. The 3-mile-wide city core remained as such until the twentieth century. San Jose remained a compact city surrounded by acres of agricultural lands dotted with small agricultural-oriented communities such as Berryessa, Alum Rock, and Hillsdale well into the twentieth century (2003 Santa Clara Valley Transportation Authority:13; 2010 Santa Clara Valley Transportation Authority:21).

As San Jose began to emerge as an economic and mercantile leader of the Santa Clara Valley and the southern San Francisco Bay Area in the late nineteenth century, the city’s core expanded. Along with city-center growth came the expansion of the city’s residential peripheries. Early growth corridors in San Jose extended south along the Southern Pacific Railroad and east (originally East San Jose) along Santa Clara/Alum Rock Avenue (2003 Santa Clara Valley Transportation Authority:13; 2010 Santa Clara Valley Transportation Authority:21).

(See continuation sheet.)

B11. Additional Resource Attributes: (List attributes and codes) n/a
*B12. References: (See continuation sheet.)
B13. Remarks: n/a
*B14. Evaluator: Andrea Dumovich, ICF
*Date of Evaluation: 5/23/2018

(This space reserved for official comments.)
The west façade (Figures 2, 3, and 5) features a stucco wall with no ornamentation or fenestration. A few utility poles are fastened to the façade, some of which extend past the roofline. This façade also contains the marquee’s west façade, which has the building’s address and signage identifying the building as “S&S Guru’s Market, Grocery – Beer – & Wine.” The building’s east façade (Figures 1 and 6) is similar to the west façade in shape, however it appears to be clad in concrete block covered with stucco. It lacks fenestration and contains the eastern facade of the extended volume at the roofline that primarily faces south. A geometric pattern is painted onto the east façade. A chain-linked fence encloses the area immediately surrounding the east façade. Additionally, a make-shift one-story projected volume or shed, which appears to be partially constructed of wood or plywood, is adjacent to the east façade (Figure 6). The building’s north (rear) façade appears to be clad in concrete block covered with stucco (Figures 4 and 5). It lacks fenestration and eaves. A geometric pattern is painted onto the façade. A standalone sign identifying the business as “S&S Guru Market” is mounted to the perimeter of the parking lot, adjacent to the south (primary) façade (Figure 7).

The subject property is located in East San Jose, which today is a residential suburb located approximately two miles from downtown’s Plaza de Cesar Chavez, that resides primarily east of U.S. 101 in San Jose. Originally, East San Jose was defined as the area located east of Coyote Creek between South 19th and South 24th Streets, and south of East Santa Clara Street and developed as a residential outgrowth of the city’s core.. Not counting a small group of residences located in the East San Jose Homestead Association subdivision and some commercial buildings on East Santa Clara Street, East San Jose was mostly undeveloped through the nineteenth century. By 1876, East San Jose had undergone development of 250 homes and one school. This development particularly thrived due to early transportation access. The San Jose & Santa Clara Railroad began running along Santa Clara Street in 1868. As a result of this transit and downtown’s thriving economy, many residential tracts of East San Jose were later established in the 1880s and into the twentieth century (2003 Santa Clara Valley Transportation Authority:14-15). East San Jose was later annexed by the City of San Jose in 1911.

Railroads and horse-drawn buggies were the main transportation method of Santa Clara County until approximately 1910. In the years following, trains and train depots in San Jose closed due to the introduction of the automobile. By 1928, San Jose’s municipal streets had been paved and bridges originally constructed of wood were replaced with concrete bridges. Paving of the automobile led to increased traffic and by 1930 San Jose had the worst weekday traffic count in the state. Highway improvements were undertaken to alleviate congestion, such as widening the San Francisco and Oakland highways from 1929 through 1932, constructing Santa Clara County’s Bayshore Highway in 1927, and widening and realigning the Santa Cruz Highway. In the 1920s and 1930s, streetcars were neglected and replaced by private bus lines. Construction of the Bayshore Freeway (U.S. 101), which cut through East San Jose, was completed in the mid-1950s (2012 County of Santa Clara:44).

Beginning in the mid-twentieth century, the agrarian land-use pattern on the outskirts of San Jose was replaced by dense urban housing, commercial centers, and the technology industry that created Silicon Valley. This development pattern is typical throughout the Bay Area. After more than a decade of limited housing construction due to the depression of the 1930s and materials rationing during World War II, new residential construction skyrocketed during the late 1940s, both to meet pent-up demand and to account for rapid population increases. Between 1940 and 1950, the population of Santa Clara County grew from about 175,000 to 291,000. In 1949 alone, Bay Area local governments issued more than 25,000 permits for family dwelling units, including 5,000 in Santa Clara County. The following year, the number of permits issued nearly doubled (2010 Santa Clara Valley Transportation Authority:21).

During the 1950s and 1960s, the City of San Jose undertook an aggressive annexation campaign, opening large areas to city services such as road and sewer improvements. Those annexations, combined with the attraction of new industries and major employers to the area, propelled sustained residential and commercial development on former orchard lands (2010 Santa Clara Valley Transportation Authority:21). Population growth in the vicinity of San Jose was fast even by postwar Bay Area standards; by the mid-1950s, Santa Clara County accounted for nearly half the total population increase in the Bay Area. Following pre–World War II development patterns, a number of new subdivisions clustered in the Alum Rock neighborhood (located immediately north of the subject property) during the 1950s, extending east and north toward the San Jose Country Club and Alum Rock Park. Subdivisions south of Alum Rock Avenue (an area adjacent to the subject property) were more modest, and entire tracts were built up with nearly identical ranch-style houses. Others developed later, during the 1960s to 1980s, particularly after the construction of Capitol Expressway provided convenient cross-town travel. Commercial areas, such as those along S. Capitol Avenue, developed to support these neighborhoods and increased population. Planned communities also developed as part of the post-World War II trend, which were neighborhoods designed as miniature cities near industrial plants that would provide jobs, with schools, parks, and commercial areas to serve the residents (2010 Santa Clara Valley Transportation Authority:28).

Ownership and Occupant History
Based on the original 1965 building permit, the building’s original owner was David D. Bohannon, a well-known Bay Area developer. In 1954, David D. Bohannon opened the 200-acre Bohannon Industrial Office Park, located in Menlo Park, adjacent to his previous suburban development Belle Haven and immediately south of the recently constructed new Bayshore Highway. Bohannon began his career in...
Peninsula real estate development in 1928. He developed thousands of residential properties throughout San Mateo, Alameda, and Santa Clara Counties prior to developing Bohannon Industrial Office Park. His first commercial development projects include San Lorenzo Village Shopping Center constructed in San Lorenzo in 1944, as well as San Mateo’s Hillsdale Shopping Center in San Mateo and Bohannon Industrial Office Park in Menlo Park 1954 as well as (Bohannon 2016). Deed records show Ophelia E Bohannon Trust and Barbara Carlton Trust were the building owners in 1986. From 1986 to present, deed records indicate the building owners are Ibrahim N Abdulkariem and Mahfouza M Abdulkariem Trust. Research did not uncover any substantial details regarding these owners at the time they were in possession of the building.

The known owners of 1148 S. Capitol Avenue, based on available deed records held by the County of Santa Clara Clerk-Recorder and building permits held by the City of San Jose Permit Center, are summarized in the table below:

<table>
<thead>
<tr>
<th>Year</th>
<th>Owner</th>
</tr>
</thead>
<tbody>
<tr>
<td>1965–unknown</td>
<td>David D. Bohannon</td>
</tr>
<tr>
<td>Unknown–1986</td>
<td>Ophelia E Bohannon Trust and Barbara Carlton Trust</td>
</tr>
<tr>
<td>1986–present</td>
<td>Ibrahim N Abdulkariem and Mahfouza M Abdulkariem Trust</td>
</tr>
</tbody>
</table>

Based on available city directories, commercial tenants that occupied the subject building since it was constructed in 1965 have changed throughout the years, however the use has remained primarily a market throughout the building’s lifespan. The property was first listed in city directories in 1975 as Stop N Go Markets. In 1981, the building’s commercial space was listed as “xxxx” in the city directory. In 1985, a deli with market was listed as the building’s occupant, and remained as such for at least 10 years. The building’s current tenant, S&S Market, has occupied the building the longest, since 1999.

California Register of Historical Resources Evaluation of 1148 S. Capitol Avenue

1148 S. Capitol Avenue is not currently listed in, and has not been found eligible for listing in, the California Register of Historical Resources (CRHR). The following provides an evaluation of 1148 S. Capitol Avenue under CRHR Criteria 1–4:

CRITERION 1 (Events):

1148 S. Capitol Avenue is not associated with any event(s) of historical significance at the local, state, or national level. The building is a product of suburban commercial retail development in San Jose and is a typical example of such a development pattern. East San Jose, where the subject property is located, was once agrarian land that developed as residential outgrowth caused by San Jose’s expanding downtown and economic prosperity. Suburban commercial retail buildings were constructed throughout San Jose during the 1950s and 1960s in response to suburban residential development patterns. Research conducted on the building’s occupants did not reveal that the building fostered early or remarkable business growth for any of its tenants, or for San Jose at large, and it is unlikely that any one of them made substantial contribution to the local or regional economy in the relatively short amount of time it occupied the building. While research did uncover well-known Bay Area developer David D. Bohannon as the building’s original owner, Bohannon’s work developing thousands of homes in the greater Bay Area is not represented by the building at 1148 S. Capitol Avenue or his ownership of it. Bohannon began his career in the 1920s, and by the 1940s he had already developed 25,000 residential homes throughout San Mateo, Alameda, and Santa Clara Counties—all of which occurred well before the subject building was constructed in 1965. His first commercial centers were located outside of San Jose, in the cities of San Lorenzo, San Mateo, and Menlo Park. While Bohannon contributed to the Bay Area's regional suburban growth—both residential and commercial—he developed work is not significantly associated with San Jose's overall development pattern or of the immediate area where the subject building resides. Furthermore, although Bohannon developed San Jose’s Mayfair Heights community, Almaden Plaza, and Park Westwood Shopping Center, the subject property is not located in, or associated with, any of those more prominent developments. The building does not appear to be associated with broad patterns of local or regional history or with the cultural heritage of California or the United States. Therefore, the building at 1148 S. Capitol Avenue is not significant under CRHR Criteria 1.

CRITERION 2 (Person):

1148 S. Capitol Avenue is not associated with any person(s) of historical significance. The building has been occupied for over 50 years by various commercial tenants. Individuals were employed by the business tenants and worked within 1148 S. Capitol Avenue, but no individual would have had a sustained association with the building to the extent necessary to imbue significance under Criterion 2. Individuals affiliated with the building’s various tenants would not have contributed substantially to local, California, or national history through their day-to-day involvement in the building’s business functions as a market and deli. Furthermore, the past owners of the parcel do not appear to have had direct associations with the commercial activities that occurred within 1148 S. Capitol Avenue; as such, it is extremely unlikely that the building would convey any potential significance that previous owners might have had. While David D. Bohannon was a prolific Bay Area developer, 1148 S. Capitol Avenue was developed later in his career after he had previously developed thousands of residential properties.
Bohannon continued to develop commercial and industrial office parks for much of the twentieth century. Additionally, the building at 1148 S. Capitol Avenue does not represent an important period in the developer's career. Although Bohannon owned the building at 1148 S. Capitol Avenue, his ownership and any associations with the building at 1148 S. Capitol Avenue are not important to local, California, or national history. Therefore, the building at 1148 S. Capitol Avenue is not significant under CRHR Criterion 2.

CRITERION 3 (Design/Construction):

1148 S. Capitol Avenue is a vernacular commercial retail building that lacks specific architectural style. This stand-alone vernacular/mid-century modern commercial building type is one that is commonly found throughout San Jose, East San Jose, the greater County of Santa Clara, and the state of California. The building is a typical and unremarkable building type constructed in the 1960s. Although the original building permit was obtained, the architect was not listed and is unknown. The building does not possess architectural merit to be considered the work of a master nor is it known to be associated with the work of a modern master architect. Therefore, the building at 1148 S. Capitol Avenue is not significant under CRHR Criterion 3.

CRITERION 4 (Information Potential):

The subject property does not appear to be a source, or likely source, of important historical information not already captured in the historic record. Therefore, the building at 1148 S. Capitol Avenue is not significant under CRHR Criterion 4.

Conclusion

Based on an evaluation of the building at 1148 S. Capitol Avenue under CRHR Criteria 1-4, the building is not eligible for individual listing on the CRHR. The property is therefore not a historical resource for the purposes of the California Environmental Quality Act (CEQA) in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

*B12. References (continued):


City of San Jose Permit Center. 1965–2003. Various building permits issued for the subject parcel.

County of Santa Clara Clerk-Recorder. 1986. Single deed issued for the subject parcel.


Figure 2. View of south façade, facing northeast, 5/22/2018.

Figure 3. View of west façade, facing east, 5/22/2018.

Figure 4. View of north façade, facing south, 5/22/2018.

Figure 5. View of north and west façade, facing southeast, 5/22/2018.

Figure 6. View of east facade, facing north, 5/22/2018.

Figure 7. View of signage, facing south, 5/22/2018.
Eastridge to BART Regional Connector: Capitol Expressway Light Rail Project
Final Cultural Resources Memorandum

Prepared By: Lily Arias, M.A., Archaeologist
              Tait Elder, M.A, R.P.A., Archaeologist
              ICF
Date: May 16, 2018

Introduction and Project Description

The Santa Clara Valley Transportation Authority (VTA) is proposing to construct the Eastridge to BART Regional Connector: Capitol Expressway Light Rail Project (approved project) within the City of San Jose (see Figure 1 in Appendix A). The approved project would extend light rail by 2.4 miles along Capitol Expressway from the existing Alum Rock Light Rail Station to the Eastridge Transit Center (see Figure 2 in Appendix A). As discussed in more detail below, VTA, as the lead agency under the California Environmental Quality Act (CEQA), is proposing changes to certain elements of the approved project. At this time, VTA is not pursuing federal funding; therefore, previous documentation under the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (Section 106) has not been updated.

The approved project has undergone CEQA and NEPA environmental review in the past. VTA’s Board of Directors certified a Final Environmental Impact Report (EIR) in May 2005, a Final Supplemental EIR in August 2007, and a Subsequent Initial Study/Mitigated Negative Declaration in March 2014 for the approved project. VTA also prepared a Draft Environmental Impact Statement (EIS) in April 2004 and prepared a Supplemental Draft EIS in May 2012 but never completed the federal environmental process under NEPA. VTA is currently preparing a second Subsequent Initial Study and a second Supplemental EIR under CEQA that proposes the following changes to the approved project:

- Extension of the aerial guideway to grade-separate the Ocala Avenue and Cunningham Avenue intersections. The approximately 1.25 miles of aerial guideway would extend from south of Story Road to north of Tully Road. This activity would require the installation of driven piles underneath the aerial guideway support structures.

- Revisions to Capitol Expressway roadway lane configurations (including the conversion of the existing high-occupancy vehicle lanes to general purpose traffic lanes and maintaining eight lanes between Story Road and Capitol Avenue).
- Modifications to Eastridge Station platforms and track.
- Reduction in parking spaces at Eastridge Park-and-Ride Lot.
- Relocation of the Story Station pedestrian overcrossing.
- Modification to Story Station pedestrian access.
- Relocation of a construction staging area.

For the purpose of this study, the area in which direct project ground disturbance is anticipated is referred to as the *project footprint*. The proposed changes to the approved project (specifically the addition of the 1.25-mile aerial guideway segment, relocation of the Story Station pedestrian overcrossing, and revisions to the relocation of PG&E electrical transmission facilities) would result in new ground disturbing activities within the project footprint. No new ground disturbing activities are proposed outside of the project footprint. In addition, the project footprint associated with the proposed changes to the approved project has not materially changed from the project footprint for the approved project. Furthermore, the depth of ground disturbance associated with the addition of the 1.25-mile aerial guideway segment would require pile driving to a depth similar to the anticipated ground disturbance that was previously analyzed for the approved project (up to 100 feet below the ground surface).

The purpose of this memorandum is to analyze the potential impacts of the proposed design changes on archaeological resources within the project footprint. This will be accomplished by reviewing the findings of previous analyses, performing an updated records review and continued Native American consultation, and reviewing previous analyses of buried archaeological resource sensitivity.

**Background**

As stated above, the approved project has undergone several iterations of environmental review since 2003. VTA and the Federal Transit Administration originally submitted the *Section 106 Cultural Resources Investigations for the Capitol Expressway Corridor, San Jose, Santa Clara County* to the State Historic Preservation Officer (SHPO) in May 2003 as part of the EIS/EIR process. Three prehistoric archaeological resources (CA-SCL-68, CA-SCL-327, and CA-SCL-778) were identified as well as several architectural properties and bridges. However, due to lack of federal funding, VTA suspended the Section 106 process in 2003 (Jones & Stokes 2005).

In 2005, a *Revised Draft Cultural Resources Investigation and Findings of Effect for the Capitol Expressway Transit Corridor, San Jose, Santa Clara County* (Jones & Stokes 2005) was prepared to reflect a reduction in the project footprint from 8.2 miles to 3.1 miles. Due to this change in the project footprint, two out of the three archaeological sites (CA-SCL-68 and CA-SCL-778) identified in the 2001 were no longer located within the project footprint. In May 2005, VTA's Board of Directors certified a Final EIR.

In August 2007, VTA's Board of Directors certified a Final Supplemental EIR that approved changes to the project to improve operations, minimize right-of-way acquisitions, reduce environmental issues, and lower costs. These changes included reducing the project further, from approximately 3.1 miles to 2.3 miles. As a result, the third archaeological site identified during the 2001 records...
search (CA-SCL-327) was no longer located within the project footprint (ICF International 2010) as shown in Figure 4 in Appendix A. The project footprint is shown in Figure 2 and on a U.S. Geological Survey Quadrangle Map in Figure 3 in Appendix A.

In 2009, a decline in local and state funding resulted in VTA preparing a Supplemental Draft EIS to compete for federal funding. During the federal environmental process, VTA, in coordination with the Federal Transit Administration, notified SHPO that no historic properties were identified within the area of potential effects and requested a finding of no historic properties affected from SHPO. SHPO concurred with the finding on August 16, 2010. In 2017, VTA suspended the federal process again due to lack of federal funding; therefore, this memorandum does not include an update to the Section 106 analysis.

Cultural Resources Review

Due to the passage of time between previous cultural resources review and the proposed changes to the approved project, an updated cultural resources review is necessary. As discussed in detail below, this includes the following updates to identify any known archaeological resources and the potential for discovering unknown resources within the project footprint: an updated literature review at the Sonoma State University Northwest Information Center (NWIC), reviews of previously-prepared buried archaeological resource sensitivity analyses, a new Sacred Lands File (SLF) search, and continued consultation with Native American individuals.

Updated Literature Review at the Northwest Information Center

As part of the initial Section 106 process, a literature review was conducted at the NWIC in 2001. As a result of this review, three previously recorded prehistoric sites (CA-SCL-68, CA-SCL-327, and CA-SCL-778) as well as several architectural resources and bridges were identified within the project footprint.

In 2004 and 2009, updated literature reviews were conducted to address changes in the project footprint. No additional resources were identified as a result of either review. Also, given the changes in the project footprint in 2003 and 2007, the three prehistoric sites (CA-SCL-68, CA-SCL-327, and CA-SCL-778) identified in the 2001 literature review were no longer within the project footprint.

An updated literature review was conducted at the NWIC on February 5, 2018, to identify cultural resources or cultural resources studies within 0.25 mile of the project footprint that were not identified during previous records review efforts. The updated review did not identify any new known archaeological resources within the project footprint. It did, however, identify one prehistoric resource (P-43-000334/SCL-327) outside the project footprint but within 0.25 mile of the southern end of the project footprint (see Figure 4 in Appendix A).

- P-43-000334/SCL-327. This resource consists of a midden deposit with concentrations of fire cracked rock, marine shell, and sparse lithicdebitage. CA-SCL-327 is located approximately 0.2 mile south of the southern end of the project footprint. CA-SCL-327 was also identified in the previous records searches.
Although there are known archaeological resources in proximity to the project footprint, there are no known resources within the project footprint.

As shown in Table 1, the updated literature review identified 14 cultural resources studies that have been conducted in or adjacent to the project footprint. Of these, five were submitted to the NWIC after the previous records review.

### Table 1. Previously Conducted Cultural Resources Studies In or Adjacent to the Project Footprint

<table>
<thead>
<tr>
<th>Number</th>
<th>Author</th>
<th>Date</th>
<th>Title</th>
<th>Results</th>
</tr>
</thead>
<tbody>
<tr>
<td>4571</td>
<td>Miley Paul Holman</td>
<td>1978</td>
<td>An Archaeological Reconnaissance of the Proposed Lands of Abbot and Sudderth in East San Jose, California (letter report)</td>
<td>no associated resources</td>
</tr>
<tr>
<td>7504</td>
<td>Basin Research Associates, Inc.</td>
<td>1983</td>
<td>Archaeological Survey Report, Reid-Hillview Airport: 50 Tiedown Project, Located at Capitol Expressway, Tully Road and Swift Avenue, City of San Jose</td>
<td>no associated resources</td>
</tr>
<tr>
<td>9544</td>
<td>Rebecca Loveland, et al.</td>
<td>1987</td>
<td>Historic Property Survey of the Proposed Capitol Expressway Commuter Lane Project, City of San Jose, Santa Clara County, California</td>
<td>no associated resources</td>
</tr>
<tr>
<td>12023</td>
<td>Angela M. Banet, et al.</td>
<td>1990</td>
<td>Cultural Resources Assessment for the Story Road Redevelopment Project Area, City of San Jose, Santa Clara County, California</td>
<td>no associated resources</td>
</tr>
<tr>
<td>13802</td>
<td>Miley Paul Holman</td>
<td>1991</td>
<td>Archaeological Archival Research and Field Inspection of the Evergreen Specific Plan Offsite Improvements to Roadways (letter report)</td>
<td>no associated resources</td>
</tr>
<tr>
<td>23109</td>
<td>Ward Hill and Marjorie Dobkin</td>
<td>1999</td>
<td>Cultural Resources Assessment Report, Capitol Light Rail Project, Santa Clara Valley Transportation Authority, City of San Jose, Santa Clara County, California</td>
<td>21 built resources</td>
</tr>
<tr>
<td>Number</td>
<td>Author</td>
<td>Date</td>
<td>Title</td>
<td>Results</td>
</tr>
<tr>
<td>------------</td>
<td>--------------------------------------</td>
<td>------</td>
<td>----------------------------------------------------------------------------------------------------------------------------------------</td>
<td>---------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>23382</td>
<td>Basin Research Associates, Inc.</td>
<td>2000</td>
<td><em>Cultural Resources Assessment, Historic Properties Affected or Potentially Affected by the South Bay Water Recycling Program Phase 2 Facilities, Modifications to Existing Segments SJ-1, SJ-2, SC-2, SC-5, M-1 and New Segments SJ-3, SJ-4, SJ-5, SJ-6, SJ-7, M-2, M-5, Cities of San Jose and Milpitas, Santa Clara County</em></td>
<td>6 built resources, 1 unrecorded prehistoric resource within project area (C-839)</td>
</tr>
<tr>
<td>31890</td>
<td>Stuart Guedon</td>
<td>2005</td>
<td><em>Archaeological Evaluation Report, Ocala Avenue and White Road Widening, City of San Jose, Santa Clara County</em></td>
<td>no associated resources</td>
</tr>
<tr>
<td>44038</td>
<td>ICF International</td>
<td>2010</td>
<td><em>Cultural Resources Identification and Evaluation Report, Capitol Expressway Light Rail Transit Corridor, San Jose, Santa Clara County</em></td>
<td>3 associated resources (P-43-000085, P-43-000334, P-43-000883)</td>
</tr>
<tr>
<td>47098*</td>
<td>Sunshine Psota, Holman &amp; Associates</td>
<td>2015</td>
<td><em>Historic Property Survey Report Capitol Expressway Improvement Project, Santa Clara County, California CML 5937 (196)</em></td>
<td>no associated resources</td>
</tr>
<tr>
<td>47098a*</td>
<td>Sunshine Psota, Holman &amp; Associates</td>
<td>2015</td>
<td><em>Archaeological Survey Report for the Capitol Expressway ITS &amp; Sidewalk Project San Jose, Santa Clara County: CML 5937 (196)</em></td>
<td>no associated resources</td>
</tr>
<tr>
<td>47098b*</td>
<td>Sunshine Psota, Holman &amp; Associates</td>
<td>2015</td>
<td><em>Extended Phase I Proposal for the Capitol Expressway ITS &amp; Sidewalk Project San Jose, Santa Clara County: CML 5937 (196)</em></td>
<td>no associated resources</td>
</tr>
<tr>
<td>47098c*</td>
<td>Sunshine Psota, Holman &amp; Associates</td>
<td>2015</td>
<td><em>Results of Extended Phase I Investigations for Capitol Expressway ITS &amp; Sidewalk Project San Jose, Santa Clara County: CML 5937 (196)</em></td>
<td>no associated resources</td>
</tr>
</tbody>
</table>
Appendix B includes the results of the updated NWIC literature review. Thirty-eight additional cultural resources studies were conducted within 0.5 mile of the project footprint. One of the cultural resource studies, which was conducted within 0.25 mile of the project footprint, is relevant: a study conducted by Holman & Associates in 2015 for a sidewalk project, which covered the entire project footprint. The study is described in more detail below.

A study conducted by Holman & Associates Archaeological Consultants in 2015 for Caltrans District 4 (NWIC Study Number S-47098) was prepared for the Capitol Expressway ITS & Sidewalk Project. This study evaluated the archaeological sensitivity of 8.2 miles of Capitol Expressway from Narvaez Avenue to just south of Interstate 680. The limits of the Holman & Associates study encompass the entire project footprint that is the subject of this memorandum. The findings of this effort did not identify any new archaeological resources or buried land surfaces with a high potential for prehistoric archaeological resources within the project footprint. While the Holman & Associates study did not identify archaeological resources or buried surfaces within the project footprint, only a small number of borings (four) were excavated within the project footprint. This sample size and spatial coverage (i.e., four borings excavated within the 2.4-mile alignment) is inadequate for the purposes of assessing whether unknown buried resources are likely to exist within the footprint of the approved project.

**Buried Archaeological Resource Sensitivity Analysis**

The entire project footprint is underlain by Holocene-aged alluvial (i.e., water-deposited sands and gravels) landforms (Dibblee and Minch 2005), which are periodically mantled by imported fill in some locations (United States Department of Agriculture 2018; Psota 2015: Table 1). Not enough information is publicly available to determine the thickness of the underlying alluvium, but previous geoarchaeological investigations within the vicinity of the project footprint suggest that pockets of fill are as much as 2.5 feet thick in some areas (Psota 2015: Table 1).

Fill deposits have limited potential to contain undisturbed archaeological resources because of the timing and means by which they are deposited, but they can bury landforms that contain archaeological resources. The underlying alluvial landforms retain the potential to contain buried archaeological resources. This is because terrestrial landforms (e.g., floodplains, alluvial terraces, alluvial fans) formed during the Holocene epoch (around 12,000 years ago to the present) were formed during the period for which there is scientific consensus relating to evidence of human use in North America (Braje et al. 2017). In the process of forming via deposition (i.e., the accumulation
of sediments) such landforms could have buried the physical remnants of older human activities. However, while these landforms are generally sensitive for buried archaeological resources, it is only when they have buried surfaces (also referred to as paleosols) with indicators of soil formation—which indicates long periods of stability conducive to human use—that they have particularly high sensitivity for buried archaeological resources. Review of the previous geoarchaeological study of an area that encompasses the approved project did not identify any buried surfaces to up to 13 feet below the ground surface (Psota 2015: Table 1). However, the sampling dimensions of this study were such that it neither precludes the possibility of buried surfaces to the investigated depth across the entire project footprint nor does it preclude the possibility of more deeply buried surfaces.

The findings of the desktop-based geoarchaeological sensitivity analysis presented above suggest that the project footprint generally has sensitivity for buried archaeological resources based on landscape age and formation processes. Although no resources or buried surfaces were encountered during a previous geoarchaeological study that encompassed the project footprint (i.e., Psota 2015), the sampling dimensions and findings of this study were not of sufficient resolution to further assess buried site sensitivity. The results of the geoarchaeological study do, however, verify the presence of Holocene-aged alluvium overlain by fill across the entire project footprint.

Native American Consultation

Previous Native American Consultation

Searches of the Native American Heritage Commission (NAHC) SLF in 2001 and 2010 did not indicate that any Native American cultural resources were located within the project footprint. Previous Native American consultation for the approved project occurred several times between 2001 and the most recent consultation in 2010. During this consultation, VTA mailed letters to nine individuals identified by the NAHC as having affiliations to the project’s geographic region:

- Rosemary Cambra, Chairperson – Muwekma Ohlone Indian Tribe of the San Francisco Bay Area
- Jean-Marie Feyling – Amah Mutsun Tribal Band
- Andrew Galvan – The Ohlone Indian Tribe
- Ramona Garibay, Representative – Trina Marine Ruano Family
- Jakki Kehl – Ohlone Costanoan
- Edward Ketchum – Amah Mutsun Tribal Band
- Valentin Lopez, Chairperson – Amah Mutsun Tribal Band
- Ann Marie Sayers, Chairperson – Indian Canyon Mutsun Band of Costanoan
- Irene Zwierlein, Chairperson – Amah Mutsun Tribal Band

The letters contained project information and a description of the project location and requested consultation. In response to the letters, VTA made follow-up telephone calls to the nine individuals. At that time, four of the individuals that were contacted recommended archaeological monitoring during construction. Most of the comments indicated that the limits of archaeological monitoring conducted during construction should be focused on the area near Quimby Road where a prehistoric
archaeological site, CA-SCL-327, is recorded. However, one comment did indicate that the limits of archaeological monitoring should extend to Cunningham Avenue. As such, VTA will include a special condition in the project’s construction documents that requires archaeological monitoring to occur between Cunningham Avenue and Quimby Avenue.

**New Sacred Lands File Search and Continued Native American Consultation**

VTA is continuing consultation with local Native American individuals. In February 2018, VTA requested an updated SLF search and list of parties who hold affiliations with the general area from the NAHC. The NAHC responded on March 1, 2018 with negative SLF search and a list of six tribal representatives, five of which were included in previous consultation. One new individual was listed:

- Katherine Erolinda Perez, Chairperson – North Valley Yokuts Tribe

Assembly Bill 52 was passed in 2014 and requires the lead agency under CEQA to consult with California Native American tribes who have requested consultation as of July 2015, as described in Public Resources Code § 21080.3.1, subdivisions (b), (d), and Chapter 532 Statutes of 2014. In February 2018, letters serving as formal notification under Assembly Bill 52 were mailed to all nine previously contacted individuals. In April 2018, a letter serving as formal notification under Assembly Bill 52 was mailed to one new individual identified in the NAHC response. The letters contained updated project information, a description of the project location, a summary of previous consultation, and requested continued consultation. The letters are included in Appendix C. VTA staff conducted follow-up phone calls on April 11, 2018. No comments were received from those that VTA staff was able to reach. To date, no responses have been received.

**Summary of Identification of Resources**

**Known Resources.** The updated literature review and Native American outreach revealed no known archaeological or Native American cultural resources within the project footprint.

**Unknown Resources.** The desktop-based geoarchaeological sensitivity analysis revealed that the project footprint contains landforms (i.e., Holocene-aged alluvial landforms) that are generally sensitive for unknown buried archaeological resources, and the presence of these landforms was verified by a previous geoarchaeological field study that encompassed the project footprint.

**Project Impacts and Mitigation Measures**

**Impacts**

**Known Resources.** The changes to the approved project would not impact any known archaeological or Native American cultural resources because none were identified within the project footprint.

**Unknown Resources.** The potential impacts of ground disturbing activities associated with the changes to the approved project are discussed below.
Potential Impact: In a limited number of instances (e.g., pile driving, relocation of PG&E facilities, relocation of the Story Station pedestrian overcrossing), the horizontal and vertical extent of ground disturbing activities would be different than those analyzed for the approved project. These activities would extend through landforms that have the potential to contain buried archaeological resources. Of these activities, pile driving would result in the greatest extent of subsurface ground disturbance. It is anticipated that driven piles would be used to support aerial guideways, with approximately 76 support structures. Each aerial guideway support would be spaced at approximately 130- to 150-foot intervals, with the exception of the spans over Story Road, Ocala Avenue, just north of Tully Road, and Tully Road, which would extend further. Each support structure would be underlain by an average of 30 18-inch square piles. This proposed construction activity associated with the changes to the approved project would disturb approximately 0.06 acre within the project footprint. This disturbance was not previously considered during the cultural resources review for the approved project. The project footprint associated with the proposed changes to the approved project, which has not materially changed from the project footprint for the approved project, is approximately 9 acres. Therefore, the proposed ground disturbing activities associated with the proposed changes to the approved project would account for approximately 0.7 percent of the project footprint, which represents a very small percentage of the project footprint. Therefore, the conclusions of the prior archaeological reports have not changed, and the potential for the project to affect as-yet undocumented archaeological resources are anticipated to be minimal.

Mitigation Measures

The following procedures represent the standard measures that would be followed in the event of inadvertent discovery of cultural resources or human remains.

- **Stop work immediately if buried cultural deposits are encountered during construction activities:** Should any cultural and/or archaeological resources be discovered (such as structural features, unusual amounts of bone or shell, artifacts, human remains, or architectural remains) during construction activities, VTA shall suspend work in the immediate vicinity, and VTA's construction inspector shall contact VTA's Environmental Programs Department to coordinate site investigations by a qualified archaeologist to assess the materials and determine their significance.

- **Stop work immediately if human remains are encountered during construction activities:** If human remains are unearthed during construction, pursuant to Section 50977.98 of the Public Resources Code and Section 7050.5 of the State Health and Safety Code, VTA and Contractor shall immediately suspend work in the immediate vicinity and contact the Santa Clara County coroner. If the Santa Clara County coroner determines the remains are Native American in origin, VTA will contact the Native American Heritage Commission to request a Most Likely Descendent to coordinate the disposition of the remains.

In addition to the standard measures described above, the following measure is included in response to requests made during consultation with Native Americans.
Native American Monitoring: VTA will include a special condition in its construction documents that VTA will retain the services of a Native American monitor during construction involving subsurface excavation between Cunningham Avenue and Quimby Avenue.

Conclusion

A literature review conducted at the NWIC, a review of the NAHC SLF, and continued consultation with local Native American groups did not identify any known archaeological resources in the project footprint. A desktop-based geoarchaeological sensitivity analysis revealed that the project footprint is underlain by landforms that have sensitivity for containing unknown buried archaeological resource. The presence of such landforms were verified by a previous geoarchaeological field study (Psota 2015). Although this study did not identify any buried archaeological resources or surfaces, the sample size of this study was not large enough to rule out the potential for encountering unknown buried archaeological resources. A limited number of project activities associated with the proposed changes to the approved project would require ground disturbance of a greater extent (both horizontal and vertical) than was analyzed for the approved project. The total amount of ground disturbance from these instances (0.06 acre) would account for a very small percentage (0.7 percent) of the 9-acre project footprint. Therefore, the conclusions of the prior archaeological reports have not changed, and the potential for the project to affect as-yet undocumented archaeological resources are anticipated to be minimal. In the event that project-related ground disturbance uncovers undiscovered archeological resources, following the mitigation measures outlined in this memorandum would decrease impacts on these resources.

References


ICF International. 2010. Cultural Resources Inventory and Evaluation Report Capitol Expressway Light Rail Transit Corridor, San Jose, Santa Clara County.


Figure 1
Regional Project Location
Figure 3
Project Area

Legend

- Project Footprint

Sources: ESRI 2018; ICF 2018
Figure 4 – Previously Recorded Archaeological Sites contains confidential information and has been removed from this document.
Appendix B – Northwest Information Center Records Search Results contains confidential information and has been removed from this document.
Appendix C

Continued Native American Consultation
Local Government Tribal Consultation List Request

Native American Heritage Commission
1550 Harbor Blvd, Suite 100
West Sacramento, CA 95691
916-373-3710
916-373-5471 – Fax
nahc@nahc.ca.gov

Type of List Requested

☒ CEQA Tribal Consultation List (AB 52) – Per Public Resources Code § 21080.3.1, subs. (b), (d), (e) and 21080.3.2

☐ General Plan (SB 18) - Per Government Code § 65352.3.

Local Action Type:

___ General Plan   ___ General Plan Element   ___ General Plan Amendment

___ Specific Plan   ___ Specific Plan Amendment   ___ Pre-planning Outreach Activity

Required Information

Project Title: __Eastridge to BART Regional Connector: Capitol Expressway Light Rail Project____

Local Government/Lead Agency: ____________ Santa Clara Valley Transportation Authority__________

Contact Person: __Samantha Swan_____________________________________________________________

Street Address: __3331 North First Street, Building B-2_______________________________________

City: __San Jose_________________________________________ Zip: __95134-1927__________________

Phone: __408-321-5785________________________________ Fax: ___________________________________

Email: __samantha.swan@vta.org___________________________________________________________

Specific Area Subject to Proposed Action

County: __Santa Clara________________________ City/Community: __San Jose____________________

Project Description:

Santa Clara Valley Transportation Authority (VTA) is continuing consultation on the approved Capitol Expressway Light Rail Project (approved project) within the City of San Jose. The approved project includes the extension of light rail by 2.4 miles along Capitol Expressway from the existing Alum Rock Light Rail Station to Eastridge Transit Center. VTA is proposing changes to the approved project that include an aerial guideway that would grade-separate the Ocala Avenue and Cunningham Avenue intersections, modifications to the relocations of Pacific Gas & Electric (PG&E) electrical transmission facilities, changes to the Eastridge Station platforms and track, and the reduction in the number of parking spaces at the Eastridge Park-and-Ride Lot.

Additional Request

☒ Sacred Lands File Search - Required Information:

USGS Quadrangle Name(s): __San Jose East____________________________________________________

_____________________________________________________________________________________

Township: __7S________________________ Range: __1E________________________ Section(s): __13__________________
Capitol Expressway Light Rail Project

Figure 1
Regional Project Location Map
Figure 2

Proposed Changes to Capitol Expressway Light Rail Project Map

Source: Korve Engineering 2003; VTA 2016; revised by ICF 2018.
Rosemary Cambra, Chairperson
Muwekma Ohlone Indian Tribe of the SF Bay Area
P.O. Box 360791
Milpitas, CA 95036

Subject: Continuing Consultation and Formal Notification under Assembly Bill 52 for the Eastridge to BART Regional Connector (formerly the Capitol Expressway Light Rail Project), San Jose, Santa Clara County

Ms. Rosemary Cambra,

The Santa Clara Valley Transportation Authority (VTA) is continuing consultation on the Eastridge to BART (Bay Area Rapid Transit) Regional Connector: Capitol Expressway Light Rail Project (Project)\(^1\) within the City of San Jose (Figure 1). This Project includes the extension of light rail by 2.4 miles along Capitol Expressway from the existing Alum Rock Light Rail Station to the Eastridge Transit Center in the City of San Jose (Figure 2). VTA is the lead agency under the California Environmental Quality Act (CEQA). As such, this letter serves as a formal notification under the Assembly Bill 52 (AB 52) process for the Project, as described under the CEQA Public Resources Code § 21080.3.1, subdivisions (b), (d), and Chapter 532 Statutes of 2014. At this time, VTA is not pursuing federal funding; therefore, previous documentation under National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA) has not been updated.

VTA’s Board of Directors certified a Final Environmental Impact Report (EIR) in May 2005, a Final Supplemental EIR in August 2007, and a Subsequent Initial Study/Mitigated Negative Declaration in March 2014 for the Project. VTA also prepared a Draft Environmental Impact Statement (EIS) in April 2004 and prepared a Supplemental Draft EIS in May 2012, but never completed the federal environmental process under NEPA. VTA is now preparing a second Subsequent Initial Study/Mitigated Negative Declaration under CEQA that proposes the following changes to the Approved Project: an aerial guideway instead of an at-grade alignment that would grade-separate the Ocala Avenue and Cunningham Avenue intersections; modifications to the number, height, and location of Pacific Gas & Electric (PG&E) electrical transmission facilities that would be relocated between Ocala Avenue and south of Tully Road; a reduction from two to one platform at Eastridge Station and changes to the types of track; and a decrease in the number of parking spaces at the Eastridge Park-and-Ride Lot (Figure 3). In addition, VTA is considering several changes to the roadway geometry requested by the County of Santa Clara and City of San Jose.

The most recent consultation for this Project occurred in 2010. During this consultation, VTA received four comments that recommended archaeological monitoring during construction. Most of these comments indicated that the limits of archaeological monitoring conducted during

\(^1\) Formerly the Capitol Expressway Light Rail Project (Approved Project).
construction should be focused on the area near Quimby Road, where a prehistoric archaeological site, CA-SCL-327, has been recorded. However, one comment did indicate that the limits of archaeological monitoring should extend to Cunningham Avenue. VTA will include a special condition in the Project’s construction documents that will require archaeological monitoring between Cunningham Avenue and Quimby Avenue.

Literature searches were conducted at the Northwest Information Center (NWIC) of the California Historical Resources Information System (CHRIS) in 2001 and 2004. At that time, three (3) archaeological sites were identified within the area of the Project. The Project was changed in 2009, which reduced the project footprint, and all of the identified archaeological sites were no longer located within the project area. On February 5, 2018, an updated review of the project area was conducted at the NWIC, and no new cultural resources were identified.

Searches of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) in 2001 and 2010 did not indicate that any additional Native American cultural resources were located within the project area. An updated search of the SLF is currently underway.

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If you have any questions or concerns about the proposed changes to the Approved Project, please contact me, Samantha Swan, Senior Environmental Planner, by telephone at 408-321-5785, or e-mail at samantha.swan@vta.org. Thank you very much for your interest and assistance.

Sincerely,

Samantha Swan
Senior Environmental Planner

cc: Christina Jaworski, VTA
    Tait Elder, ICF

Attachments:
Figure 1, Regional Project Location Map
Figure 2, Proposed Changes to Capitol Expressway Light Rail Map
Figure 3, Project Area Map
Capitol Expressway Light Rail Project

Figure 1
Regional Project Location Map
Figure 2
Project Area Map
USGS Quad: San Jose East
Figure 3
Proposed Changes to Capitol Expressway Light Rail Project Map

Source: Korve Engineering 2003; VTA 2016; revised by ICF 2018.
Amah/Mutsun Tribal Band  
Ms. Jean-Marie Feyling  
19350 Hunter Court  
Redding, CA 96003

Subject: Continuing Consultation and Formal Notification under Assembly Bill 52 for the Eastridge to BART Regional Connector (formerly the Capitol Expressway Light Rail Project), San Jose, Santa Clara County

Dear Ms. Freyling,

The Santa Clara Valley Transportation Authority (VTA) is continuing consultation on the Eastridge to BART (Bay Area Rapid Transit) Regional Connector: Capitol Expressway Light Rail Project (Project)\(^1\) within the City of San Jose (Figure 1). This Project includes the extension of light rail by 2.4 miles along Capitol Expressway from the existing Alum Rock Light Rail Station to the Eastridge Transit Center in the City of San Jose (Figure 2). VTA is the lead agency under the California Environmental Quality Act (CEQA). As such, this letter serves as a formal notification under the Assembly Bill 52 (AB 52) process for the Project, as described under the CEQA Public Resources Code § 21080.3.1, subdivisions (b), (d), and Chapter 532 Statutes of 2014. At this time, VTA is not pursuing federal funding; therefore, previous documentation under National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA) has not been updated.

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The most recent consultation for this Project occurred in 2010. During this consultation, VTA received four comments that recommended archaeological monitoring during construction. Most of these comments indicated that the limits of archaeological monitoring conducted during

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Legend
- Project Area
Figure 3

Proposed Changes to Capitol Expressway Light Rail Project Map

Source: Korve Engineering 2003; VTA 2016; revised by ICF 2018.
February 15, 2018

The Ohlone Indian Tribe
Mr. Andrew Galvan
P.O. Box 3152
Fremont, CA 94539

Subject: Continuing Consultation and Formal Notification under Assembly Bill 52 for the Eastridge to BART Regional Connector (formerly the Capitol Expressway Light Rail Project), San Jose, Santa Clara County

Dear Mr. Galvan,

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Source: Korve Engineering 2003; VTA 2016; revised by ICF 2018.
Trina Marine Ruano Family  
Ms. Ramona Garibay  
16010 Halmar Lane  
Lathrop, CA 95330

Subject: Continuing Consultation and Formal Notification under Assembly Bill 52 for the Eastridge to BART Regional Connector (formerly the Capitol Expressway Light Rail Project), San Jose, Santa Clara County

Dear Ms. Garibay,

The Santa Clara Valley Transportation Authority (VTA) is continuing consultation on the Eastridge to BART (Bay Area Rapid Transit) Regional Connector: Capitol Expressway Light Rail Project (Project)\(^1\) within the City of San Jose (Figure 1). This Project includes the extension of light rail by 2.4 miles along Capitol Expressway from the existing Alum Rock Light Rail Station to the Eastridge Transit Center in the City of San Jose (Figure 2). VTA is the lead agency under the California Environmental Quality Act (CEQA). As such, this letter serves as a formal notification under the Assembly Bill 52 (AB 52) process for the Project, as described under the CEQA Public Resources Code § 21080.3.1, subdivisions (b), (d), and Chapter 532 Statutes of 2014. At this time, VTA is not pursuing federal funding; therefore, previous documentation under National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA) has not been updated.

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Legend

- Project Area

0 0.25 0.5 1 Miles

Figure 2
Project Area Map
USGS Quad: San Jose East
Figure 3

Proposed Changes to Capitol Expressway Light Rail Project Map
Ms. Jakki Kehl  
720 North 2nd Street  
Patterson, CA 95363

Subject: Continuing Consultation and Formal Notification under Assembly Bill 52 for the Eastridge to BART Regional Connector (formerly the Capitol Expressway Light Rail Project), San Jose, Santa Clara County

Dear Ms. Kehl,

The Santa Clara Valley Transportation Authority (VTA) is continuing consultation on the Eastridge to BART (Bay Area Rapid Transit) Regional Connector: Capitol Expressway Light Rail Project (Project)\(^1\) within the City of San Jose (Figure 1). This Project includes the extension of light rail by 2.4 miles along Capitol Expressway from the existing Alum Rock Light Rail Station to the Eastridge Transit Center in the City of San Jose (Figure 2). VTA is the lead agency under the California Environmental Quality Act (CEQA). As such, this letter serves as a formal notification under the Assembly Bill 52 (AB 52) process for the Project, as described under the CEQA Public Resources Code § 21080.3.1, subdivisions (b), (d), and Chapter 532 Statutes of 2014. At this time, VTA is not pursuing federal funding; therefore, previous documentation under National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA) has not been updated.

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LEGEND
- Station Location with Park-and-Ride
- Station Location without Park-and-Ride
- Aerial Alignment
- Subject Area of this CEQA Document
- Bike Paths off street (Class I Bikeway)
- Bike Lanes on street (Class II Bikeway)
- Unpaved Path
- Bike Routes or Sharrow
- Existing Trail
- Future Trail

Source: Korve Engineering 2003; VTA 2016; revised by ICF 2018.
February 15, 2018

Amah Mutsun Tribal Band
Mr. Edward Ketchum
35867 Yosemite Avenue
Davis, CA 95616

Subject: Continuing Consultation and Formal Notification under Assembly Bill 52 for the Eastridge to BART Regional Connector (formerly the Capitol Expressway Light Rail Project), San Jose, Santa Clara County

Dear Mr. Ketchum,

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Amah Mutsun Tribal Band
Mr. Valentin Lopez
3015 Eastern Avenue #40
Sacramento, CA 95821

Subject: Continuing Consultation and Formal Notification under Assembly Bill 52 for the Eastridge to BART Regional Connector (formerly the Capitol Expressway Light Rail Project), San Jose, Santa Clara County

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Indian Canyon Mutsun Band of Costanoan  
Ms. Ann Marie Sayers  
P.O. Box 28  
Hollister, CA 95024

Subject: Continuing Consultation and Formal Notification under Assembly Bill 52 for the Eastridge to BART Regional Connector (formerly the Capitol Expressway Light Rail Project), San Jose, Santa Clara County

Dear Ms. Sayers,

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VTA’s Board of Directors certified a Final Environmental Impact Report (EIR) in May 2005, a Final Supplemental EIR in August 2007, and a Subsequent Initial Study/Mitigated Negative Declaration in March 2014 for the Project. VTA also prepared a Draft Environmental Impact Statement (EIS) in April 2004 and prepared a Supplemental Draft EIS in May 2012, but never completed the federal environmental process under NEPA. VTA is now preparing a second Subsequent Initial Study/Mitigated Negative Declaration under CEQA that proposes the following changes to the Approved Project: an aerial guideway instead of an at-grade alignment that would grade-separate the Ocala Avenue and Cunningham Avenue intersections; modifications to the number, height, and location of Pacific Gas & Electric (PG&E) electrical transmission facilities that would be relocated between Ocala Avenue and south of Tully Road; a reduction from two to one platform at Eastridge Station and changes to the types of track; and a decrease in the number of parking spaces at the Eastridge Park-and-Ride Lot (Figure 3). In addition, VTA is considering several changes to the roadway geometry requested by the County of Santa Clara and City of San Jose.

The most recent consultation for this Project occurred in 2010. During this consultation, VTA received four comments that recommended archaeological monitoring during construction. Most of these comments indicated that the limits of archaeological monitoring conducted during

\(^1\) Formerly the Capitol Expressway Light Rail Project (Approved Project).
construction should be focused on the area near Quimby Road, where a prehistoric archaeological site, CA-SCL-327, has been recorded. However, one comment did indicate that the limits of archaeological monitoring should extend to Cunningham Avenue. VTA will include a special condition in the Project’s construction documents that will require archaeological monitoring between Cunningham Avenue and Quimby Avenue.

Literature searches were conducted at the Northwest Information Center (NWIC) of the California Historical Resources Information System (CHRIS) in 2001 and 2004. At that time, three (3) archaeological sites were identified within the area of the Project. The Project was changed in 2009, which reduced the project footprint, and all of the identified archaeological sites were no longer located within the project area. On February 5, 2018, an updated review of the project area was conducted at the NWIC, and no new cultural resources were identified.

Searches of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) in 2001 and 2010 did not indicate that any additional Native American cultural resources were located within the project area. An updated search of the SLF is currently underway.

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VTA would like to continue consultation with you. VTA requests your participation in the identification and protection of cultural resources, sacred lands, or other heritage sites within the project area with the understanding that you or other members of the community might possess specialized knowledge of the area.

If you have any questions or concerns about the proposed changes to the Approved Project, please contact me, Samantha Swan, Senior Environmental Planner, by telephone at 408-321-5785, or e-mail at samantha.swan@vta.org. Thank you very much for your interest and assistance.

Sincerely,

Samantha Swan
Senior Environmental Planner

cc: Christina Jaworski, VTA
Tait Elder, ICF

Attachments:
Figure 1, Regional Project Location Map
Figure 2, Proposed Changes to Capitol Expressway Light Rail Map
Figure 3, Project Area Map
Capitol Expressway Light Rail Project

Figure 1
Regional Project Location Map
Figure 3
Proposed Changes to Capitol Expressway Light Rail Project Map

Source: Korve Engineering 2003; VTA 2016; revised by ICF 2018.
February 15, 2018

Amah/Mutsun Tribal Band
Ms. Irene Zwierlein
789 Canada Road
Woodside, CA 94062

Subject: Continuing Consultation and Formal Notice (formerly the Capitol Expressway Light Rail Project), San Jose, Santa Clara County

Dear Ms. Zwierlein,

The Santa Clara Valley Transportation Authority (VTA) is continuing consultation on the Eastridge to BART (Bay Area Rapid Transit) Regional Connector: Capitol Expressway Light Rail Project (Project) within the City of San Jose (Figure 1). This Project includes the extension of light rail by 2.4 miles along Capitol Expressway from the existing Alum Rock Light Rail Station to the Eastridge Transit Center in the City of San Jose (Figure 2). VTA is the lead agency under the California Environmental Quality Act (CEQA). As such, this letter serves as a formal notification under the Assembly Bill 52 (AB 52) process for the Project, as described under the CEQA Public Resources Code § 21080.3.1, subdivisions (b), (d), and Chapter 532 Statutes of 2014. At this time, VTA is not pursuing federal funding; therefore, previous documentation under National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA) has not been updated.

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    Tait Elder, ICF

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Figure 1
Regional Project Location Map

Capitol Expressway Light Rail Project
Figure 3
Project Area Map
USGS Quad: San Jose East
April 5, 2018

North Valley Yokuts Tribe
Katherine Erolinda Perez, Chairperson
P.O. Box 717
Linden, CA 95236

Subject: Continuing Consultation and Formal Notificaiton under Assembly Bill 52 for the Eastridge to BART Regional Connector (formerly the Capitol Expressway Light Rail Project), San Jose, Santa Clara County

Dear Ms. Perez,

The Santa Clara Valley Transportation Authority (VTA) is continuing consultation on the Eastridge to BART (Bay Area Rapid Transit) Regional Connector: Capitol Expressway Light Rail Project (Project)1 within the City of San Jose (Figure 1). This Project includes the extension of light rail by 2.4 miles along Capitol Expressway from the existing Alum Rock Light Rail Station to the Eastridge Transit Center in the City of San Jose (Figure 2). VTA is the lead agency under the California Environmental Quality Act (CEQA). As such, this letter serves as a formal notification under the Assembly Bill 52 (AB 52) process for the Project, as described under the CEQA Public Resources Code § 21080.3.1, subdivisions (b), (d), and Chapter 532 Statutes of 2014. At this time, VTA is not pursuing federal funding; therefore, previous documentation under National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA) has not been updated.

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Regional Project Location Map
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Proposed Changes to Capitol Expressway Light Rail Project Map

Source: Korve Engineering 2003; VTA 2016; revised by ICF 2018.
Information provided to those contacted:
This is a light-rail extension project formerly called the Capitol Expressway Light Rail Project. It is an extension of our existing light rail line down Capitol Expressway down to Eastridge Mall. This Project has been around for many years. Several years ago, SHPO reviewed and concurred with our Finding of No Historic Properties Affected. Since then, the Project has changed with minor modifications mainly to the vertical alignment (at grade to aerial). The cultural resources memo concludes that no known sites would be affected; they are outside the APE. The analysis states that, based on an updated records search, the project changes would not alter the conclusions in the prior reports – that the Project would not affect known or unknown archaeological resources.

<table>
<thead>
<tr>
<th>Contact Name</th>
<th>Phone Number</th>
<th>Date/Time Called</th>
<th>Contacted?</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jean-Marie Feyling</td>
<td>530-243-1633</td>
<td>4/11/18 at 12:40PM</td>
<td>Yes.</td>
<td>She had no questions or comments.</td>
</tr>
<tr>
<td>Andrew Galvan</td>
<td>510.882.0527</td>
<td>4/11/18 11am</td>
<td>No.</td>
<td>No answer – left a message to call me back.</td>
</tr>
<tr>
<td>Jakki Kehl</td>
<td>510.701.3975</td>
<td>4/11/18 1:25PM</td>
<td>No.</td>
<td>No answer – left a message to call me back.</td>
</tr>
<tr>
<td>Edward Ketchum</td>
<td>The NAHC did not provide a</td>
<td>N/A</td>
<td>No.</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td>phone number</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Valentin Lopez</td>
<td>916.743.5833</td>
<td>4/11/18 11:15am</td>
<td>No.</td>
<td>No answer – left a message to call me back.</td>
</tr>
<tr>
<td>Katherine Erolinda Perez</td>
<td>209.887.3415</td>
<td>4/11/18 11:15am</td>
<td>Yes.</td>
<td>She had no comments based on the information provided (summarized above).</td>
</tr>
<tr>
<td>Ann Marie Sayers</td>
<td>831.637.4238</td>
<td>4/11/18 11:50am</td>
<td>Yes.</td>
<td>She had no comments based on the information provided (summarized above).</td>
</tr>
<tr>
<td>Irene Zwierlein</td>
<td>NAHC: 650.851.7747 / 650.851.7489</td>
<td>4/11/18 at 12:00pm</td>
<td>No.</td>
<td>Left message with my contact information with a woman who answered the phone. She said Irene would call me back.</td>
</tr>
</tbody>
</table>
Attachment D

Updated Environmental Data Resources (EDR) Radius Map Report
Capitol Expressway Light Rail
Capitol Expressway
San Jose, CA 95148

Inquiry Number: 5204365.2s
February 28, 2018
Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E 1527-13), the ASTM Standard Practice for Environmental Site Assessments for Forestland or Rural Property (E 2247-16), the ASTM Standard Practice for Limited Environmental Due Diligence: Transaction Screen Process (E 1528-14) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

**TARGET PROPERTY INFORMATION**

**ADDRESS**
CAPITOL EXPRESSWAY
SAN JOSE, CA 95148

**COORDINATES**
- Latitude (North): 37.3403450 - 37° 20' 25.24"
- Longitude (West): 121.8197700 - 121° 49' 11.17"
- Universal Tranverse Mercator: Zone 10
- UTM X (Meters): 604546.9
- UTM Y (Meters): 4133078.2
- Elevation: 122 ft. above sea level

**USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY**
- Target Property Map: 5640414 SAN JOSE EAST, CA
- Version Date: 2012

**AERIAL PHOTOGRAPHY IN THIS REPORT**
- Portions of Photo from: 20140606
- Source: USDA
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<th>MAP ID</th>
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<th>ADDRESS</th>
<th>DATABASE ACRONYMS</th>
<th>RELATIVE ELEVATION</th>
<th>DIST (ft. &amp; mi.) DIRECTION</th>
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<td>DBA MERCEDES BENZ OF</td>
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<td>2660 JOHN MONTGOMERY</td>
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<td>CLEAN MACHINE INC</td>
<td>2701 STORY RD</td>
<td>EDR Hist Auto</td>
<td>Lower</td>
<td>462, 0.087, NNW</td>
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<tr>
<td>32</td>
<td>GEE BEE AERO, INC</td>
<td>2502 JOHN MONTGOMERY</td>
<td>RCRA-SQG, FINDS, ECHO</td>
<td>Higher</td>
<td>530, 0.100, WSW</td>
</tr>
<tr>
<td>33</td>
<td>WEST VALLEY TRANSMS</td>
<td>2771 DUBLIN DR</td>
<td>EDR Hist Auto</td>
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<td>553, 0.105, NNW</td>
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<tr>
<td>H34</td>
<td>LANE'S AUTO SERVICE</td>
<td>2739 STORY RD #B</td>
<td>CUPA Listings</td>
<td>Lower</td>
<td>621, 0.118, NNW</td>
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<tr>
<td>H35</td>
<td>TIRE TIME</td>
<td>2739 STORY RD</td>
<td>CUPA Listings, SAN JOSE HAZMAT</td>
<td>Lower</td>
<td>621, 0.118, NNW</td>
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<tr>
<td>H36</td>
<td>TIRE &amp; WHEEL WAREHOUS</td>
<td>2739 STORY RD</td>
<td>EDR Hist Auto</td>
<td>Lower</td>
<td>621, 0.118, NNW</td>
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<tr>
<td>I37</td>
<td>NICE AIR</td>
<td>2575 ROBERT FOWLER W</td>
<td>AST, CUPA Listings, SAN JOSE HAZMAT</td>
<td>Higher</td>
<td>641, 0.121, SSW</td>
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<tr>
<td>J38</td>
<td>SAFEWAY 3095</td>
<td>2980 E CAPITOL EXPY</td>
<td>CUPA Listings</td>
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<td>654, 0.124, SE</td>
</tr>
<tr>
<td>J39</td>
<td>SAFEWAY STORE #3095</td>
<td>2980 E CAPITOL EXPY</td>
<td>EMI, HAZNET, SAN JOSE HAZMAT</td>
<td>Higher</td>
<td>654, 0.124, SE</td>
</tr>
</tbody>
</table>
MAP ID | SITE NAME | ADDRESS | DATABASE ACRONYMS | RELATIVE ELEVATION | DIST (ft. & mi.) | DIRECTION
--- | --- | --- | --- | --- | --- | ---
J40 | ALBERTSONS NO 7135 | 2980 E CAPITOL EXPWY | RCRA NonGen / NLR, FINDS, ECHO, EMI | Higher | 654, 0.124, SE | 
J41 | CHIPOTLE MEXICAN GRILL | 2990 E CAPITOL EX 40 | CUPA Listings, SAN JOSE HAZMAT | Higher | 654, 0.124, SE | 
I42 | IN N OUT BURGER | 2950 E CAPITOL EX | SAN JOSE HAZMAT | Higher | 674, 0.128, SSE | 
H43 | EAST HILLS VET CLINIC | 2745 STORY RD | CUPA Listings | Lower | 678, 0.128, NNW | 
I44 | SAN JOSE FUEL COMPANY | 2655 ROBERT FOWLER WAY | UST | Higher | 679, 0.129, SSW | 
I45 | AERODYNAMIC AVIATION | 2650 ROBERT FOWLER WAY | UST | Higher | 679, 0.129, SSW | 
I46 | SAN JOSE FUEL COMPANY | 2655 ROBERT FOWLER WAY | LUST, HIST LUST, CUPA Listings, SAN JOSE HAZMAT | Higher | 679, 0.129, SSW | 
I47 | BESHOFF INFINITY | 2198 TULLY RD | AST, CUPA Listings, SAN JOSE HAZMAT | Higher | 680, 0.129, SSE | 
K48 | OUT OF BUSINESS | 2759 STORY RD SUITE | SAN JOSE HAZMAT | Lower | 780, 0.148, NNW | 
L49 | FEID-HILLVIEW AIRPORT | 2500 CUNNINGHAM WAY | HIST UST | Higher | 797, 0.151, South | 
K50 | CAR AND TRUCK CLINIC | 2765 STORY RD | CUPA Listings, SAN JOSE HAZMAT | Lower | 853, 0.162, NNW | 
K51 | SAN JOSE AUTOMATIC T | 2765 STORY RD | RCRA-SQG | Lower | 853, 0.162, NNW | 
K52 | SJ AUTOMATIC TRANS | 2765 STORY RD | RCRA-SQG, FINDS, ECHO | Lower | 853, 0.162, NNW | 
L53 | AMELIA REID AVIATION | 2650 ROBERT FOWLER WAY | LUST, HIST LUST | Higher | 875, 0.166, South | 
L54 | REID HILLVIEW AIRPORT | 2500 CUNNINGHAM AVE | LUST, CUPA Listings, HIST CORTESE, NPDES | Higher | 875, 0.166, South | 
L55 | REID-HILLVIEW AIRPORT | 2500 CUNNINGHAM AVE | LUST, HIST LUST, SWEEPS UST, HIST UST | Higher | 875, 0.166, South | 
L56 | VERIZON WIRELESS: RED | 1994 JOHN MONTGOMERY | CUPA Listings, SAN JOSE HAZMAT | Higher | 875, 0.166, South | 
L57 | REID-HILLVIEW AIRPORT | 2500 CUNNINGHAM AVE | HIST UST, WDS | Higher | 875, 0.166, South | 
M58 | TRADE WINDS AVIATION | 2505 CUNNINGHAM AV | CUPA Listings, SAN JOSE HAZMAT | Higher | 882, 0.167, South | 
M59 | FAST GAS | 2790 STORY RD | HIST UST | Lower | 888, 0.168, NNW | 
M60 | BEACON STATION 1-723 | 2790 STORY RD B | SWEEPS UST | Lower | 888, 0.168, NNW | 
M61 | TESORO SHELL # 88204 | 2790 STORY RD | CUPA Listings, HAZNET | Lower | 888, 0.168, NNW | 
M62 | TESORO WEST COAST CO | 2790 STORY RD | RCRA-SQG | Lower | 888, 0.168, NNW | 
M63 | JET GAS (FORMER - 27) | 2790 STORY ROAD | LUST, HIST LUST, HIST CORTESE, SAN JOSE HAZMAT | Lower | 888, 0.168, NNW | 
M64 | TESORO | 2790 STORY RD | UST | Lower | 888, 0.168, NNW | 
I65 | PROGRESSIVE AVIATION | 2555 ROBERT FOWLER WAY | HIST UST | Higher | 902, 0.171, SSW | 
I66 | SKYLINE AIR AUTO | 2555 ROBERT FOWLER WAY | HIST CORTESE | Higher | 902, 0.171, SSW | 
I67 | NICE AIR | 2555 ROBERT FOWLER WAY | AST | Higher | 902, 0.171, SSW | 
I68 | NICE AIR | 2555 ROBERT FOWLER WAY | SAN JOSE HAZMAT | Higher | 902, 0.171, SSW | 
I69 | OUT OF BUSINESS | 2555 ROBERT FOWLER WAY | SAN JOSE HAZMAT | Higher | 902, 0.171, SSW | 
N70 | PURRFECT AUTO SERVICE | 2520 STORY RD | CUPA Listings, HAZNET, SAN JOSE HAZMAT | Lower | 919, 0.174, NW | 
N71 | PURRFECT AUTO SERVICE | 2520 STORY RD | SLIC, HAZNET | Lower | 919, 0.174, NW | 
O72 | EXPRESSLY PORTRAITS | 209 EASTRIDGE MALL | RCRA-SQG, FINDS, ECHO | Higher | 976, 0.185, SSE | 
O73 | EASTRIDGE SHOPPING CENTER | 1 EASTRIDGE MALL | RCRA-SQG, LUST, HIST LUST, FINDS, ECHO, HAZNET,... | Higher | 1200, 0.227, SSE | 
O74 | EASTRIDGE SHOPPING CENTER | 1 EASTRIDGE DR | LUST, HAZNET | Higher | 1200, 0.227, SSE | 
O75 | EASTRIDGE CENTER FOOD | 1 EASTRIDGE MALL | LUST, CUPA Listings | Higher | 1200, 0.227, SSE | 
O76 | EASTRIDGE (MALL) CENTER | 1 EASTRIDGE CENTER A | SWEEPS UST | Higher | 1200, 0.227, SSE | 
P77 | SPRING FS04XC203 | 2842 STORY RD CELL | SAN JOSE HAZMAT | Higher | 1261, 0.239, NNW | 
P78 | COSMOPROF BEAUTY | 2842 STORY RD # 40 | CUPA Listings, HAZNET, SAN JOSE HAZMAT | Higher | 1261, 0.239, NNW |
### Mapped Sites Summary

#### Target Property Address:
**CAPITOL EXPRESSWAY**  
SAN JOSE, CA  95148

Click on Map ID to see full detail.

<table>
<thead>
<tr>
<th>ID</th>
<th>Site Name</th>
<th>Address</th>
<th>Database Acronyms</th>
<th>Relative Elevation</th>
<th>Dist (ft. &amp; mi.)</th>
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</thead>
<tbody>
<tr>
<td>Q79</td>
<td>J. C. Penney</td>
<td>2242 TULLY ROAD</td>
<td>LUST, HIST LUST, HIST CORTESE</td>
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<td>1605, 0.304, South</td>
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<tr>
<td>Q80</td>
<td>Firestone Master Car</td>
<td>2240 TULLY RD</td>
<td>LUST, HIST LUST, HIST CORTESE</td>
<td>Higher</td>
<td>1614, 0.306, South</td>
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<tr>
<td>Q81</td>
<td>Macy's Department St</td>
<td>2210 TULLY RD</td>
<td>SLIC, CUPA Listings</td>
<td>Higher</td>
<td>1762, 0.334, South</td>
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<td>R82</td>
<td>Rotten Robbie #11</td>
<td>2305 STORY RD</td>
<td>LUST, HIST LUST, CUPA Listings</td>
<td>Lower</td>
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<tr>
<td>R83</td>
<td>Rotten Robbie</td>
<td>2305 STORY</td>
<td>LUST, SWEEPS UST, HIST CORTESE, SAN JOSE HAZMAT</td>
<td>Lower</td>
<td>1955, 0.370, NW</td>
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<td>84</td>
<td>Mendoza, Lenora E.</td>
<td>2937 MURTHA</td>
<td>HIST CORTESE</td>
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<td>85</td>
<td>Orthodontics Dr Thao</td>
<td>2175 TULLY RD</td>
<td>LUST, HAZNET</td>
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<td>2363, 0.448, South</td>
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<td>86</td>
<td>Sears</td>
<td>EASTRIDGE</td>
<td>RCRA-SOG, LUST, HIST LUST, CUPA Listings, HIST...</td>
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<td>2555, 0.484, SSE</td>
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<td>87</td>
<td>Family Health Found.</td>
<td>3030 ALUM ROCK AVENU</td>
<td>ENVIROSTOR</td>
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<td>5241, 0.993, NW</td>
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<td>88</td>
<td>Queen Cleaners</td>
<td>2511 SOUTH KING ROAD</td>
<td>ENVIROSTOR, VCP, DEED</td>
<td>Higher</td>
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</tbody>
</table>
EXECUTIVE SUMMARY

TARGET PROPERTY SEARCH RESULTS

The target property was not listed in any of the databases searched by EDR.

DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR’s search of available ("reasonably ascertainable ") government records either on the target property or within the search radius around the target property for the following databases:

STANDARD ENVIRONMENTAL RECORDS

Federal NPL site list
NPL......................... National Priority List
Proposed NPL................ Proposed National Priority List Sites
NPL LIENS..................... Federal Superfund Liens

Federal Delisted NPL site list
Delisted NPL............... National Priority List Deletions

Federal CERCLIS list
FEDERAL FACILITY.......... Federal Facility Site Information listing
SEMS......................... Superfund Enterprise Management System

Federal CERCLIS NFRAP site list
SEMS-ARCHIVE.............. Superfund Enterprise Management System Archive

Federal RCRA CORRACTS facilities list
CORRACTS.................... Corrective Action Report

Federal RCRA non-CORRACTS TSD facilities list
RCRA-TSDF................... RCRA - Treatment, Storage and Disposal

Federal RCRA generators list
RCRA-CESQG................ RCRA - Conditionally Exempt Small Quantity Generator

Federal institutional controls / engineering controls registries
LUCIS......................... Land Use Control Information System
US ENG CONTROLS............ Engineering Controls Sites List
US INST CONTROL............ Sites with Institutional Controls

Federal ERNS list
ERNS......................... Emergency Response Notification System
State- and tribal - equivalent NPL
RESPONSE________________ State Response Sites

State and tribal landfill and/or solid waste disposal site lists
SWF/LF________________ Solid Waste Information System

State and tribal leaking storage tank lists
INDIAN LUST_____________ Leaking Underground Storage Tanks on Indian Land

State and tribal registered storage tank lists
FEMA UST_______________ Underground Storage Tank Listing
INDIAN UST_____________ Underground Storage Tanks on Indian Land

State and tribal voluntary cleanup sites
VCP____________________ Voluntary Cleanup Program Properties
INDIAN VCP_____________ Voluntary Cleanup Priority Listing

State and tribal Brownfields sites
BROWNFIELDS,___________ Considered Brownfields Sites Listing

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists
US BROWNFIELDS_________ A Listing of Brownfields Sites

Local Lists of Landfill / Solid Waste Disposal Sites
WMUDS/SWAT_____________ Waste Management Unit Database
SWRCY___________________ Recycler Database
HAULERS________________ Registered Waste Tire Haulers Listing
INDIAN ODI_______________ Report on the Status of Open Dumps on Indian Lands
DEBRIS REGION 9___________ Torres Martinez Reservation Illegal Dump Site Locations
ODI_______________________ Open Dump Inventory
IHS OPEN DUMPS___________ Open Dumps on Indian Land

Local Lists of Hazardous waste / Contaminated Sites
US HIST CDL______________ Delisted National Clandestine Laboratory Register
HIST Cal-Sites_____________ Historical Calsites Database
SCH_______________________ School Property Evaluation Program
CDL_______________________ Clandestine Drug Labs
Toxic Pits________________ Toxic Pits Cleanup Act Sites
US CDL___________________ National Clandestine Laboratory Register

Local Lists of Registered Storage Tanks
CA FID UST_______________ Facility Inventory Database
Local Land Records
LIENS__ Environmental Liens Listing
LIENS 2__ CERCLA Lien Information
DEED__ Deed Restriction Listing

Records of Emergency Release Reports
HMIRS__ Hazardous Materials Information Reporting System
CHMIRS__ California Hazardous Material Incident Report System
LDS__ Land Disposal Sites Listing
MCS__ Military Cleanup Sites Listing
SPIILLS 90__ SPIILLS 90 data from FirstSearch

Other Ascertainable Records
FUDS__ Formerly Used Defense Sites
DOD__ Department of Defense Sites
SCRD DRYCLEANERS__ State Coalition for Remediation of Drycleaners Listing
US FIN ASSUR__ Financial Assurance Information
EPA WATCH LIST__ EPA WATCH LIST
2020 COR ACTION__ 2020 Corrective Action Program List
TSCA__ Toxic Substances Control Act
TRIS__ Toxic Chemical Release Inventory System
SSTS__ Section 7 Tracking Systems
RMP__ Risk Management Plans
RAATS__ RCRA Administrative Action Tracking System
PRP__ Potentially Responsible Parties
PADS__ PCB Activity Database System
ICIS__ Integrated Compliance Information System
FTTS__ FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
MLTS__ Material Licensing Tracking System
COAL ASH DOE__ Steam-Electric Plant Operation Data
PCB TRANSFORMER__ PCB Transformer Registration Database
RADINFO__ Radiation Information Database
HIST FTTS__ FIFRA/TSCA Tracking System Administrative Case Listing
DOT OPS__ Incident and Accident Data
CONSENT__ Superfund (CERCLA) Consent Decrees
INDIAN RESERV__ Indian Reservations
FUSRAP__ Formerly Utilized Sites Remedial Action Program
UMTRA__ Uranium Mill Tailings Sites
LEAD SMELTERS__ Lead Smelter Sites
US AIRS__ Aerometric Information Retrieval System Facility Subsystem
US MINES__ Mines Master Index File
ABANDONED MINES__ Abandoned Mines
FINDS__ Facility Index System/Facility Registry System
UXO__ Unexploded Ordnance Sites
DOCKET HWC__ Hazardous Waste Compliance Docket Listing
ECHO__ Enforcement & Compliance History Information
FUELS PROGRAM__ EPA Fuels Program Registered Listing
CA BOND EXP. PLAN__ Bond Expenditure Plan
EDR HIGH RISK HISTORICAL RECORDS

**EDR Exclusive Records**
- EDR MGP
- EDR Hist Cleaner

**Exclusive Recovered Government Archives**
- RGA LF
- RGA LUST

**SURROUNDING SITES: SEARCH RESULTS**

Surrounding sites were identified in the following databases.

Elevations have been determined from the USGS Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified. Sites with an elevation equal to or higher than the target property have been differentiated below from sites with an elevation lower than the target property.

Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in **bold italics** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

**STANDARD ENVIRONMENTAL RECORDS**

**Federal RCRA generators list**
EXECUTIVE SUMMARY

RCRA-LQG: RCRAInfo is EPA’s comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

A review of the RCRA-LQG list, as provided by EDR, and dated 12/11/2017 has revealed that there is 1 RCRA-LQG site within approximately 0.25 miles of the target property.

<table>
<thead>
<tr>
<th>Equal/Higher Elevation</th>
<th>Address</th>
<th>Direction / Distance</th>
<th>Map ID</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>DBA MERCEDES BENZ OF</td>
<td>3000 E CAPITOL EXPY</td>
<td>SSE 0 - 1/8 (0.006 mi.)</td>
<td>A1</td>
<td>8</td>
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</table>

RCRA-SQG: RCRAInfo is EPA’s comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

A review of the RCRA-SQG list, as provided by EDR, and dated 12/11/2017 has revealed that there are 7 RCRA-SQG sites within approximately 0.25 miles of the target property.

<table>
<thead>
<tr>
<th>Equal/Higher Elevation</th>
<th>Address</th>
<th>Direction / Distance</th>
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<th>Page</th>
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</thead>
<tbody>
<tr>
<td>GEE BEE AERO, INC</td>
<td>2502 JOHN MONTGOMERY</td>
<td>WSW 0 - 1/8 (0.100 mi.)</td>
<td>32</td>
<td>90</td>
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<tr>
<td>EXPRESSLY PORTRAITS</td>
<td>209 EASTRIDGE MALL</td>
<td>SSE 1/8 - 1/4 (0.185 mi.)</td>
<td>072</td>
<td>152</td>
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<td>EASTRIDGE SHOPPING C</td>
<td>1 EASTRIDGE MALL</td>
<td>SSE 1/8 - 1/4 (0.227 mi.)</td>
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<td>154</td>
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<td>CHEVRON STATION NO 9</td>
<td>2710 STORY RD</td>
<td>NNW 0 - 1/8 (0.039 mi.)</td>
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<td>SAN JOSE AUTOMATIC T</td>
<td>2765 STORY RD</td>
<td>NNW 1/8 - 1/4 (0.162 mi.)</td>
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<td>113</td>
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<td>SJ AUTOMATIC TRANS</td>
<td>2765 STORY RD</td>
<td>NNW 1/8 - 1/4 (0.162 mi.)</td>
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<td>TESORO WEST COAST CO</td>
<td>2790 STORY RD</td>
<td>NNW 1/8 - 1/4 (0.168 mi.)</td>
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<td>133</td>
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</table>

State- and tribal - equivalent CERCLIS

ENVIROSTOR: The Department of Toxic Substances Control’s (DTSC’s) Site Mitigation and Brownfields Reuse Program’s (SMBRP’s) EnviroStor database identifies sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

A review of the ENVIROSTOR list, as provided by EDR, and dated 10/30/2017 has revealed that there are 2 ENVIROSTOR sites within approximately 1 mile of the target property.

<table>
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<tr>
<th>Equal/Higher Elevation</th>
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<tr>
<td>FAMILY HEALTH FOUND.</td>
<td>3030 ALUM ROCK AVENU</td>
<td>NNW 1/2 - 1 (0.993 mi.)</td>
<td>87</td>
<td>202</td>
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</tbody>
</table>
EXECUTIVE SUMMARY

Facility Id: 43800002
Status: No Action Required

QUEEN CLEANERS
2511 SOUTH KING ROAD
Facility Id: 60002014
Status: Active

State and tribal leaking storage tank lists
LUST: Leaking Underground Storage Tank (LUST) Sites included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

A review of the LUST list, as provided by EDR, has revealed that there are 22 LUST sites within approximately 0.5 miles of the target property.

<table>
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<tr>
<th>Equal/Higher Elevation</th>
<th>Address</th>
<th>Direction / Distance</th>
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</thead>
<tbody>
<tr>
<td>WRIGHT BROS, INC</td>
<td>2660 JOHN MONTGOMERY</td>
<td>SSE 0 - 1/8 (0.028 mi.)</td>
<td>C7</td>
<td>18</td>
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<td>Database: LUST SANTA CLARA, Date of Government Version: 03/03/2014</td>
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<td>Database: LUST REG 2, Date of Government Version: 09/30/2004</td>
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<td>Facility Status: Case Closed</td>
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<td>AERO TRENDS INC</td>
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Date Closed: 04/03/2009
Global Id: T0608502381
Global Id: T0608502389
SCVWD ID: 07S1E12E02F
SCVWD ID: 07S1E12E03F
date9: 2/23/2004

AMELIA REID AVIATION 2650 ROBERT FOWLER W S 1/8 - 1/4 (0.166 mi.) L53 116
Database: LUST REG 2, Date of Government Version: 09/30/2004
Facility Status: Pollution Characterization

REID HILLVIEW AIRPOR 2500 CUNNINGHAM AVE S 1/8 - 1/4 (0.166 mi.) L54 117
Database: LUST SANTA CLARA, Date of Government Version: 03/03/2014
Database: LUST, Date of Government Version: 12/11/2017
Status: Completed - Case Closed
Date Closed: 01/08/1999
Global Id: T0608501099
SCVWD ID: 07S1E12M01F

REID-HILLVIEW AIRPOR 2500 CUNNINGHAM AVE S 1/8 - 1/4 (0.166 mi.) L55 125
Database: LUST REG 2, Date of Government Version: 09/30/2004
Facility Status: Case Closed
date9: 1/8/1999

EASTRIDGE SHOPPING C 1 EASTRIDGE MALL SSE 1/8 - 1/4 (0.227 mi.) O73 154
Database: LUST REG 2, Date of Government Version: 09/30/2004
Facility Status: Case Closed
date9: 7/28/1997

EASTRIDGE SHOPPING M 1 EASTRIDGE DR SSE 1/8 - 1/4 (0.227 mi.) O74 158
Database: LUST, Date of Government Version: 12/11/2017
Status: Completed - Case Closed
Global Id: T0608500950

EASTRIDGE CENTER FOO 1 EASTRIDGE MALL SSE 1/8 - 1/4 (0.227 mi.) O75 161
Database: LUST SANTA CLARA, Date of Government Version: 03/03/2014
Date Closed: 07/28/1997
SCVWD ID: 07S1E13F02F

J. C. PENNEY 2242 TULLY ROAD S 1/4 - 1/2 (0.304 mi.) Q79 164
Database: LUST SANTA CLARA, Date of Government Version: 03/03/2014
Database: LUST REG 2, Date of Government Version: 09/30/2004
Database: LUST, Date of Government Version: 12/11/2017
Status: Completed - Case Closed
Facility Status: Remedial action (cleanup) Underway
Date Closed: 11/14/2012
Global Id: T0608507771
SCVWD ID: 07S1E13B01F

FIRESTONE MASTER CAR 2240 TULLY RD S 1/4 - 1/2 (0.306 mi.) Q80 178
Database: LUST SANTA CLARA, Date of Government Version: 03/03/2014
Database: LUST REG 2, Date of Government Version: 09/30/2004
Database: LUST, Date of Government Version: 12/11/2017
Status: Completed - Case Closed
Facility Status: Case Closed
Date Closed: 10/03/1994
Global Id: T0608597910
SCVWD ID: 07S1E13B02F
date9: 10/3/1994

ORTHODONTICS DR THAO 2175 TULLY RD S 1/4 - 1/2 (0.448 mi.) 85 195
Database: LUST, Date of Government Version: 12/11/2017
EXECUTIVE SUMMARY

Status: Completed - Case Closed
Global Id: T10000007356

**SEARS EASTRIDGE SSE 1/4 - 1/2 (0.484 mi.)**

Database: LUST SANTA CLARA, Date of Government Version: 03/03/2014
Database: LUST REG 2, Date of Government Version: 09/30/2004
Database: LUST, Date of Government Version: 12/11/2017
Status: Completed - Case Closed
Facility Status: Case Closed
Date Closed: 08/17/1999
Global Id: T0608501229
SCVWD ID: 07S1E13F01F
date9: 8/17/1999

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<tr>
<td>AUTOZONE #5924</td>
<td>2690 STORY RD</td>
<td>NNW 0 - 1/8 (0.026 mi.)</td>
<td>B4</td>
<td>13</td>
</tr>
<tr>
<td>CHEVRON #9-8247</td>
<td>2710 STORY ROAD</td>
<td>NNW 0 - 1/8 (0.039 mi.)</td>
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<td>CHEVRON #9-8247</td>
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<td>NNW 0 - 1/8 (0.039 mi.)</td>
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<tr>
<td>TEXACO (CVX #21-1340</td>
<td>2695 STORY ROAD</td>
<td>NNW 0 - 1/8 (0.075 mi.)</td>
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<tr>
<td>CAPITAL CAR WASH</td>
<td>2701 STORY</td>
<td>NNW 0 - 1/8 (0.087 mi.)</td>
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Database: LUST, Date of Government Version: 12/11/2017

Status: Completed - Case Closed
Global Id: T0608500406
SCVWD ID: 07S1E02J01F
date9: 2/20/1996

Database: LUST SANTA CLARA, Date of Government Version: 03/03/2014
Database: LUST REG 2, Date of Government Version: 09/30/2004
Database: LUST, Date of Government Version: 12/11/2017
Status: Completed - Case Closed
Facility Status: Pollution Characterization
Date Closed: 07/29/2010
Global Id: T0608500591
SCVWD ID: 07S1E02J01F

date9: 2/20/1999

Database: LUST SANTA CLARA, Date of Government Version: 03/03/2014
Database: LUST REG 2, Date of Government Version: 09/30/2004
Database: LUST, Date of Government Version: 12/11/2017
Facility Status: Pollution Characterization
Global Id: T0608501996
SCVWD ID: 07S1E02J03F
Status: Open - Verification Monitoring
Facility Status: Remedial action (cleanup) Underway
Global Id: T0608501467
SCVWD ID: 07S1E02J02F

ROTTEN ROBBIE #11  2305 STORY RD  NW 1/4 - 1/2 (0.370 mi.)  R82  182
Database: LUST REG 2, Date of Government Version: 09/30/2004
Facility Status: Remedial action (cleanup) Underway

ROTTEN ROBBIE  2305 STORY  NW 1/4 - 1/2 (0.370 mi.)  R83  183
Database: LUST SANTA CLARA, Date of Government Version: 03/03/2014
Database: LUST, Date of Government Version: 12/11/2017
Status: Completed - Case Closed
Global Id: T0608501134
SCVWD ID: 07S1E02P02F

SLIC: Cleanup Program Sites (CPS; also known as Site Cleanups [SC] and formerly known as Spills, Leaks, Investigations, and Cleanups [SLIC] sites) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

A review of the SLIC list, as provided by EDR, has revealed that there are 2 SLIC sites within approximately 0.5 miles of the target property.

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<td>Direction / Distance</td>
<td>Map ID</td>
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<td>PURRFECT AUTO SERVIC</td>
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HIST LUST: A listing of open and closed leaking underground storage tanks. This listing is no longer updated by the county. Leaking underground storage tanks are now handled by the Department of Environmental Health.

A review of the HIST LUST list, as provided by EDR, and dated 03/29/2005 has revealed that there are 15 HIST LUST sites within approximately 0.5 miles of the target property.

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<td>AERO TRENDS INC</td>
<td>2635 CUNNINGHAM</td>
<td>SE 0 - 1/8 (0.029 mi.)</td>
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<td>SAN JOSE FUEL COMPAN</td>
<td>2655 ROBERT FOWLER W</td>
<td>SSW 1/8 - 1/4 (0.129 mi.)</td>
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<td>AMELIA REID AVIATION</td>
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EXECUTIVE SUMMARY

SCVWD ID: 07S1E12E03

REID-HILLVIEW AIRPOR
SCVWD ID: 07S1E12M01

2500 CUNNINGHAM AVE S 1/8 - 1/4 (0.166 mi.) L55 125

EASTRIDGE SHOPPING C
SCVWD ID: 07S1E13F02

1 EASTRIDGE MALL SSE 1/8 - 1/4 (0.227 mi.) O73 154

J. C. PENNEY
SCVWD ID: 07S1E13B01

2242 TULLY ROAD S 1/4 - 1/2 (0.304 mi.) Q79 164

FIRESTONE MASTER CAR
SCVWD ID: 07S1E13B02

2240 TULLY RD S 1/4 - 1/2 (0.306 mi.) Q80 178

SEARS
SCVWD ID: 07S1E13F01

EASTRIDGE SSE 1/4 - 1/2 (0.484 mi.) 86 196

Lower Elevation

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<td>NNW 0 - 1/8 (0.026 mi.)</td>
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<tr>
<td>CHEVRON #9-8247</td>
<td>2710 STORY RD</td>
<td>NNW 0 - 1/8 (0.039 mi.)</td>
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<tr>
<td>TEXACO (CVX #21-1340</td>
<td>2695 STORY ROAD</td>
<td>NNW 0 - 1/8 (0.075 mi.)</td>
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State and tribal registered storage tank lists

UST: The Underground Storage Tank database contains registered USTs. USTs are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA). The data come from the State Water Resources Control Board’s Hazardous Substance Storage Container Database.

A review of the UST list, as provided by EDR, has revealed that there are 7 UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation

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<td>SE 0 - 1/8 (0.029 mi.)</td>
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<td>SAN JOSE FUEL COMPAN</td>
<td>2655 ROBERT FOWLER W</td>
<td>SSW 1/8 - 1/4 (0.129 mi.)</td>
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<td>AERODYNAMIC AVIATION</td>
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<td>PRECISE CHEVRON</td>
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<td>NNW 0 - 1/8 (0.039 mi.)</td>
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AST: A listing of aboveground storage tank petroleum storage tank locations.

A review of the AST list, as provided by EDR, and dated 07/06/2016 has revealed that there are 4 AST sites within approximately 0.25 miles of the target property.

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<td>NICE AIR</td>
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<td>BESHOFF INFINITI</td>
<td>2198 TULLY RD</td>
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<td>111</td>
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<td>NICE AIR</td>
<td>2555 ROBERT FOWLER W</td>
<td>SSW 1/8 - 1/4 (0.171 mi.)</td>
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ADDITIONAL ENVIRONMENTAL RECORDS

Local Lists of Registered Storage Tanks

SWEEPS UST: Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990’s. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

A review of the SWEEPS UST list, as provided by EDR, and dated 06/01/1994 has revealed that there are 6 SWEEPS UST sites within approximately 0.25 miles of the target property.

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<td>S 1/8 - 1/4 (0.166 mi.)</td>
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<td>1 EASTRIDGE CENTER A</td>
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<td>F15</td>
<td>55</td>
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<tr>
<td>TEXACO (CVX #21-1340)</td>
<td>2695 STORY ROAD</td>
<td>NNW 0 - 1/8 (0.075 mi.)</td>
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EXECUTIVE SUMMARY

Status: A
Tank Status: A
Comp Number: 401218

**CAPITAL CAR WASH**
Status: A
Tank Status: A
Comp Number: 402487

**BEACON STATION 1-723**
Status: A
Tank Status: A
Comp Number: 400670

HIST UST: Historical UST Registered Database.

A review of the HIST UST list, as provided by EDR, and dated 10/15/1990 has revealed that there are 10 HIST UST sites within approximately 0.25 miles of the target property.

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<tr>
<td>AUTOZONE #5924</td>
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<td>NNW 0 - 1/8 (0.026 mi.)</td>
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<td>JOHN LASSETTER JR</td>
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<td>FILL-EM'-FAST #90-04</td>
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<tr>
<td>TEXACO (CVX #21-1340</td>
<td>2695 STORY ROAD</td>
<td>NNW 0 - 1/8 (0.075 mi.)</td>
<td>G26</td>
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<td>FAST GAS</td>
<td>2790 STORY RD</td>
<td>NNW 1/8 - 1/4 (0.168 mi.)</td>
<td>M59</td>
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</table>

**Other Ascertainable Records**

RCRA NonGen / NLR: RCRAInfo is EPA’s comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

A review of the RCRA NonGen / NLR list, as provided by EDR, and dated 12/11/2017 has revealed that
there is 1 RCRA NonGen / NLR site within approximately 0.25 miles of the target property.

<table>
<thead>
<tr>
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<th>Direction / Distance</th>
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<tbody>
<tr>
<td>ALBERTSONS NO 7135</td>
<td>2980 E CAPITOL EXPWY</td>
<td>SE 0 - 1/8 (0.124 mi.)</td>
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</table>

CUPA Listings: A listing of sites included in the county’s Certified Unified Program Agency database. California’s Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

A review of the CUPA Listings list, as provided by EDR, has revealed that there are 25 CUPA Listings sites within approximately 0.25 miles of the target property.

<table>
<thead>
<tr>
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<td>FLYING S AVIATION</td>
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HIST CORTESE: The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES]. This listing is no longer updated by the state agency.

A review of the HIST CORTESE list, as provided by EDR, and dated 04/01/2001 has revealed that there are 16 HIST CORTESE sites within approximately 0.5 miles of the target property.

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<td>AIRPORT PROPERTIES</td>
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<td>REID HILLVIEW AIRPOR</td>
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<tr>
<td>SKYLINE AIR AUTO</td>
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<td>SSW 1/8 - 1/4 (0.171 mi.)</td>
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<td>EASTRIDGE SHOPPING C</td>
<td>1 EASTRIDGE MALL</td>
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<td>J. C. PENNEY</td>
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<td>FIRESTONE MASTER CAR</td>
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<tr>
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<td>NNW 0 - 1/8 (0.026 mi.)</td>
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</tr>
</tbody>
</table>
SAN JOSE HAZMAT: San Jose Hazmat Facilities.

A review of the SAN JOSE HAZMAT list, as provided by EDR, and dated 11/01/2017 has revealed that there are 27 SAN JOSE HAZMAT sites within approximately 0.25 miles of the target property.

<table>
<thead>
<tr>
<th>Equal/Higher Elevation</th>
<th>Address</th>
<th>Direction / Distance</th>
<th>Map ID</th>
<th>Page</th>
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</thead>
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<td>3000 E CAPITOL EXPY</td>
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<td>VERIZON WIRELESS /RE</td>
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<tr>
<td>NICE AIR</td>
<td>2575 ROBERT FOWLER W</td>
<td>SSW 0 - 1/8 (0.121 mi.)</td>
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</tr>
<tr>
<td>SAFEWAY STORE #3095</td>
<td>2980 E CAPITOL EXPY</td>
<td>SE 0 - 1/8 (0.124 mi.)</td>
<td>J39</td>
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<td>CHIPOTLE MEXICAN GRI</td>
<td>2990 E CAPITOL EX 40</td>
<td>SE 0 - 1/8 (0.124 mi.)</td>
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<tr>
<td>IN N OUT BURGER</td>
<td>2950 E CAPITOL EX</td>
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<td>SAN JOSE FUEL COMPAN</td>
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<td>BESHOFF INFINITI</td>
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<tr>
<td>VERIZON WIRELESS: RE</td>
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EXECUTIVE SUMMARY

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR Hist Auto: EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR’s review was limited to those categories of sources that might, in EDR’s opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR’s HRHR effort presents unique and sometimes proprietary data about past
sites and operations that typically create environmental concerns, but may not show up in current government records searches.

A review of the EDR Hist Auto list, as provided by EDR, has revealed that there are 6 EDR Hist Auto sites within approximately 0.125 miles of the target property.

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<td>2771 DUBLIN DR</td>
<td>NNW 0 - 1/8 (0.105 mi.)</td>
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Due to poor or inadequate address information, the following sites were not mapped. Count: 2 records.

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### MAP FINDINGS SUMMARY

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**State and tribal voluntary cleanup sites**

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**State and tribal Brownfields sites**

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**ADDITIONAL ENVIRONMENTAL RECORDS**

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### EDR HIGH RISK HISTORICAL RECORDS

**EDR Exclusive Records**

- EDR MGP: 1.000
- EDR Hist Auto: 0.125
- EDR Hist Cleaner: 0.125

### EDR RECOVERED GOVERNMENT ARCHIVES

**Exclusive Recovered Govt. Archives**

- RGA LF: 0.001
- RGA LUST: 0.001

- Totals --

  0 73 60 16 2 0 151

### NOTES:

- TP = Target Property
- NR = Not Requested at this Search Distance
- Sites may be listed in more than one database
A1  DBA MERCEDES BENZ OF SAN JOSE  |  RCRA-LQG  |  1017785802  
SSE  3000 E CAPITOL EXPY  |  FINDS  |  CAR000252841  
< 1/8  SAN JOSE, CA 95148  |  |  
0.006 mi.  |  |  
30 ft.  |  |  
Site 1 of 3 in cluster A  |  |  
Relative:  Higher  |  |  
Actual:  134 ft.  |  |  

RCRA-LQG:
Date form received by agency: 04/20/2015
Facility name: DBA MERCEDES BENZ OF SAN JOSE
Facility address: 3000 E CAPITOL EXPY
SAN JOSE, CA 95148
EPA ID: CAR000252841
Contact: MIKE DIGIULIO
Contact address: 3000 E CAPITOL EXPY
SAN JOSE, CA 95148
Contact country: US
Contact telephone: 408-239-2300
Contact email: DIGIULIO@AUTONATION.COM
EPA Region: 09
Classification: Large Quantity Generator
Description:
Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time.

Owner/Operator Summary:
Owner/operator name: MIKE DIGIULIO
Owner/operator address: Not reported
Owner/operator country: US
Owner/operator telephone: Not reported
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: 04/01/2015
Owner/Op end date: Not reported

Owner/operator name: AUTO CO XXII INC
Owner/operator address: 3000 CAPITOL EXPRESSWAY
SAN JOSE, CA 95148
Owner/operator country: US
Owner/operator telephone: 408-239-2300
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: 04/01/2015
Owner/Op end date: Not reported
FINDS:

No violations found

Violation Status: No violations found
DBA MERCEDES BENZ OF SAN JOSE  (Continued)

Registry ID: 110064384982

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1017785802
Registry ID: 110064384982
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110064384982

AUTO COMPANY XXII, INC. DBA MERCEDES BENZ OF SAN J
3000 E CAPITOL EX
SAN JOSE, CA 95148

Relative: Higher
Actual: 134 ft.
Site 2 of 3 in cluster A

CUPA SANTA CLARA:
Region: SANTA CLARA
PE#: 2206
Program Description: GENERATES 5 TO <25 TONS/YR
Latitude: 37.332259
Longitude: -121.813258
Record ID: PR0372861
Facility ID: FA0255347

Region: SANTA CLARA
PE#: BP02
Program Description: HMBP FACILITY, 4-6 CHEMICALS
Latitude: 37.332259
Longitude: -121.813258
Record ID: PR0396877
Facility ID: FA0255347

Region: SANTA CLARA
PE#: 2011
Program Description: APSA FACILITY-SPCC TEMPLATE (<10,000 GAL CAP)
Latitude: 37.332259
Longitude: -121.813258
Record ID: PR0424941
Facility ID: FA0255347
A3
SSE
3000 E CAPITOL EXPY
SAN JOSE, CA 95148
< 1/8
0.006 mi.
30 ft.
Site 3 of 3 in cluster A

Relative: Higher
Actual: 134 ft.

AST:
Certified Unified Program Agencies: Not reported
Owner: DBA Mercedes Benz of San Jose
Total Gallons: Not reported
CERSID: 10351477
Facility ID: Not reported
Business Name: AutoNation Nor-Cal
Phone: 408-239-2400
Fax: Not reported
Mailing Address: 3000 E CAPITOL EX
Mailing Address City: SAN JOSE
Mailing Address State: CA
Mailing Address Zip Code: 95148
Operator Name: Mike Digiulio
Operator Phone: 408-239-2300
Owner Phone: 408-239-2300
Owner Mail Address: 3000 E CAPITOL EX
Owner State: CA
Owner Zip Code: 95148
Owner Country: United States
Property Owner Name: Not reported
Property Owner Phone: Not reported
Property Owner Mailing Address: Not reported
Property Owner City: Not reported
Property Owner Stat: Not reported
Property Owner Zip Code: Not reported
Property Owner Country: Not reported
EPAID: CAR000252841

HAZNET:
evid: S105990180
Year: 2016
GEPAID: CAL000405562
Contact: LINDA CLEMIT
Telephone: 4086154510
Mailing Name: Not reported
Mailing Address: 3000 E CAPITOL EXPY
Mailing City,St,Zip: SAN JOSE, CA 95148
Gen County: Santa Clara
TSD EPA ID: CAT080013352
TSD County: Los Angeles
Waste Category: Unspecified organic liquid mixture
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 0.187
Cat Decode: Unspecified organic liquid mixture
Method Decode: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Facility County: Santa Clara

evid: S105990180
Year: 2016
GEPAID: CAL000405562
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**AUTO COMPANY XXII INC DBA MERCEDES BENZ OF SAN JOSE (Continued)**

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Waste Category: Other inorganic solid waste

Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)

Tons: 0.3

Method Decode: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)

Facility County: Santa Clara

envid: S105990180

Year: 2016

GEPAID: CAL000405562

Contact: LINDA CLEMIT

Telephone: 4086154510

Mailing Name: Not reported

Mailing Address: 3000 E CAPITOL EXPY

Mailing City,St,Zip: SAN JOSE, CA 95148

Gen County: Santa Clara

TSD EPA ID: CAD059494310

TSD County: Santa Clara

Waste Category: Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)

Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)

Tons: 0.45

Cat Decode: Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)

Method Decode: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)

Facility County: Santa Clara

envid: S105990180

Year: 2016

GEPAID: CAL000405562

Contact: LINDA CLEMIT

Telephone: 4086154510

Mailing Name: Not reported

Mailing Address: 3000 E CAPITOL EXPY

Mailing City,St,Zip: SAN JOSE, CA 95148

Gen County: Santa Clara

TSD EPA ID: CAD059494310

TSD County: Santa Clara

Waste Category: Unspecified oil-containing waste

Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)

Tons: 0.25

Cat Decode: Unspecified oil-containing waste

Method Decode: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)

Facility County: Santa Clara
AUTO COMPANY XXII INC DBA MERCEDES BENZ OF SAN JOSE (Continued)

envid: S105990180
Year: 2016
GEPaid: CAL000405562
Contact: LINDA CLEMIT
Telephone: 4086154510
Mailing Name: Not reported
Mailing Address: 3000 E CAPITOL EXPY
Mailing City,St,Zip: SAN JOSE, CA 95148
Gen County: Santa Clara
TSD EPA ID: CAD059494310
TSD County: Santa Clara
Waste Category: Unspecified organic liquid mixture
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery
(H010-H129) Or (H131-H135)
Tons: 0.325
Cat Decode: Unspecified organic liquid mixture
Method Decode: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery
(H010-H129) Or (H131-H135)
Facility County: Santa Clara

Click this hyperlink while viewing on your computer to access 7 additional CA_HAZNET: record(s) in the EDR Site Report.

SAN JOSE HAZMAT:
Region: SAN JOSE
File Num: 409443
Class: Misc. Complex firms and labs

B4 AUTOZONE #5924
NNW 2690 STORY RD
< 1/8 SAN JOSE, CA 95127
< 0.026 mi. Site 1 of 4 in cluster B
137 ft. Relative: Lower
114 ft. Actual:
LUST S100874678
HIST LUST N/A
HIST UST
CUPA Listings
HIST CORTESE
SAN JOSE HAZMAT

Lead Agency: SANTA CLARA COUNTY LOP
Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0608500406
Global Id: T0608500406
Latitude: 37.3503826187445
Longitude: -121.827160915243
Status: Completed - Case Closed
Status Date: 02/20/1996
Case Worker: UST
RB Case Number: Not reported
Local Agency: SANTA CLARA COUNTY LOP
File Location: All Files are on GeoTracker or in the Local Agency Database
Local Case Number: Not reported
Potential Media Affect: Aquifer used for drinking water supply
Potential Contaminants of Concern: Gasoline
Site History: Not reported

LUST:
Global Id: T0608500406
Contact Type: Regional Board Caseworker
Contact Name: Regional Water Board
Organization Name: SAN FRANCISCO BAY RWQCB (REGION 2)
AUTOZONE #5924 (Continued)

Address: 1515 CLAY ST SUITE 1400
City: OAKLAND
Email: Not reported
Phone Number: Not reported

Global Id: T0608500406
Contact Type: Local Agency Caseworker
Contact Name: UST CASE WORKER
Organization Name: SANTA CLARA COUNTY LOP
Address: 1555 Berger Drive, Suite 300
City: SAN JOSE
Email: Not reported
Phone Number: 4089183400

LUST:
Global Id: T0608500406
Action Type: Other
Date: 04/22/1985
Action: Leak Reported

Global Id: T0608500406
Action Type: ENFORCEMENT
Date: 05/08/1995
Action: Staff Letter - #28219

Global Id: T0608500406
Action Type: ENFORCEMENT
Date: 02/20/1996
Action: Closure/No Further Action Letter

Global Id: T0608500406
Action Type: RESPONSE
Date: 02/20/1996
Action: Other Report / Document

Global Id: T0608500406
Action Type: RESPONSE
Date: 07/15/1996
Action: Monitoring Report - Quarterly

Global Id: T0608500406
Action Type: RESPONSE
Date: 10/15/1995
Action: Monitoring Report - Quarterly

Global Id: T0608500406
Action Type: RESPONSE
Date: 01/15/1996
Action: Monitoring Report - Quarterly

Global Id: T0608500406
Action Type: ENFORCEMENT
Date: 01/30/1991
Action: Notice of Responsibility - #40012
AUTOZONE #5924 (Continued)

Global Id: T0608500406
Status: Open - Case Begin Date
Status Date: 03/22/1985

Global Id: T0608500406
Status: Open - Site Assessment
Status Date: 03/22/1985

Global Id: T0608500406
Status: Open - Site Assessment
Status Date: 08/20/1990

Global Id: T0608500406
Status: Completed - Case Closed
Status Date: 02/20/1996

LUST REG 2:
Region: 2
Facility Id: Not reported
Facility Status: Case Closed
Case Number: 07S1E02K02f
How Discovered: Not reported
Leak Cause: Not reported
Leak Source: Not reported
Date Leak Confirmed: Not reported
Oversight Program: LUST
Prelim. Site Assessment Workplan Submitted: Not reported
Preliminary Site Assessment Began: 3/22/1985
Pollution Characterization Began: 8/20/1990
Pollution Remediation Plan Submitted: Not reported
Date Remediation Action Underway: Not reported
Date Post Remediation Action Monitoring Began: Not reported

LUST SANTA CLARA:
Region: SANTA CLARA
SCVWD ID: 07S1E02K02F
Date Closed: 02/20/1996
EDR Link ID: 07S1E02K02F

HIST LUST SANTA CLARA:
Region: SANTA CLARA
Region Code: 2
SCVWD ID: 07S1E02K02
Oversite Agency: SCVWD
Date Listed: 1991-06-03 00:00:00
Closed Date: 1996-02-20 00:00:00

HIST UST:
File Number: 000208E5
URL: http://geotracker.waterboards.ca.gov/ustpdfs/pdf/000208E5.pdf
Region: Not reported
Facility ID: Not reported
Facility Type: Not reported
Other Type: Not reported
AUTOZONE #5924 (Continued)

Contact Name: Not reported
Telephone: Not reported
Owner Name: Not reported
Owner Address: Not reported
Owner City, St, Zip: Not reported
Total Tanks: Not reported

Tank Num: Not reported
Container Num: Not reported
Year Installed: Not reported
Tank Capacity: Not reported
Tank Used for: Not reported
Type of Fuel: Not reported
Container Construction Thickness: Not reported
Leak Detection: Not reported

Click here for Geo Tracker PDF:

CUPA SANTA CLARA:
Region: SANTA CLARA
PE#: 2205
Program Description: GENERATES 100 KG YR TO <5 TONS/YR
Latitude: 37.350258
Longitude: -121.827543
Record ID: PR0373476
Facility ID: FA0255726

Region: SANTA CLARA
PE#: BP01
Program Description: HMBP FACILITY, 1-3 CHEMICALS
Latitude: 37.350258
Longitude: -121.827543
Record ID: PR0396885
Facility ID: FA0255726

HIST CORTESE:
Region: CORTESE
Facility County Code: 43
Reg By: LTNKA
Reg Id: 43-0350

SAN JOSE HAZMAT:
Region: SAN JOSE
File Num: 403165
Class: Misc. Complex firms and labs

MAP FINDINGS
Direction
Distance
Elevation
Site
Database(s)
EDR ID Number
EPA ID Number

AUTOZONE #5924

EDR Hist Auto 1022199115
NNW 2690 STORY RD
< 1/8 SAN JOSE, CA  95122
0.026 mi.
137 ft.
Site 2 of 4 in cluster B
Relative: Lower
Year: 1975
Name: MATOS EASTRIDGE SHELL
EDR Hist Auto
Type: Gasoline Service Stations

TC5204365.2s Page 16
### MATOS EASTRIDGE SHELL (Continued)

<table>
<thead>
<tr>
<th>Year</th>
<th>Site</th>
<th>EDR ID Number</th>
<th>Distance</th>
<th>Database(s)</th>
<th>Site Elevation</th>
<th>Type of Fuel</th>
<th>Leak Detection</th>
<th>Stock Inventor, 10</th>
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<tbody>
<tr>
<td>1976</td>
<td>MATOS EASTRIDGE SHELL</td>
<td>1022199115</td>
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<td>Gasoline Service Stations</td>
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<td>1980</td>
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### JOHN LASSETTER JR

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<tr>
<th>Site</th>
<th>Facility Type</th>
<th>Region</th>
<th>Facility ID</th>
<th>Facility Type</th>
<th>Other Type</th>
<th>Contact Name</th>
<th>Telephone</th>
<th>Owner Name</th>
<th>Owner Address</th>
<th>Owner City, St, Zip</th>
<th>Total Tanks</th>
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<tr>
<td>Site 3 of 4 in cluster B</td>
<td>Gas Station</td>
<td>STATE</td>
<td>00000028460</td>
<td>Gas Station</td>
<td>Not reported</td>
<td>DEALER</td>
<td>4089232103</td>
<td>SHELL OIL COMPANY</td>
<td>P.O. BOX 4848</td>
<td>ANAHEIM, CA 92803</td>
<td>0004</td>
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<table>
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<th>Site</th>
<th>File Number</th>
<th>URL</th>
<th>Relative:</th>
<th>Actual:</th>
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<td>Site 3 of 4 in cluster B</td>
<td>Not reported</td>
<td>Not reported</td>
<td>Lower:</td>
<td>114 ft.</td>
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</table>
JOHN LASSETTER JR (Continued)  

Tank Capacity: 00000550  
Tank Used for: WASTE  
Type of Fuel: WASTE OIL  
Container Construction Thickness: 12  
Leak Detection: Stock Inventor, 10

C7  
WRIGHT BROS, INC  
SSE  
2660 JOHN MONTGOMERY DR  
SAN JOSE, CA 95148  
< 1/8  
0.028 mi.  
147 ft.  
Site 1 of 2 in cluster C

Relative: Higher  
Actual: 123 ft.

LUST:  
Lead Agency: SANTA CLARA COUNTY LOP  
Case Type: LUST Cleanup Site  
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0608500670  
Global Id: T0608500670  
Latitude: 37.3396  
Longitude: -121.8194  
Status: Completed - Case Closed  
Status Date: 10/10/1995  
Case Worker: UST  
RB Case Number: Not reported  
Local Agency: SANTA CLARA COUNTY LOP  
File Location: All Files are on GeoTracker or in the Local Agency Database  
Local Case Number: Not reported  
Potential Media Affect: Soil  
Potential Contaminants of Concern: Waste Oil / Motor / Hydraulic / Lubricating  
Site History: Not reported

SANTA CLARA COUNTY LOP  
Regional Board Caseworker  
1515 CLAY ST SUITE 1400  
OAKLAND  
Not reported  
4089183400

LUST:  
Global Id: T0608500670  
Contact Type: Other  
Date: 05/20/1992  
Action: Leak Reported

SANTA CLARA COUNTY LOP  
UST CASE WORKER  
1555 Berger Drive, Suite 300  
SAN JOSE  
Not reported  
4089183400

LUST:  
Global Id: T0608500670  
Action Type: ENFORCEMENT  
Date: 10/10/1995
WRIGHT BROS, INC (Continued)  S101309180

Action: Closure/No Further Action Letter

Global Id: T0608500670
Action Type: RESPONSE
Date: 10/15/1991
Action: Other Report / Document

LUST:

Global Id: T0608500670
Status: Open - Case Begin Date
Status Date: 05/20/1992

Global Id: T0608500670
Status: Completed - Case Closed
Status Date: 10/10/1995

LUST REG 2:

Region: 2
Facility Id: Not reported
Facility Status: Case Closed
Case Number: 07S1E12E01f
How Discovered: Not reported
Leak Cause: Not reported
Leak Source: Not reported
Date Leak Confirmed: Not reported
Oversight Program: LUST
Prelim. Site Assessment Workplan Submitted: Not reported
Preliminary Site Assessment Began: Not reported
Pollution Characterization Began: Not reported
Pollution Remediation Plan Submitted: Not reported
Date Remediation Action Underway: Not reported
Date Post Remedial Action Monitoring Began: Not reported

LUST SANTA CLARA:

Region: SANTA CLARA
SCVWID ID: 07S1E12E01f
Date Closed: 10/10/1995
EDR Link ID: 07S1E12E01f

HIST LUST SANTA CLARA:

Region: SANTA CLARA
Region Code: 2
SCVWID ID: 07S1E12E01
Oversight Agency: SCVWID
Date Listed: 1993-01-01 00:00:00
Closed Date: 1995-10-10 00:00:00

EMI:

Year: 1990
County Code: 43
Air Basin: SF
Facility ID: 6047
Air District Name: BA
SIC Code: 7532
WRIGHT BROS, INC (Continued)  S101309180

Air District Name: BAY AREA AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 1
Reactive Organic Gases Tons/Yr: 1
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers and Smllr Tons/Yr: 0

HIST CORTESE:
Region: CORTESE
Facility County Code: 43
Reg By: LTNKA
Reg Id: 43-0636

LUST:

Relative: Higher
Actual: 125 ft.

Lead Agency: SANTA CLARA COUNTY LOP
Case Type: LUST Cleanup Site
Global Id: T0608501949
Latitude: 37.3381208
Longitude: -121.8165429
Status: Completed - Case Closed
Status Date: 06/06/1996
Case Worker: UST
RB Case Number: Not reported
Local Agency: SANTA CLARA COUNTY LOP
File Location: All Files are on GeoTracker or in the Local Agency Database
Potential Media Affect: Soil
Potential Contaminants of Concern: Aviation
Site History: Not reported
### AERO TRENDS INC (Continued)

**Phone Number:** 4089183400

**LUST:**

<table>
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<tr>
<th>Global Id</th>
<th>T0608501949</th>
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<td>Action Type</td>
<td>Other</td>
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<td>Date</td>
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<td>Action</td>
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<tr>
<td>Date</td>
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<td>Action</td>
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**LUST REG 2:**

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<td>Facility Id</td>
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<tr>
<td>Case Number</td>
<td>07S1E12M02F</td>
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<tr>
<td>How Discovered</td>
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<tr>
<td>Leak Cause</td>
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<td>Leak Source</td>
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<td>Date Leak Confirmed</td>
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<tr>
<td>Oversight Program</td>
<td>LUST</td>
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<td>Prelim. Site Assessment Workplan Submitted</td>
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<tr>
<td>Preliminary Site Assessment Begun</td>
<td>Not reported</td>
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<tr>
<td>Pollution Characterization Begun</td>
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<td>Pollution Remediation Plan Submitted</td>
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<tr>
<td>Date Remediation Action Underway</td>
<td>Not reported</td>
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<tr>
<td>Date Post Remedial Action Monitoring Begun</td>
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**LUST SANTA CLARA:**

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<tr>
<td>SCVWD ID</td>
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**HIST LUST SANTA CLARA:**

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AERO TRENDS INC (Continued)

Oversite Agency: SCVWD
Date Listed: 1996-06-06 00:00:00
Closed Date: 1996-06-06 00:00:00

HIST CORTESE:
Region: CORTESE
Facility County Code: 43
Reg By: LTNKA
Reg Id: 43-2123

D9  LP ENTERPRISES  UST  U004265951
SE  2635 CUNNINGHAM AV  N/A
< 1/8  SAN JOSE, CA  95148
0.029 mi.  Site 2 of 3 in cluster D
155 ft.
Relative: Higher
Actual: 125 ft.
Facility ID: Not reported
Permitting Agency: Santa Clara County Environmental Health
Latitude: 37.33733
Longitude: -121.81845

D10  FLYING S AVIATION  CUPA Listings  S106779329
SE  2635 CUNNINGHAM AV H  SAN JOSE HAZMAT  N/A
< 1/8  SAN JOSE, CA  95148
0.029 mi.  Site 3 of 3 in cluster D
155 ft.
Relative: Higher
Actual: 125 ft.
CUPA SANTA CLARA:
Region: SANTA CLARA
PE#: 2201
Program Description: GENERATES WASTE OIL ONLY
Latitude: 37.33739
Longitude: -121.818534
Record ID: PR0382404
Facility ID: FA0260849

Region: SANTA CLARA
PE#: 2399
Program Description: UNDERGROUND STORAGE TANK PROGRAM RECORD
Latitude: 37.3380563
Longitude: -121.8167443
Record ID: PR0395990
Facility ID: FA0264660

Region: SANTA CLARA
PE#: BP01
Program Description: HMBP FACILITY, 1-3 CHEMICALS
Latitude: 37.3380563
Longitude: -121.8167443
Record ID: PR0395991
Facility ID: FA0264660

Region: SANTA CLARA
PE#: 2240
Program Description: GENERATES < 10 GAL/YR
<table>
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<tr>
<th>EMI</th>
<th>South</th>
<th>&lt; 1/8</th>
<th>0.032 mi.</th>
<th>167 ft.</th>
<th>Site 2 of 2 in cluster C</th>
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<tr>
<td>VERIZON WIRELESS (REID HILL/AI)</td>
<td>2636 JOHN MONTGOMERY RD</td>
<td>SAN JOSE, CA 95148</td>
<td>C11</td>
<td>EMM</td>
<td>S113748535</td>
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**FLYING S AVIATION (Continued)**

- **Latitude:** 37.3380563
- **Longitude:** -121.8167443
- **Record ID:** PR0395992
- **Facility ID:** FA0264660

**SAN JOSE HAZMAT:**

- **Region:** SAN JOSE
- **File Num:** 411499
- **Class:** Auto Wrecking/Misc Simple Facility

- **Region:** SAN JOSE
- **File Num:** 410080
- **Class:** Auto Wrecking/Misc Simple Facility

**EMI:**

- **Year:** 2009
- **County Code:** 43
- **Air Basin:** SF
- **Facility ID:** 19609
- **Air District Name:** BA
- **SIC Code:** 4812
- **Air District Name:** BAY AREA AQMD
- **Community Health Air Pollution Info System:** Not reported
- **Consolidated Emission Reporting Rule:** Not reported
- **Total Organic Hydrocarbon Gases Tons/Yr:** 0
- **Reactive Organic Gases Tons/Yr:** 0
- **Carbon Monoxide Emissions Tons/Yr:** 0.001
- **NOX - Oxides of Nitrogen Tons/Yr:** 0.002
- **SOX - Oxides of Sulphur Tons/Yr:** 0
- **Particulate Matter Tons/Yr:** 0
- **Part. Matter 10 Micrometers and Smlr Tons/Yr:** 0

**Year:** 2010

- **County Code:** 43
- **Air Basin:** SF
- **Facility ID:** 19609
- **Air District Name:** BA
- **SIC Code:** 4812
- **Air District Name:** BAY AREA AQMD
- **Community Health Air Pollution Info System:** Not reported
- **Consolidated Emission Reporting Rule:** Not reported
- **Total Organic Hydrocarbon Gases Tons/Yr:** 0
- **Reactive Organic Gases Tons/Yr:** 0
- **Carbon Monoxide Emissions Tons/Yr:** 0.001
- **NOX - Oxides of Nitrogen Tons/Yr:** 0.002
- **SOX - Oxides of Sulphur Tons/Yr:** 0
- **Particulate Matter Tons/Yr:** 0
- **Part. Matter 10 Micrometers and Smlr Tons/Yr:** 0

**Year:** 2011

- **County Code:** 43
VERIZON WIRELESS (REID HILL/AI) (Continued)

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<td>BAY AREA AQMD</td>
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<td>Community Health Air Pollution Info System:</td>
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<tr>
<td>Consolidated Emission Reporting Rule:</td>
<td>Not reported</td>
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<tr>
<td>Total Organic Hydrocarbon Gases Tons/Year:</td>
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<td>Carbon Monoxide Emissions Tons/Year:</td>
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<td>NOX - Oxides of Nitrogen Tons/Year:</td>
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<tr>
<td>SOX - Oxides of Sulphur Tons/Year:</td>
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<td>Particulate Matter Tons/Year:</td>
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<tr>
<td>Part. Matter 10 Micrometers and Smaller Tons/Year:</td>
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Year: 2012
County Code: 43
Air Basin: SF
Air District Name: BA
SIC Code: 4812
Air District Name: BAY AREA AQMD

| Community Health Air Pollution Info System: | Not reported |
| Consolidated Emission Reporting Rule: | Not reported |
| Total Organic Hydrocarbon Gases Tons/Year: | 0 |
| Reactive Organic Gases Tons/Year: | 0 |
| Carbon Monoxide Emissions Tons/Year: | 0.002 |
| NOX - Oxides of Nitrogen Tons/Year: | 0.003 |
| SOX - Oxides of Sulphur Tons/Year: | 0 |
| Particulate Matter Tons/Year: | 0 |
| Part. Matter 10 Micrometers and Smaller Tons/Year: | 0 |

Year: 2013
County Code: 43
Air Basin: SF
Air District Name: BA
SIC Code: 4812
Air District Name: BAY AREA AQMD

| Community Health Air Pollution Info System: | Not reported |
| Consolidated Emission Reporting Rule: | Not reported |
| Total Organic Hydrocarbon Gases Tons/Year: | 0 |
| Reactive Organic Gases Tons/Year: | 0 |
| Carbon Monoxide Emissions Tons/Year: | 0.002 |
| NOX - Oxides of Nitrogen Tons/Year: | 0.003 |
| SOX - Oxides of Sulphur Tons/Year: | 0 |
| Particulate Matter Tons/Year: | 0 |
| Part. Matter 10 Micrometers and Smaller Tons/Year: | 0 |

Year: 2014
County Code: 43
Air Basin: SF
Air District Name: BA
SIC Code: 4812
Air District Name: BAY AREA AQMD

| Community Health Air Pollution Info System: | Not reported |
VERIZON WIRELESS (REID HILL/AI) (Continued)

Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 0.000198793
Reactive Organic Gases Tons/Yr: 0
Carbon Monoxide Emissions Tons/Yr: 0.001448791
NOX - Oxides of Nitrogen Tons/Yr: 0.003324252
SOX - Oxides of Sulphur Tons/Yr: 5.872e-006
Particulate Matter Tons/Yr: 0.000187339
Part. Matter 10 Micrometers and Smllr Tons/Yr: 0.000179845

Year: 2015
County Code: 43
Air Basin: SF
Facility ID: 19609
Air District Name: BA
SIC Code: 4812
Air District Name: BAY AREA AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 0.000198793
Reactive Organic Gases Tons/Yr: 0.000174707
Carbon Monoxide Emissions Tons/Yr: 0.001448791
NOX - Oxides of Nitrogen Tons/Yr: 0.003324252
SOX - Oxides of Sulphur Tons/Yr: 5.872e-006
Particulate Matter Tons/Yr: 0.000187339
Part. Matter 10 Micrometers and Smllr Tons/Yr: 0.000179845

SAN JOSE HAZMAT:
Date of Data: AS OF 02/07/2014
Region: SAN JOSE
File Num: 601214
Class: Misc. Complex firms and labs

CUPA Listings: N/A
SICS Code: 19609
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- File Number: 0002D099
- URL: http://geotracker.waterboards.ca.gov/ustpdfs/pdf/0002D099.pdf
- Region: STATE
- Facility ID: 00000063086
- Facility Type: Gas Station
- Other Type: Not reported
- Contact Name: CURRIE, WILLIAM L
- Telephone: 
- Owner Name: CHEVRON U.S.A. INC.
- Owner Address: 575 MARKET
- Owner City,St,Zip: SAN FRANCISCO, CA 94105
- Total Tanks: 0004

**Tank 001**
- Year Installed: Not reported
- Tank Capacity: 00001000
- Tank Used for: WASTE
- Type of Fuel: Not reported
- Container Construction Thickness: 0000250
- Leak Detection: Stock Inventor

**Tank 002**
- Year Installed: Not reported
- Tank Capacity: 00010000
- Tank Used for: PRODUCT
- Type of Fuel: Not reported
- Container Construction Thickness: 0000250
- Leak Detection: Stock Inventor

**Tank 003**
- Year Installed: Not reported
- Tank Capacity: 00010000
- Tank Used for: PRODUCT
- Type of Fuel: Not reported
- Container Construction Thickness: 0000250
- Leak Detection: Stock Inventor

**Tank 004**
- Year Installed: Not reported
- Tank Capacity: 00010000
- Tank Used for: PRODUCT
- Type of Fuel: Not reported
- Container Construction Thickness: 0000250
- Leak Detection: Stock Inventor

Click here for Geo Tracker PDF:
MAP FINDINGS

Site 2 of 11 in cluster F

Relative: Lower
Actual: 117 ft.

Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0608500368
Global Id: T0608500368
Latitude: 37.3508043333333
Longitude: -121.826552666667
Status: Completed - Case Closed
Status Date: 02/27/2017
Case Worker: AC
RB Case Number: 03-026
Local Agency: SANTA CLARA COUNTY LOP
File Location: All Files are on GeoTracker or in the Local Agency Database
Local Case Number: 07S1E02J01f
Potential Media Affect: Aquifer used for drinking water supply
Potential Contaminants of Concern: MTBE / TBA / Other Fuel Oxygenates, Gasoline
Site History: 1989 In March, periodic groundwater monitoring commenced at the site and continued through 2015. FP was only reported to be present in well WCC5 located within the former UST excavation. Groundwater samples were reported to have maximum concentrations of 350,000 parts per billion (ppb) Total Petroleum Hydrocarbons (TPH) as Gasoline (TPHg), 52,000 ppb Benzene, 45,000 ppb Toluene, 6,800 ppb Ethylbenzene, and 43,000 ppb Xylenes. Between May and June, the existing tank observation wells, except for A and B, were removed and re-installed. Also at this time, 4 monitoring wells (HLA1 through HLA4) were installed on and off-site to 15 feet below the ground surface (ft bgs). 4 soil samples were collected and were not reported to have concentrations of the Constituents of Concern (COCs) present above the laboratory reporting limits. Wells destroyed at this time include: WCC7, WCC8, 2, 3, 5, 7, 8, 10, 12 and 17. Also at this time, an attempt was made to clean-out the recovery well. Gravel was encountered at about 8 ft bgs. It was determined that it was likely the well corroded and ruptured allowing gravel from the French drain into the well. A boring was advanced within the 2-foot well and a new 4-inch well was installed within it. Also at this time 5 soil borings (B1 through B5) were advanced onsite to 10 ft bgs near the old USTs, east of the new USTs and east of the fuel pumps. 5 soil samples were collected and reported to have maximum concentrations of 11,000 parts per million (ppm) TPHg, 80 ppm Benzene, 830 ppm Toluene, 400 ppm Ethylbenzene, and 1,300 ppm Xylenes in boring B4 advanced near the former UST excavation. 1990 In August, a NPDES Permit was issued to the site for discharge of water. In the December 1990 groundwater monitoring report there is mention of certain wells being connected to a GWE system. Later reports state that a GWE system was installed in June of this year, but did not commence operations until January 1991. And an oil-water separator was installed for the system in December. Shortly after system start-up, it had to be shut down due to removal of too much FP. Additional FP storage capacity needed to be added to the system. 1991 In August, the GWE system was restarted. The system ran intermittently. Documentation of system effectiveness was not found in the file. A product line was nicked while installing a tank compliance well as required by SJFD. It was reported that the line was shut off immediately and impacted soil was removed from the
site. 1993 In March, two piezometers (P1 and P2) were installed within the French drain to assess it. Documentation of the piezometer installation was not found in the file. A remediation report for the GWE activities was not submitted until May 1993 and only documented required sampling for system restart. No documentation was included regarding volume of groundwater extracted and treated. Additional documentation was not found and it is not clear when the system was shut down. During 1994, a skimmer was installed in well WCC5 for FP removal. Documentation regarding FP removal was not found in the file. In August, the USTs and piping were replaced. Groundwater was present in the UST excavation and FP was present on the groundwater. The excavation was shored for removal of the USTs. Soil samples were not collected from the UST excavation. A grab groundwater sample (TP-W1) was collected and reported to contain 18,000 ppb TPHg, 2,500 ppb Benzene, 280 ppb Toluene, 200 ppb Ethylbenzene, and 790 ppb Xylenes. The UST excavation was enlarged for the replacement tanks. Approximately 1,300 cubic yards of soil were removed from the site and 25,000 gallons of groundwater was pumped from the excavation during this operation. 7 soil samples were collected from 5 ft bgs following removal of the piping and were reported to contain maximum concentrations of 2,000 ppm TPHg, 8.9 ppm Benzene, 54 ppm Toluene, 31 ppm Ethylbenzene, and 130 ppm Xylenes. 1995 Attempts were made to install a well within Capital Expressway between the site and the Former Texaco station at 2695 Story Road. Capital Expressway is the property of the County of Santa Clara. Access and an encroachment permit were denied by the Countys Roads and Airports Division. 1998 A conduit study was completed. It was determined that migration of Methyl tert-Butyl Ether (MtBE) contamination in groundwater could be influenced by subsurface conduits. However, there are 3 open fuel leak cases on the corners of the intersection, including the Former Texaco station at 2695 Story Road downgradient of the site. 1999 In November, another GWE system was started onsite. 2001 In February, 3 soil borings (B6 through B8) were advanced to 20 ft bgs offsite near the Shell and former Texaco stations. 12 soil samples were collected and were not reported to have concentrations of TPHg, Benzene, Toluene, Ethylbenzene, and Xylenes present above the laboratory reporting limits. MtBE was reported at a maximum concentration of 0.122 ppm in B8 at 20 ft bgs. Only the soil samples collected from boring B8 were reported to have concentrations of MtBE present above the laboratory reporting limit. Boring B8 was advanced within Story Road closes to the former Texaco site. Depth discrete grab groundwater samples were collected from each boring and reported to contain only MtBE at concentrations ranging from <1.0 to 332 at 20 ft bgs in boring B8. 2002 In June, a water sample was collected from a sump located in the basement of a restaurant at 2687 Story Road, which is next door to the Former Texaco site. This was after a sump pump repairman called in a complaint of gasoline odors in the sump. The sample was reported to contain 180 ppb TPHg, 94 ppb TPH as Diesel (TPHd), and 360 ppb MtBE. 2004 In December, 2 additional extraction wells (EW5 and EW6) were installed onsite and connected to the GWE system. Documentation of well installation was not found in the file. 2006 In October, wells EW1, EW4, #1, #6 and P1 were destroyed due to planned expansion of Story Road, which encroached on the property. A replacement well (EW4R) was installed in another location. Documentation of well destruction and well construction was not found in the file. It was later reported that between 2006 and 2008 11 wells were destroyed, including EW1 and EW4, mostly within the
streets. 2007 In August, the groundwater extraction system was shut down due to asymptotic mass removal rates over the last 7 years. 2008 In January, it was recommended that the GWE system be restarted due to significant rebound in concentration in wells EW-4R, EW-5, #16A, WCC5, and WCC15. The system was shut down again in May after operating for 12 days. It is estimated that 3,141,799 gallons of groundwater were removed and 38.74 pounds TPHd, 340.79 pounds TPHg, 26.55 pounds Benzene, and 14.05 pounds of MtBE. In February, wells WCC4 and WCC6 were destroyed. These wells were located within the street and were recommended for removal due to safety concerns. In April, wells HLA1, HLA3 and HLA4 were destroyed. Wells HLA1 and HLA3 were located within the street and were recommended for removal due to safety concerns. In May, well WCC3, which was located within the street, was destroyed due to safety concerns. In June, 12 soil borings (SB1 through SB12) were advanced onsite. 78 soil samples were collected and reported maximum concentrations of 6,600 ppm TPHg, 606 ppm Benzene, 130 ppm Toluene, 100 ppm Ethylbenzene, 530 ppm Xylenes, and 0.21 ppm MtBE in samples collected from borings SB4, SB7 and SB8. These borings were advanced in the area of the former UST excavation. Slug testing was also conducted at this time. Based on the results of the soil sampling and the slug testing, it was recommended that multi-phase extraction (MPE) be implemented at the site. 2009 In July, groundwater extraction recommenced onsite. In October, a MPE pilot test was conducted with the GWE operating as well. The test was conducted on well WCC15. During the test, approximately 126.9 pounds TPHg were removed through vapor extraction and 0.75 pounds of TPHg through GWE. Based on the test, it was recommended that a MPE system be designed to address contamination in the area of WCC15. Following completion of the test, GWE continued through June 2010. It is estimated that the GWE removed and treated 599,430 gallons of groundwater between July 2009 and June 2010. 2010 In November, well WCC15 was destroyed and replaced (well WCC15R) and 2 new extraction wells (EW7 and EW8) were installed. Replacement well WCC15R was moved approximately 5 feet to the southeast. Soil samples were not reported to have been collected for the installation of these new wells. 2011 In July, GWE re-commenced and initially discharged to the sanitary sewer approximately 254,922 gallons of groundwater. In November, discharge of groundwater was to the storm drain under an NPDES permit. The GWE system was shut down in August 2012 due to a chlorine exceedance in the effluent sample. Chlorination is not included in the GWE system. 2012 In May, the soil vapor extraction (SVE) portion of the MPE system was started onsite. 2013 In January, the GWE system was restarted and treated groundwater was discharged to the sanitary sewer. In July, 13 soil borings (CB1 through CB13) were advanced onsite to approximately 8 ft bgs for collection of confirmation soil samples. 40 soil samples were collected and reported maximum concentrations of 9,700 ppm TPHg, 5,400 ppm TPH as Diesel (TPHd), 54 ppm Benzene, 250 ppm Toluene, 200 ppm Ethylbenzene, 1,100 ppm Xylenes, 0.034 ppm MtBE, 0.054 ppm Tert Butyl Alcohol (TBA), and 37 ppm Naphthalene. The highest concentrations were reported for samples collected near the former USTs. Borings CB10 and CB13 were advanced in the vicinity of a former waste oil UST. There is no documentation in the file regarding this former waste oil UST. The 6 soil samples collected from these borings were also analyzed for Polycyclic Aromatic Hydrocarbons (PAHs) and were reported to have maximum concentrations of 0.00071 ppm Acenaphthene, 0.0087 ppm Anthracene, 0.012 ppm Benzo(a)anthracene, 0.038 ppm Benzo(b)fluoranthene, 0.0083 ppm Benzo(k)fluoranthene, 0.007 ppm phenanthrene, 0.007 ppm Fluoranthene, and 0.007 ppm Pyrene.
### CHEVRON #9-8247 (Continued)

ppm Benzo(k)fluoranthene, 0.023 ppm Benzo(a)pyrene, 0.046 ppm Benzo(g,h,i)perylene, 0.035 ppm Chrysene, 0.00074 ppm Dibenzo(a,h)anthracene, 0.024 ppm Fluoranthene, 0.0081 ppm Fluorene, 0.016 ppm Indeno(1,2,3-cd)pyrene, 0.15 ppm Naphthalene, 0.011 ppm Phenanthrene, and 0.06 ppm Pyrene. None of these concentrations exceed the values listed in Table 1 of the LTCP and meet the direct contact criteria. 2014 In October, the MPE system was shut down at the site. The cessation date was the same as the expiration date on the sewer discharge permit. It is estimated that the MPE system removed 6,347,745 gallons of groundwater, 380 pounds of TPhg, 33 pounds Benzene and 14 pounds MIBE through groundwater extraction, and 4,670 pounds TPhg and 16 pounds Benzene through vapor extraction. 2015 Verification groundwater monitoring was conducted. Results from groundwater sampling indicate no significant rebound in groundwater concentrations subsequent to the cessation of remediation.

### LUST:

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ppm Benzo(k)fluoranthene, 0.023 ppm Benzo(a)pyrene, 0.046 ppm Benzo(g,h,i)perylene, 0.035 ppm Chrysene, 0.00074 ppm Dibenzo(a,h)anthracene, 0.024 ppm Fluoranthene, 0.0081 ppm Fluorene, 0.016 ppm Indeno(1,2,3-cd)pyrene, 0.15 ppm Naphthalene, 0.011 ppm Phenanthrene, and 0.06 ppm Pyrene. None of these concentrations exceed the values listed in Table 1 of the LTCP and meet the direct contact criteria. 2014 In October, the MPE system was shut down at the site. The cessation date was the same as the expiration date on the sewer discharge permit. It is estimated that the MPE system removed 6,347,745 gallons of groundwater, 380 pounds of TPhg, 33 pounds Benzene and 14 pounds MIBE through groundwater extraction, and 4,670 pounds TPhg and 16 pounds Benzene through vapor extraction. 2015 Verification groundwater monitoring was conducted. Results from groundwater sampling indicate no significant rebound in groundwater concentrations subsequent to the cessation of remediation.
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EDR ID Number S110060519

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Action: Staff Letter - #38089

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Action: Staff Letter - #28518

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Date: 10/06/2000
Action: Staff Letter - #28363

Global Id: T0608500368
Action Type: ENFORCEMENT
Date: 03/29/2001
Action: Staff Letter - #28369
CHEVRON #9-8247 (Continued)

Global Id: T0608500368
Action Type: RESPONSE
Date: 08/28/2014
Action: NPDES / WDR Reports

Global Id: T0608500368
Action Type: Other
Date: 01/05/1982
Action: Leak Stopped

Global Id: T0608500368
Action Type: RESPONSE
Date: 07/12/2013
Action: Remedial Progress Report

Global Id: T0608500368
Action Type: REMEDIATION
Date: 08/01/1991
Action: Pump & Treat (P&T) Groundwater

Global Id: T0608500368
Action Type: REMEDIATION
Date: 04/22/1982
Action: Excavation

Global Id: T0608500368
Action Type: RESPONSE
Date: 10/27/1997
Action: Monitoring Report - Quarterly

Global Id: T0608500368
Action Type: RESPONSE
Date: 10/31/2003
Action: Monitoring Report - Quarterly

Global Id: T0608500368
Action Type: RESPONSE
Date: 07/31/2004
Action: Remedial Progress Report

Global Id: T0608500368
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Action: Other Report / Document

Global Id: T0608500368
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- **GLOBAL ID**: T0608500368
- **ACTION TYPE**: RESPONSE
- **DATE**: 01/16/2004
- **ACTION**: NPDES / WDR Reports

- **DATE**: 08/21/2008
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- **GLOBAL ID**: T0608500368
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- **DATE**: 01/30/2002
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- **DATE**: 08/24/1990
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Action: Site Investigation Workplan - Regulator Responded

Global Id: T0608500368
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Date: 06/20/2012
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Action: Monitoring Report - Semi-Annually - Regulator Responded

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Date: 12/29/1989  
Action: Monitoring Report - Quarterly

Global Id: T0608500368  
Action Type: RESPONSE  
Date: 04/11/1991  
Action: Monitoring Report - Quarterly

Global Id: T0608500368  
Action Type: RESPONSE  
Date: 10/11/1991  
Action: Monitoring Report - Quarterly

Global Id: T0608500368  
Action Type: RESPONSE  
Date: 08/14/2014  
Action: NPDES / WDR Reports

Global Id: T0608500368  
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Date: 12/02/2013  
Action: Correspondence

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Date: 02/16/1993  
Action: Monitoring Report - Quarterly

Global Id: T0608500368  
Action Type: RESPONSE  
Date: 02/28/1994  
Action: Monitoring Report - Quarterly

Global Id: T0608500368  
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Date: 09/23/1996  
Action: Monitoring Report - Quarterly

Global Id: T0608500368  
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Action: Correspondence

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CHEVRON #9-8247 (Continued)

Date: 07/18/2001
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Global Id: T0608500368
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Date: 04/15/1992
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Global Id: T0608500368
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Global Id: T0608500368
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Action: Remedial Progress Report

Global Id: T0608500368
Action Type: RESPONSE
Date: 01/30/2014
Action: Monitoring Report - Semi-Annually

Global Id: T0608500368
Action Type: RESPONSE
Date: 07/30/2014
Action: Monitoring Report - Semi-Annually

Global Id: T0608500368
Action Type: REMEDIATION
Date: 07/25/2011
Action: Pump & Treat (P&T) Groundwater

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Status: Open - Case Begin Date
Status Date: 01/01/1981

Global Id: T0608500368
Status: Open - Site Assessment
Status Date: 01/01/1981

Global Id: T0608500368
Status: Open - Remediation
Status Date: 02/02/1991

Global Id: T0608500368
Status: Open - Verification Monitoring
Status Date: 10/23/2006

Global Id: T0608500368
Status: Open - Remediation
Status Date: 04/30/2008

Global Id: T0608500368
Status: Open - Verification Monitoring
Status Date: 11/01/2014

Global Id: T0608500368
Status: Open - Eligible for Closure
Status Date: 05/02/2016

Global Id: T0608500368
Status: Completed - Case Closed
Status Date: 02/27/2017

LUST SANTA CLARA:
Region: SANTA CLARA
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Date Closed: Not reported  
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- **Part. Matter 10 Micrometers and Smllr Tons/Yr**: Not reported
- **Total Organic Hydrocarbon Gases Tons/Yr**: 0
- **Reactive Organic Gases Tons/Yr**: 0
- **Carbon Monoxide Emissions Tons/Yr**: 0.082
- **NOX - Oxides of Nitrogen Tons/Yr**: 0.135
- **SOX - Oxides of Sulphur Tons/Yr**: 0.007
- **Particulate Matter Tons/Yr**: 0.006666666667

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- **Part. Matter 10 Micrometers and Smllr Tons/Yr**: 0.006666666667
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- **SOX - Oxides of Sulphur Tons/Yr**: 0.007
- **Particulate Matter Tons/Yr**: 0.006666666667

#### Additional Data

- **Consolidated Emission Reporting Rule**: Not reported
- **Community Health Air Pollution Info System**: Not reported
- **Year**: 2012, 2013, 2014
- **Chevron #9-8247**

---

**Note:** The document contains detailed emission data for a facility, including particulate matter, total organic hydrocarbon gases, reactive organic gases, and other pollutants, along with associated county and air district codes. The data is presented in a tabular format with specific years and locations.
CHEVRON #9-8247  (Continued)  S110060519

HIST CORTESE:
Region: CORTESE
Facility County Code: 43
Reg By: LTNKA
Reg Id: 43-0311

F15 CHEVRON #9-8247
NNW 2710 STORY RD
< 1/8 206 ft.
0.039 mi.
SAN JOSE, CA 95127

Relative:  LUST REG 2:
Lower Actual:
Region: 2
Facility Id: Not reported
Facility Status: Pollution Characterization
Case Number: 07S1E02J01f
How Discovered: Not reported
Leak Cause: Not reported
Leak Source: Not reported
Date Leak Confirmed: Not reported
Oversight Program: LUST
Prelim. Site Assessment Workplan Submitted: Not reported
Preliminary Site Assessment Began: 1/1/1981
Pollution Characterization Began: 1/1/1981
Pollution Remediation Plan Submitted: Not reported
Date Remediation Action Underway: Not reported
Date Post Remedial Action Monitoring Began: Not reported

HIST LUST SANTA CLARA:
Region: SANTA CLARA
Region Code: 2
SCVWD ID: 07S1E02J01
Oversite Agency: SCCDEH
Date Listed: 1982-01-01 00:00:00
Closed Date: Not reported

SWEEPS UST:
Status: Not reported
Comp Number: 400003
Number: Not reported
Board Of Equalization: Not reported
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 43-060-400003-000004
Tank Status: Not reported
Capacity: 1000
Active Date: Not reported
Tank Use: OIL
STG: WASTE
Content: Not reported
Number Of Tanks: 4
Status: Not reported

NNW HIST LUST N/A
S105030431 SWEEPS UST

TC5204365.2s  Page 55
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F16  CHEVRON STATION NO 98247  RCRA-SQG  1006805269
NNW  2710 STORY RD  FINDS  CAR000125328
< 1/8  SAN JOSE, CA  95127  ECHO  HAZNET
0.039 mi.  Site 4 of 11 in cluster F
206 ft.  Site of 11 in cluster F

Relative: Lower
Actual: 117 ft.
MAP FINDINGS

FINDS:

No violations found

Violation Status: No violations found

Registry ID: 110013308928

CHEVRON STATION NO 98247 (Continued)

Contact: KATHY NORRIS
Contact address: P O BOX 6004
SAN RAMON, CA 94583
Contact country: US
Contact telephone: 925-842-5931
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 kg or less of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: CHEVRON PRODUCTS CO
Owner/operator address: P O BOX 6004
SAN RAMON, CA 94583
Owner/operator country: Not reported
Owner/operator telephone: 925-842-5931
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Waste code: D001
Waste name: IGNITABLE WASTE

Waste code: D018
Waste name: BENZENE

EPA ID Number: 1006805269
## CHEVRON STATION NO 98247 (Continued)

Environmental Interest/Information System

California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

**STATE MASTER**

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

**ECHO:**
- Envid: 1006805269
- Registry ID: 110013308928

**HAZNET:**
- envi: 1006805269
- Year: 2003
- GEPAID: CAR000125328
- Contact: Kathy Norris
- Telephone: 9258425931
- Mailing Name: Not reported
- Mailing Address: PO BOX 6004
- Mailing City, St, Zip: San Ramon, CA 94583
- Gen County: Not reported
- TSD EPA ID: CAD982444481
- TSD County: Not reported
- Waste Category: Other organic solids
- Disposal Method: Recycler
- Tons: 0
- Cat Decode: Not reported
- Method Decode: Not reported
- Facility County: Santa Clara

**F17**
- PRECISE CHEVRON
- NNW
- 2710 STORY RD
- SAN JOSE, CA 95127
- CUPA Listings: N/A
- S109167834

**Relative:**
- Lower

**Actual:**
- 117 ft.

**F17**
- Site 5 of 11 in cluster F

**CUPA SANTA CLARA:**
- Region: SANTA CLARA
- PE#: 2202
- Program Description: GENERATES < 100 KG/YR
- Latitude: 37.350806
- Longitude: -121.826343
- Record ID: PR0398009
- Facility ID: FA0264373
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**Relative: Lower**

**Actual:** 117 ft.

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**F19** PRECISE CHEVRON

**HAZNET** S113137759

**NNW** 2710 STORY RD A

**SAN JOSE** 95127

**< 1/8**

**Site 7 of 11 in cluster F**

**Actual:** 117 ft.

**Relative:**

- HAZNET:
  - envid: S113137759
  - Year: 2007
  - GEPAID: CAL800295364
  - Contact: JOSE SASOMOTO
  - Telephone: 4087299044
  - Mailing Name: Not reported
  - Mailing Address: 434 N CANAL ST STE 7
  - Mailing City,St,Zip: SOUTH SAN FRANCISCO, CA 940800000
  - Gen County: Not reported
  - TSD EPA ID: CAD980887418
  - TSD County: Not reported

- Waste Category: Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)

- Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)

- Tons: 1.87

- Cat Decode: Not reported

- Method Decode: Not reported

- Facility County: Santa Clara

- envid: S113137759
- Year: 2005
- GEPAID: CAL800295364
- Contact: JOSE SASOMOTO
- Telephone: 4087299044
- Mailing Name: Not reported
- Mailing Address: 434 N CANAL ST STE 7
- Mailing City,St,Zip: SOUTH SAN FRANCISCO, CA 940800000
- Gen County: Not reported
- TSD EPA ID: NVD980895338
- TSD County: Not reported
- Waste Category: Waste oil and mixed oil
- Disposal Method: Not reported
- Tons: 0.08
PRECISE CHEVRON (Continued) S113137759

Cat Decode: Not reported
Method Decode: Not reported
Facility County: Santa Clara

SAN JOSE HAZMAT:
Region: SAN JOSE
File Num: 411734
Class: Gasoline Station

F20 PRECISE CHEVRON UST U004266168
NNW 2710 STORY RD UST
< 1/8 SAN JOSE, CA 95127
0.039 mi.
206 ft. Site 8 of 11 in cluster F

Relative: Lower
Actual: 117 ft.
   Facility ID: Not reported
   Permitting Agency: Santa Clara County Environmental Health
   Latitude: 37.35081
   Longitude: -121.82634

E21 AIRPORT PROPERTIES LUST S100274362
SSE 20502 JOHN MONTGOMERY DR HIST CORTESE
< 1/8 SAN JOSE, CA 95148
0.039 mi.
206 ft. Site 2 of 2 in cluster E

Relative: Higher
Actual: 125 ft.
   Lead Agency: SAN FRANCISCO BAY RWQCB (REGION 2)
   Case Type: LUST Cleanup Site
   Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0608500109
   Global Id: T0608500109
   Latitude: 37.340015
   Longitude: -121.819925
   Status: Completed - Case Closed
   Status Date: 12/22/1995
   Case Worker: UUU
   RB Case Number: 43-0039
   Local Agency: SANTA CLARA COUNTY LOP
   File Location: Not reported
   Local Case Number: Not reported
   Potential Media Affect: Other Groundwater (uses other than drinking water)
   Potential Contaminants of Concern: Diesel
   Site History: Not reported

LUST:
   Global Id: T0608500109
   Contact Type: Regional Board Caseworker
   Contact Name: Regional Water Board
   Organization Name: SAN FRANCISCO BAY RWQCB (REGION 2)
   Address: 1515 CLAY ST SUITE 1400
   City: OAKLAND
   Email: Not reported
   Phone Number: Not reported
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<td><strong>Organization Name:</strong> SANTA CLARA COUNTY LOP</td>
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<td><strong>Address:</strong> 1555 Berger Drive, Suite 300</td>
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**HIST CORTESE:**
- Region: CORTESE
- Facility County Code: 43
- Reg By: LTNKA
- Reg Id: 43-0039

**B22**
**MCDONALD’S CORP**
- 2680 STORY RD
- SAN JOSE, CA 95122
- 315 ft.
- Site 4 of 4 in cluster B
- Relative: Lower
- Actual: 113 ft.
- Region: SANTA CLARA
- PE#: BP01
- Program Description: HMBP FACILITY, 1-3 CHEMICALS
- Latitude: 37.34976
- Longitude: -121.8275
- Record ID: PR0423837
- Facility ID: FA0282572

**SAN JOSE HAZMAT**
- Region: SAN JOSE
- File Num: 400892
- Class: Auto Wrecking/Misc Simple Facility

**CLEARWIRE - SILVERSTONE**
- 1555 SILVERSTONE PL
- SAN JOSE, CA 95122
- 364 ft.
- Region: SAN JOSE
- File Num: 600622
- Class: Auto Wrecking/Misc Simple Facility

**HIST UST**
- 2695 STORY RD
- SAN JOSE, CA 95122
- 390 ft.
- Site 1 of 4 in cluster G
- Relative: Lower
- Actual: 114 ft.
- File Number: Not reported
- URL: Not reported
- Region: STATE
- Facility ID: 00000020300
- Facility Type: Gas Station
- Other Type: Not reported

**CUPA Listings**
- 2680 STORY RD
- SAN JOSE HAZMAT
- S118470488
- N/A

**SAN JOSE HAZMAT**
- 1555 SILVERSTONE PL
- SAN JOSE HAZMAT
- S111217161
- N/A

**FILL-EM'-FAST #90-04**
- 2695 STORY RD
- HIST UST
- U001602775
- N/A
### FILL-EM'-FAST #90-04 (Continued)

**Contact Name:** RANDY LEAVITT  
**Telephone:** 5122232631  
**Owner Name:** AUTOTRONIC SYSTEMS, INC.  
**Owner Address:** 3643 E. COMMERCE  
**Owner City,St,Zip:** SAN ANTONIO, TX 78220  
**Total Tanks:** 0003

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### G25  
**WORLD OIL #101**  
**UST: U004262515**  
**Ownership:** AUTOTRONIC SYSTEMS, INC.  
**Owner Address:** 3643 E. COMMERCE  
**Owner City, St, Zip:** SAN ANTONIO, TX 78220  
**Relative Location:** Site 2 of 4 in cluster G  
**Relative Lower:** 0.074 mi.  
**Actual:** 114 ft.  
**Lower:** Site 2 of 4 in cluster G  
**Permitting Agency:** Santa Clara County Environmental Health

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### G26  
**TEXACO (CVX #21-1340)**  
**UST: S102429514**  
**Ownership:** AUTOTRONIC SYSTEMS, INC.  
**Owner Address:** 3643 E. COMMERCE  
**Owner City, St, Zip:** SAN ANTONIO, TX 78220  
**Relative Location:** Site 3 of 4 in cluster G  
**Relative Lower:** 0.075 mi.  
**Actual:** 114 ft.  
**Lower:** Site 3 of 4 in cluster G  
**Lead Agency:** SANTA CLARA COUNTY LOP

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TEXACO (CVX #21-1340) (Continued)

Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0608500591
Global Id: T0608500591
Latitude: 37.3510093333333
Longitude: -121.8273653333333
Status: Completed - Case Closed
Status Date: 07/29/2010
Case Worker: Not reported
RB Case Number: 20-022
Local Agency: Not reported
File Location: All Files are on GeoTracker or in the Local Agency Database
Local Case Number: 07S1E02K011
Potential Media Affect: Other Groundwater (uses other than drinking water)
Potential Contaminants of Concern: MTBE / TBA / Other Fuel Oxygenates, Gasoline
Site History: 1985 It is reported that 1 monitoring well was installed at the site. A soil sample was reported to have a concentration of 310 parts per million (ppm) of Total Petroleum Hydrocarbons as Gasoline (TPHg). Documentation was not found in the file and additional information regarding this work, including well location, were not found in the file. The location and disposition of this well are unknown. In July, the San Jose Fire Department filed a Spill Report form that stated soil samples collected during the installation of groundwater monitoring well at the site had up to 310 ppm TPHg in soil. No technical report regarding this sampling was found in our files. 1986 In January, a groundwater sample was collected at the site and was reported to contain 71,000 ppm TPHg. Another sample was collected in February and reported to contain 23,000 ppm Benzene, 41,000 ppm Toluene, and 3,600 ppm Xylenes. 1987 In January, 6 soil borings (S-1 through S-6) were reported to have been advanced onsite. 6 soil samples were collected and reported to have maximum concentrations of 180 ppm TPHg, 2.3 ppm Benzene, 11 ppm Toluene, and 39 ppm Xylenes. The depth at which these soil samples were collected was not reported. Between January and November, 10 monitoring wells (MW1 through MW10) were reported to have been installed. No documentation for this work was found in the file. No soil sampling data was found. Later documents refer to this work and sampling of the monitoring wells began between October and November 1987. In November, the USTs were reported to have been removed from the site. No documentation of this was found in the files. 425 cubic yards of soil were aerated onsite and 175 cubic yards were placed back in the excavation. The remainder of the soil was hauled offsite for disposal. 1988 In June, 3 monitoring wells (MW1 through MW3) were installed to 25 feet below the ground surface (ft bgs). 5 soil samples were collected and reported to have maximum concentrations of 1,800 ppm TPHg, 20 ppm Benzene, 32 ppm Toluene, 16 ppm Ethylbenzene, and 64 ppm Xylenes. The highest concentrations were reported for the sample collected from 9 ft bgs in MW3. According to a July Status Report, there were 10 wells associated with this site, including one located offsite (well 8). The wells referred to in this report were initially sampled between October and November 1987. In August, a constant rate pumping test was conducted. Based on the data collected, it was determined that the aquifer may be confined. 1989 In February, 2 soil borings (SB1 and SB2) and 2 monitoring wells (MW3 and MW4) were advanced on the site. Boring logs were not submitted for this work. 6 soil samples were reported to have been collected and reported to have maximum concentrations of 11,000 ppm TPHg, 45 ppm Benzene, 400 ppm Toluene, 230 ppm Ethylbenzene, and 1,800 ppm Xylenes. It is not known the
TEXACO (CVX #21-1340) (Continued)

exact location of the soil borings. 5 monitoring wells (EA-1 through EA-5) were installed prior to August no documentation. In August, free floating product ("black tar-like") was measured in well EA-4. Between August and September, approximately 2.85 liters of product were removed. Free product (FP) was no longer measurable after September. Absorbent pads were installed in the well for additional FP removal. According to later tables, FP was present in EA-4 through the 5/7/92 sampling event. 1991 In May, well MW11 (boring B11) was installed to 12 ft bgs in a boring that had been advanced to 16.5 ft bgs offsite within Capital Expressway. 2 soil samples were collected and reported to have maximum concentrations of 3.5 ppm TPHg, 0.0022 ppm Ethylbenzene, and 0.035 ppm Xylenes. 1992 In December, 3 underground storage tanks (USTs) and associated piping were removed from the site as part of decommissioning of the service station. Groundwater was present in the UST excavation at 10 ft bgs. 8 soil samples (TP1 through TP8) were collected from 10.5 ft bgs from the sidewalls of the excavation and reported to have maximum concentrations of 4,000 ppm TPHg, 4.3 ppm Benzene, 23 ppm Toluene, 47 ppm Ethylbenzene, and 250 ppm Xylenes. A grab groundwater sample was collected from the excavation and was reported to have 39,000 ppb TPHg, 3,200 ppb Benzene, 6,000 ppb Toluene, 1,200 ppb Ethylbenzene, and 9,000 ppb Xylenes. 7 soil samples (PL1 through PL7) were collected from 3.5 ft bgs along the piping and reported to have maximum concentrations of 41 ppm TPHg, 0.077 ppm Benzene, 0.042 ppm Toluene, 0.26 ppm Ethylbenzene, and 0.63 ppm Xylenes. 150 cubic yards of soil and pea gravel were removed during the tank pull. The disposition of this soil was not reported. 1996 In October, 8 borings (SB1 through SB8) were advanced onsite to 15-31 ft bgs in the vicinity of the USTs. Groundwater was encountered between 8-10 ft bgs. 59 soil samples were collected and reported to have maximum concentrations of 8,400 ppm TPHg, 24 ppm Benzene, 190 ppm Toluene, 150 ppm Ethylbenzene, and 560 ppm Xylenes in the sample collected at 9 ft bgs in boring B3. A utility survey was also conducted and several utility trenches were found to be at a depth within the historical range of groundwater. The most-upgradient well (MW-11) has at times contained higher concentrations of petroleum hydrocarbons than the nearest on site wells, suggesting influence from an off-site source. It is stated in a summary report that ORC was placed in selected wells to enhance the natural in-situ biodegradation process. Documentation on the use of ORC was not found in the file. 1997 In March, 2 wells (MW12 and MW13) were installed to 31 ft bgs offsite in the downgradient direction. 10 soil samples were collected and were not reported to contain concentrations of the Constituents of Concern (COCs) above the laboratory reporting limits. Samples were also analyzed for Methyl tert-Butyl Ether (MTBE) by EPA Method No. 8020. 1998 A Corrective Action Plan was prepared and recommended monitored natural attenuation with groundwater monitoring. In August, a fuel tanker truck overturned at the intersection of Story Road and Capitol Expressway. It is estimated that 2,000 gallons of gasoline were released to the storm drain at this intersection. The storm drain discharges to Silver Creek. 1999 In September, wells EA-3, MW-2, MW-3 and MW-4 were destroyed prior to installation of new underground storage tanks (USTs). In October, approximately 1,423 cubic yards of soil was excavated for the installation of 4 new 15,000-gallon USTs. Approximately 1,233 cubic yards of soil were removed from the site for disposal. The excavation was slightly south of and partially overlapped the former tank pit and was approximately 16 ft deep.
Groundwater was encountered around 11 ft bgs and rose to 8 ft bgs in the excavation. Grab samples of the groundwater were collected and reported to contain maximum concentrations of 38,000 ppb TPHg and 370 ppb Benzene. MIBE was not reported to be present above the laboratory reporting limit. Dewatering had to be conducted to complete the installation. Approximately 140,845 gallons of groundwater were treated and discharged to Silver Creek under permit with the RWQCB and 192,350 gallons were treated and discharged to the sanitary sewer system. 2002 In June, the San Jose Fire Department reported the presence of a sheen in a sump at the El Pollo Rico restaurant at 2687 Story Road, adjacent to the site. The sump is located in the basement and is estimated to be approximately 12 ft bgs. A sample was collected from the sump and was reported to contain 180 ppb TPHg, 94 ppb TPHd, and 360 ppb MIBE. Benzene was not reported to be present above the laboratory reporting limit. Sheen and/or odor have not been reported since that time. 2008 In February, well MW11 was destroyed due to its location within the street. Awaiting results of confirmation soil sampling.
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Action: Soil and Water Investigation Workplan

Date: 06/21/1999
Action: Other Report / Document
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Action Type: RESPONSE
Date: 06/09/1988
Action: Well Installation Report

Date: 03/02/2010
Action: Staff Letter
Global Id: T0608500591
Action Type: ENFORCEMENT
Date: 10/15/1999
Action: Monitoring Report - Quarterly

Date: 01/15/2000
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Action: Monitoring Report - Quarterly

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TEXACO (CVX #21-1340) (Continued)

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Date Leak Confirmed: Not reported
Oversight Program: LUST
Prelim. Site Assessment Workplan Submitted: Not reported
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Pollution Characterization Began: 6/8/1988
Pollution Remediation Plan Submitted: Not reported
Date Remediation Action Underway: Not reported
Date Post Remedial Action Monitoring Began: Not reported

LUST SANTA CLARA:
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Date Closed: 07/29/2010
EDR Link ID: 07S1E02K01F

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Oversite Agency: SCCDEEH
Date Listed: 1986-01-01 00:00:00
Closed Date: Not reported

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Action Date: 09-08-92
Created Date: 02-29-88
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Number Of Tanks: 3

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Board Of Equalization: Not reported
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Action Date: Not reported
Created Date: Not reported
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SWRCB Tank Id: 43-060-401218-000004
Tank Status: Not reported
Capacity: 10000
Active Date: Not reported
Tank Use: M.V. FUEL

TC5204365.2s Page 74
TEXACO (CVX #21-1340) (Continued)

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Content: LEADED
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Status: Not reported
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Number: Not reported
Board Of Equalization: Not reported
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STG: PRODUCT
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Facility Type: Not reported
Other Type: Not reported
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Telephone: Not reported
Owner Name: Not reported
Owner Address: Not reported
Owner City,St,Zip: Not reported
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Container Num: Not reported
Year Installed: Not reported
Tank Capacity: Not reported
Tank Used for: Not reported
Type of Fuel: Not reported
Container Construction Thickness: Not reported
Leak Detection: Not reported

Click here for Geo Tracker PDF:

CUPA SANTA CLARA:
Region: SANTA CLARA
PE#: 2399
Program Description: UNDERGROUND STORAGE TANK PROGRAM RECORD
Latitude: 37.350715
Longitude: -121.827375
Record ID: PR0398045
Facility ID: FA0256591

Region: SANTA CLARA
PE#: 2205
Program Description: GENERATES 100 KG YR TO <5 TONS/YR
Latitude: 37.350715
Longitude: -121.827375
Record ID: PR0374695
Facility ID: FA0256591
### TEXACO (CVX #21-1340) (Continued)

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#### HIST CORTESE:
- Region: CORTESE
- Facility County Code: 43
- Reg By: LTNKA
- Reg Id: 43-0549

#### SAN JOSE HAZMAT:
- Region: SAN JOSE
- File Num: 401218
- Class: Auto Wrecking/Misc Simple Facility

#### Site Information:
- Site: 4 of 4 in cluster G
- Distance: 0.075 mi.
- Relative: Lower
- Actual: 114 ft.

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TC5204365.2s Page 77
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CUPA SANTA CLARA:
- Region: SANTA CLARA
- PE#: 2205
- Program Description: GENERATES 100 KG YR TO <5 TONS/YR
- Latitude: 37.351285
- Longitude: -121.826137
- Record ID: PR0317157
- Facility ID: FA0208365

- Region: SANTA CLARA
- PE#: BP02
- Program Description: HMBP FACILITY, 4-6 CHEMICALS
- Latitude: 37.351285
- Longitude: -121.826137
- Record ID: PR0396512
- Facility ID: FA0208365

SAN JOSE HAZMAT:
- Region: SAN JOSE
- File Num: 407088
- Class: Auto Wrecking/Misc Simple Facility

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The greatest concentration of contaminants were groundwater monitoring wells were installed by ACC Environmental subsequently installed at the site. In January 1999, three gallons of impacted groundwater. New USTs and piping were site, along with 1,256 tons of hydrocarbon-impacted soil and 40,891 storage tanks (USTs) and the associated piping were removed from the southeastern portion of the site in March 1998. Soil and groundwater assessment have been ongoing since 1992. Constituents of Concern Chemicals of concern at the site are petroleum hydrocarbons, primarily total petroleum hydrocarbons as gasoline (TPHg), benzene, toluene, ethylbenzene, xylene (BTEX) and methyl tertiary butyl ether (MTBE). Environmental Assessment and Remediation In February and July 1992, Tank Protect Engineering (TPE) drilled nine borings, including three adjacent to the USTs and six at various locations around the site, to assess soil and groundwater for evidence of contamination. Significant contamination was detected in several of the soil and groundwater samples collected across the site, particularly in borings SB-6, SB-7 and SB-9, located southwest and crossgradient of the three 10,000-gallon USTs. Historical soil and groundwater analytical results are summarized in tables 1 and 2 respectively. In December 1997, Artesian Environmental Consultants (AEC) advanced seven borings at various site locations. One soil and one grab groundwater sample were collected from each of the seven borings. Elevated concentrations of contaminants were detected in groundwater samples from EB-1 (located downgradient of the site USTs), EB-3 (located crossgradient of the site USTs and near the location of previous borings SB-7 and SB-9), EB-4 (located downgradient of the site USTs), EB-6 (located crossgradient of the site USTs) and EB-7 (located downgradient of the site USTs). In February and March 1998, the three 10,000-gallon gasoline underground storage tanks (USTs) and the associated piping were removed from the site, along with 1,256 tons of hydrocarbon-impacted soil and 40,891 gallons of impacted groundwater. New USTs and piping were subsequently installed at the site. In January 1999, three groundwater monitoring wells were installed by ACC Environmental Consultants (ACC). The greatest concentration of contaminants were
detected in the groundwater sample from MW-3, located near the southwest corner of the site and near previous borings SB-7, SB-9, EB-3 and EB-6. In January 2002, ACC advanced eight additional exploratory soil borings and collected grab groundwater samples. ACC installed a Groundwater Treatment System (GWTS) between April and July 2004. The GWTS consisted of two groundwater extraction wells (MW-4 and MW-5), submersible pumps, associated piping, a 300-gallon polyethylene storage tank, and two sets of 55-gallon in-series granular-activated-carbon (GAC) drums. Treated groundwater is re-used by the carwash located on site. No extracted groundwater is discharged directly into the sanitary sewer system. ACC conducted additional investigation in June 2004 to determine the downgradient extent of the contamination plume. Nine soil borings were drilled at various locations within the residential area across Capitol Expressway to the west/northwest of the site, and soil and grab groundwater samples were collected. In April 2009, Pangea Environmental Services, Inc., prepared a Sensitive Receptor Survey and Investigation Workplan. The Workplan scope involved soil and grab groundwater sampling from three offsite borings (SB-10, SB-11 and SB-12) to further delineate the current extent of contaminants. This report documents the offsite investigation. Routine groundwater monitoring has been conducted at the site since the installation of the monitoring wells in 1999. Site contaminants have generally exhibited a decreasing trend. Contaminant concentrations in wells MW-3, MW-4 and MW-5 remain somewhat elevated and require corrective action by the Santa Clara County Environmental Health Department (SCCEHD). Pangea continues to monitor groundwater and operate the groundwater remediation system (GWTS). Pangea evaluated concentration trends and proposed enhanced remediation measures in the Fourth Quarter 2009 - Groundwater Monitoring and Treatment System Status Report dated February 5, 2010.

LUST:
Global Id: T0608501996
Contact Type: Local Agency Caseworker
Contact Name: AARON COSTA
Organization Name: SANTA CLARA COUNTY LOP
Address: 1555 Berger Drive, Suite 300
City: SAN JOSE
Email: aaron.costa@cep.sccgov.org
Phone Number: 4089181954

Global Id: T0608501996
Contact Type: Regional Board Caseworker
Contact Name: Regional Water Board
Organization Name: SAN FRANCISCO BAY RWQCB (REGION 2)
Address: 1515 CLAY ST SUITE 1400
City: OAKLAND
Email: Not reported
Phone Number: Not reported

LUST:
Global Id: T0608501996
Action Type: Other
Date: 10/27/1993
Action: Leak Reported
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CAPITAL CAR WASH (Continued)

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Date: 01/15/2015
Action: Staff Letter

Global Id: T0608501996
Action Type: RESPONSE
Date: 01/15/2010
Action: Staff Letter - #01025101

Global Id: T0608501996
Action Type: RESPONSE
Date: 03/06/2009
Action: Staff Letter - #90026030

Global Id: T0608501996
Action Type: RESPONSE
Date: 04/17/2009
Action: Soil and Water Investigation Workplan - Addendum

Global Id: T0608501996
Action Type: RESPONSE
Date: 08/06/2009
Action: Staff Letter

Global Id: T0608501996
Action Type: RESPONSE
Date: 01/01/1998
Action: Soil and Water Investigation Report

Global Id: T0608501996
Action Type: RESPONSE
Date: 08/31/1998
Action: Soil and Water Investigation Workplan

Global Id: T0608501996
Action Type: RESPONSE
Date: 03/18/2004
Action: Soil and Water Investigation Workplan

Global Id: T0608501996
Action Type: RESPONSE
Date: 03/18/2004
Action: Other Report / Document

Global Id: T0608501996
Action Type: RESPONSE
Date: 06/15/2004
Action: Soil and Water Investigation Report

Global Id: T0608501996
Action Type: RESPONSE
Date: 06/15/2004
Action: Remedial Progress Report

Global Id: T0608501996
Action Type: RESPONSE
CAPITAL CAR WASH (Continued)

Date: 07/31/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0608501996
Action Type: ENFORCEMENT
Date: 12/01/2005
Action: Staff Letter - #51201

Global Id: T0608501996
Action Type: ENFORCEMENT
Date: 05/31/2005
Action: Staff Letter - #50531

Global Id: T0608501996
Action Type: ENFORCEMENT
Date: 04/21/2005
Action: Staff Letter - #50421

Global Id: T0608501996
Action Type: RESPONSE
Date: 04/30/2004
Action: Monitoring Report - Quarterly

Global Id: T0608501996
Action Type: RESPONSE
Date: 05/31/2002
Action: Monitoring Report - Quarterly

Global Id: T0608501996
Action Type: RESPONSE
Date: 03/17/2004
Action: Interim Remedial Action Report

Global Id: T0608501996
Action Type: ENFORCEMENT
Date: 08/07/2014
Action: Notification - Public Notice of Case Closure

Global Id: T0608501996
Action Type: RESPONSE
Date: 01/18/2012
Action: Soil and Water Investigation Report

Global Id: T0608501996
Action Type: RESPONSE
Date: 03/25/2004
Action: Other Report / Document

Global Id: T0608501996
Action Type: RESPONSE
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Action: Other Report / Document

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Action Type: RESPONSE
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Action: Staff Letter - #50527

Global Id: T0608501996
Action Type: ENFORCEMENT
Date: 04/21/2005
Action: Staff Letter - #50421b

Global Id: T0608501996
Action Type: RESPONSE
Date: 04/12/2004
Action: Correspondence

Global Id: T0608501996
Action Type: RESPONSE
Date: 06/26/2009
Action: Other Report / Document

Global Id: T0608501996
Action Type: RESPONSE
Date: 03/14/2013
Action: Conceptual Site Model

Global Id: T0608501996
Action Type: RESPONSE
Date: 09/13/2013
Action: Correspondence

Global Id: T0608501996
Action Type: RESPONSE
Date: 03/17/2004
Action: Other Report / Document

Global Id: T0608501996
Action Type: RESPONSE
Date: 12/10/1999
Action: Preliminary Site Assessment Report

Global Id: T0608501996
Action Type: Other
Date: 02/28/1992
Action: Leak Discovery

Global Id: T0608501996
Action Type: RESPONSE
Date: 06/06/2011
Action: Correspondence

Global Id: T0608501996
Action Type: RESPONSE
Date: 09/09/2011
Action: Site Assessment Report - Regulator Responded
CAPITAL CAR WASH (Continued)

Global Id: T0608501996
Action Type: RESPONSE
Date: 01/22/2004
Action: Correspondence

Global Id: T0608501996
Action Type: RESPONSE
Date: 12/19/2000
Action: Other Report / Document

Global Id: T0608501996
Action Type: RESPONSE
Date: 06/23/2004
Action: Verbal Communication

Global Id: T0608501996
Action Type: RESPONSE
Date: 03/08/2013
Action: Conceptual Site Model - Regulator Responded

Global Id: T0608501996
Action Type: RESPONSE
Date: 06/13/2013
Action: Monitoring Report - Quarterly

Global Id: T0608501996
Action Type: RESPONSE
Date: 05/16/2011
Action: Other Workplan

LUST:
Global Id: T0608501996
Status: Open - Case Begin Date
Status Date: 02/28/1992

Global Id: T0608501996
Status: Open - Site Assessment
Status Date: 02/28/1992

Global Id: T0608501996
Status: Open - Eligible for Closure
Status Date: 07/18/2013

Global Id: T0608501996
Status: Completed - Case Closed
Status Date: 04/07/2015

LUST REG 2:
Region: 2
Facility Id: Not reported
Facility Status: Pollution Characterization
Case Number: 07S1E02J03f
How Discovered: Not reported
Leak Cause: Not reported
Leak Source: Not reported
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<th>Date Leak Confirmed:</th>
<th>Not reported</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oversight Program:</td>
<td>LUST</td>
</tr>
<tr>
<td>Prelim. Site Assessment Workplan Submitted:</td>
<td>Not reported</td>
</tr>
<tr>
<td>Preliminary Site Assessment Began:</td>
<td>2/28/1992</td>
</tr>
<tr>
<td>Pollution Characterization Began:</td>
<td>2/28/1992</td>
</tr>
<tr>
<td>Pollution Remediation Plan Submitted:</td>
<td>Not reported</td>
</tr>
<tr>
<td>Date Remediation Action Underway:</td>
<td>Not reported</td>
</tr>
<tr>
<td>Date Post Remedial Action Monitoring Began:</td>
<td>Not reported</td>
</tr>
</tbody>
</table>

#### LUST SANTA CLARA:
- **Region:** SANTA CLARA
- **SCVWD ID:** 07S1E02J03F
- **Date Closed:** Not reported
- **EDR Link ID:** 07S1E02J03F

#### HIST LUST SANTA CLARA:
- **Region:** SANTA CLARA
- **Region Code:** 2
- **SCVWD ID:** 07S1E02J03
- **Oversite Agency:** SCCDEH
- **Date Listed:** 1997-05-30 00:00:00
- **Closed Date:** Not reported

#### SWEEPS UST:
- **Status:** Active
- **Comp Number:** 402487
- **Number:** 9
- **Board Of Equalization:** Not reported
- **Referral Date:** 09-30-92
- **Action Date:** 09-08-92
- **Created Date:** 02-29-88
- **Owner Tank Id:** Not reported
- **SWRCB Tank Id:** 43-060-402487-000001
- **Tank Status:** A
- **Capacity:** 10000
- **Active Date:** Not reported
- **Tank Use:** M.V. FUEL
- **STG:** P
- **Content:** LEADED
- **Number Of Tanks:** 3

#### LEADED UST:
- **Status:** Active
- **Comp Number:** 402487
- **Number:** 9
- **Board Of Equalization:** Not reported
- **Referral Date:** 09-30-92
- **Action Date:** 09-08-92
- **Created Date:** 02-29-88
- **Owner Tank Id:** Not reported
- **SWRCB Tank Id:** 43-060-402487-000002
- **Tank Status:** A
- **Capacity:** 10000
- **Active Date:** Not reported
- **Tank Use:** M.V. FUEL
- **STG:** P
- **Content:** REG UNLEADED
CAPITAL CAR WASH (Continued)

Number Of Tanks: Not reported

Status: Active
Comp Number: 402487
Number: 9
Board Of Equalization: Not reported
Referral Date: 09-30-92
Action Date: 09-08-92
Created Date: 02-29-88
Owner Tank Id: Not reported
SWRCB Tank Id: 43-060-402487-000003
Tank Status: A
Capacity: 10000
Active Date: Not reported
Tank Use: M.V. FUEL
STG: P
Content: REG UNLEADED
Number Of Tanks: Not reported

CUPA SANTA CLARA:
Region: SANTA CLARA
PE#: 2202
Program Description: GENERATES < 100 KG/YR
Latitude: 37.351016
Longitude: -121.82683
Record ID: PR0396215
Facility ID: FA0700871

Region: SANTA CLARA
PE#: 2399
Program Description: UNDERGROUND STORAGE TANK PROGRAM RECORD
Latitude: 37.351016
Longitude: -121.82683
Record ID: PR0396216
Facility ID: FA0700871

Region: SANTA CLARA
PE#: BP02
Program Description: HMBP FACILITY, 4-6 CHEMICALS
Latitude: 37.351016
Longitude: -121.82683
Record ID: PR0396217
Facility ID: FA0700871

HIST CORTESE:
Region: CORTESE
Facility County Code: 43
Reg By: LTNKA
Reg Id: 43-2172

SAN JOSE HAZMAT:
Region: SAN JOSE
File Num: 402487
Class: Gasoline Station
**MAP FINDINGS**

<table>
<thead>
<tr>
<th>Site</th>
<th>Name</th>
<th>Type</th>
<th>EDR Hist Auto</th>
<th>EPA ID Number</th>
<th>Database(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>F31</td>
<td>CLEAN MACHINE INC</td>
<td>Carwashes</td>
<td>1021077224</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>NNW</td>
<td>2701 STORY RD</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>&lt; 1/8</td>
<td>SAN JOSE, CA 95127</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>462 ft.</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Site 11 of 11 in cluster F</td>
<td></td>
<td></td>
<td></td>
<td></td>
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Relative: Lower

<table>
<thead>
<tr>
<th>Year</th>
<th>Name</th>
<th>Type</th>
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</thead>
<tbody>
<tr>
<td>1971</td>
<td>CLEAN MACHINE INC</td>
<td>Carwashes</td>
</tr>
<tr>
<td>1972</td>
<td>CLEAN MACHINE INC</td>
<td>Carwashes</td>
</tr>
<tr>
<td>1973</td>
<td>CLEAN MACHINE INC</td>
<td>Carwashes</td>
</tr>
<tr>
<td>1974</td>
<td>CLEAN MACHINE INC</td>
<td>Carwashes</td>
</tr>
<tr>
<td>1975</td>
<td>CLEAN MACHINE INC</td>
<td>Carwashes</td>
</tr>
<tr>
<td>1976</td>
<td>CLEAN MACHINE INC</td>
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<tr>
<td>1977</td>
<td>CLEAN MACHINE INC</td>
<td>Carwashes</td>
</tr>
<tr>
<td>1978</td>
<td>CLEAN MACHINE INC</td>
<td>Carwashes</td>
</tr>
<tr>
<td>1979</td>
<td>CLEAN MACHINE INC</td>
<td>Carwashes</td>
</tr>
<tr>
<td>1980</td>
<td>CLEAN MACHINE INC</td>
<td>Gasoline Service Stations</td>
</tr>
<tr>
<td>1982</td>
<td>CLEAN MACHINE INC</td>
<td>Gasoline Service Stations</td>
</tr>
</tbody>
</table>

**32**

Relative: Higher

<table>
<thead>
<tr>
<th>Actual</th>
<th>Facility name</th>
<th>Facility address</th>
<th>RCRA-SQG</th>
<th>EPA Region</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>122 ft.</td>
<td>GEE BEE AERO, INC</td>
<td>2502 JOHN MONTGOMERY DR</td>
<td>1000104127</td>
<td>09</td>
<td>Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time</td>
</tr>
</tbody>
</table>

Owner/Operator Summary:

<table>
<thead>
<tr>
<th>Owner/operator name</th>
<th>Owner/operator address</th>
<th>Owner/operator country</th>
<th>Owner/operator telephone</th>
<th>Owner/operator email</th>
<th>Owner/operator fax</th>
<th>Owner/operator extension</th>
<th>Legal status</th>
</tr>
</thead>
<tbody>
<tr>
<td>GEE BEE AERO, INC</td>
<td></td>
<td></td>
<td>415-555-1212</td>
<td>Not reported</td>
<td>Not reported</td>
<td>Not reported</td>
<td>Private</td>
</tr>
</tbody>
</table>
GEE BEE AERO, INC (Continued)  1000104127

Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:
Registry ID: 110002692408

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1000104127
Registry ID: 110002692408
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110002692408
<table>
<thead>
<tr>
<th>Site</th>
<th>Type:</th>
<th>Name:</th>
<th>EDR ID Number</th>
<th>EPA ID Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>WEST VALLEY TRANSMISSION</td>
<td>Automotive Transmission Repair Shops</td>
<td>WEST VALLEY TRANSMISSION</td>
<td>1020126825</td>
<td>N/A</td>
</tr>
<tr>
<td>LANE’S AUTO SERVICE</td>
<td></td>
<td>CUPA SANTA CLARA</td>
<td>S120049966</td>
<td>N/A</td>
</tr>
<tr>
<td>TIRE TIME</td>
<td></td>
<td>SANTA CLARA</td>
<td>S102810647</td>
<td>N/A</td>
</tr>
</tbody>
</table>

**WEST VALLEY TRANSMISSION**

- **Type:** Automotive Transmission Repair Shops
- **Name:** WEST VALLEY TRANSMISSION
- **EDR ID Number:** 1020126825
- **EPA ID Number:** N/A

**Lane’s Auto Service**

- **Type:** CUPA SANTA CLARA
- **Name:** CUPA SANTA CLARA
- **Program Description:** HMBP FACILITY, 1-3 CHEMICALS
- **Latitude:** 37.351696
- **Longitude:** -121.825883
- **Record ID:** PR0410373
- **Facility ID:** FA0271603

**Tire Time**

- **Type:** CUPA SANTA CLARA
- **Name:** CUPA SANTA CLARA
- **Program Description:** HMBP FACILITY, 1-3 CHEMICALS
- **Latitude:** 37.351892
- **Longitude:** -121.825677
- **Record ID:** PR0396674
- **Facility ID:** FA0240257
TIRE TIME (Continued)

Facility ID: FA0240257

SAN JOSE HAZMAT:
Region: SAN JOSE
File Num: 487685
Class: Auto Repair

Region: SAN JOSE
File Num: 409464
Class: Auto Repair

H36
TIRE & WHEEL WAREHOUSE 2
EDR Hist Auto

2739 STORY RD
SAN JOSE, CA 95127

< 1/8
0.118 mi.
621 ft.
Site 4 of 5 in cluster H
Relative: Lower
Actual: 118 ft.

Year: Name: Type:
2008 TIRE & WHEEL WAREHOUSE 2 General Automotive Repair Shops
2008 LANES AUTO SERVICE General Automotive Repair Shops
2009 LANES AUTO SERVICE General Automotive Repair Shops
2009 TIRE & WHEEL WAREHOUSE 2 General Automotive Repair Shops
2009 JUST TIRES Automotive Transmission Repair Shops
2010 LANES AUTO SERVICE General Automotive Repair Shops
2010 TIRE & WHEEL WAREHOUSE 2 General Automotive Repair Shops
2011 LANES AUTO SERVICE General Automotive Repair Shops
2011 TIRE & WHEEL WAREHOUSE 2 General Automotive Repair Shops
2012 LANES AUTO SERVICE General Automotive Repair Shops
2012 TIRE & WHEEL WAREHOUSE 2 General Automotive Repair Shops
2013 LANES AUTO SERVICE General Automotive Repair Shops
2013 TIRE & WHEEL WAREHOUSE 2 General Automotive Repair Shops
2014 LANES AUTO SERVICE General Automotive Repair Shops
2014 TIRE & WHEEL WAREHOUSE 2 General Automotive Repair Shops

I37
NICE AIR
EDR Hist Auto

2575 ROBERT FOWLER WY
SAN JOSE, CA 95148

< 1/8
0.121 mi.
641 ft.
Site 1 of 9 in cluster I
Relative: Higher
Actual: 125 ft.

Certified Unified Program Agencies: Not reported
Owner: CALIFORNIA IN NICE INC
Total Gallons: Not reported
CERSID: 10350643
Facility ID: Not reported
Business Name: NICE AIR
Phone: 4087995791
Fax: 408-729-4160
Mailing Address: 2575 ROBERT FOWLER WY
Mailing Address City: SAN JOSE
Mailing Address State: CA
Mailing Address Zip Code: 95148
Operator Name: California in Nice DBA Nice Air

AST: S108214962
CUPA Listings N/A
SAN JOSE HAZMAT
NICE AIR (Continued)

Operator Phone: 408-729-3383
Owner Phone: 4087995791
Owner Mail Address: 6173 PASO LOS CERRITOS
Owner State: CA
Owner Zip Code: 95120
Owner Country: United States
Property Owner Name: COUNTY OF SANTA CLARA
Property Owner Phone: 408-918-3400
Property Owner Mailing Address: 70 W HEDDING ST
Property Owner City: SAN JOSE
Property Owner State: CA
Property Owner Zip Code: 95110
Property Owner Country: United States

CUPA SANTA CLARA:
Region: SANTA CLARA
PE#: 2202
Program Description: GENERATES < 100 KG/YR
Latitude: 37.338391
Longitude: -121.820368
Record ID: PR0370113
Facility ID: FA0254008

Region: SANTA CLARA
PE#: BP01
Program Description: HMBP FACILITY, 1-3 CHEMICALS
Latitude: 37.338391
Longitude: -121.820368
Record ID: PR0396832
Facility ID: FA0254008

Region: SANTA CLARA
PE#: 2012
Program Description: APSA FACILITY-10,000 TO <50,000 GAL CAPACITY
Latitude: 37.338391
Longitude: -121.820368
Record ID: PR0399619
Facility ID: FA0254008

SAN JOSE HAZMAT:
Region: SAN JOSE
File Num: 430373
Class: Auto Repair

J38  SAFEWAY 3095  CUPA Listings S118754926
SE  2980 E CAPITOL EXPY  N/A
< 1/8  S108214962
0.124 mi.  N/A
654 ft.  N/A
Site 1 of 4 in cluster J
Relative:  CUPA SANTA CLARA:
Higher  Region: SANTA CLARA
Actual:  PE#: 2202
132 ft.
Program Description: GENERATES < 100 KG/YR
Latitude: 37.33071
Longitude: -121.81074
SAFeway 3095 (Continued)

Record ID: PR0424239
Facility ID: FA0282806

Region: SANTA CLARA
PE#: BP01
Program Description: HMBP FACILITY, 1-3 CHEMICALS
Latitude: 37.33071
Longitude: -121.81074
Record ID: PR0424211
Facility ID: FA0282806

SAFeway STORE #3095
SE 2980 E CAPITOL EXPY
< 1/8 SAN JOSE, CA 95148
0.124 mi.
654 ft.
Site 2 of 4 in cluster J

Relative:
Higher
Actual:
132 ft.

Year: 2005
County Code: 43
Air Basin: SF
Facility ID: 14404
Air District Name: BA
SIC Code: 5411
Air District Name: BAY AREA AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: .001
Reactive Organic Gases Tons/Yr: .0000914
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: .008
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers and Smllr Tons/Yr: 0

HAZNET:
envid: S108430979
Year: 2016
GEPaid: CAL000406805
Contact: SHARON SANGER
Telephone: 2083956150
Mailing Name: Not reported
Mailing Address: 5918 STONERIDGE MALL RD
Mailing City, St, Zip: PLEASANTON, CA 94588
Gen County: Santa Clara
TSD EPA ID: CAD98084183
TSD County: Sacramento
Waste Category: Alkaline solution without metals pH >= 12.5
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Recovery (H010-H129) Or (H131-H135)
Tons: 0.044
Cat Decode: Alkaline solution without metals pH >= 12.5
Method Decode: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Recovery (H010-H129) Or (H131-H135)
Facility County: Santa Clara

envid: S108430979
SAFEWAY STORE #3095

Year: 2016
GEPAID: CAL000406805
Contact: SHARON SANGER
Telephone: 2083956150
Mailing Name: Not reported
Mailing Address: 5918 STONERIDGE MALL RD
Mailing City,St,Zip: PLEASANTON, CA 94588
Gen County: Santa Clara
TSD EPA ID: CAD980884183
TSD County: Sacramento
Waste Category: Other inorganic solid waste
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery
(H010-H129) Or (H131-H135)
Tons: 0.0005
Cat Decode: Other inorganic solid waste
Method Decode: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery
(H010-H129) Or (H131-H135)
Facility County: Santa Clara

envid: S108430979
Year: 2016
GEPAID: CAL000406805
Contact: SHARON SANGER
Telephone: 2083956150
Mailing Name: Not reported
Mailing Address: 5918 STONERIDGE MALL RD
Mailing City,St,Zip: PLEASANTON, CA 94588
Gen County: Santa Clara
TSD EPA ID: NVD980895338
TSD County: 99
Waste Category: Off-specification, aged or surplus organics
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery
(H010-H129) Or (H131-H135)
Tons: 0.0005
Cat Decode: Off-specification, aged or surplus organics
Method Decode: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery
(H010-H129) Or (H131-H135)
Facility County: Santa Clara

envid: S108430979
Year: 2016
GEPAID: CAL000406805
Contact: SHARON SANGER
Telephone: 2083956150
Mailing Name: Not reported
Mailing Address: 5918 STONERIDGE MALL RD
Mailing City,St,Zip: PLEASANTON, CA 94588
Gen County: Santa Clara
TSD EPA ID: NVD980895338
TSD County: 99
Waste Category: Pharmaceutical waste
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery
(H010-H129) Or (H131-H135)
Tons: 0.0015
Cat Decode: Pharmaceutical waste
Method Decode: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery
(H010-H129) Or (H131-H135)
SAFETY STORE #3095 (Continued)

Facility County: Santa Clara

 evid: S108430979
 Year: 2016
 GPAID: CAL000406805
 Contact: SHARON SANGER
 Telephone: 2083956150
 Mailing Name: Not reported
 Mailing Address: 5918 STONERIDGE MALL RD
 Mailing City,St,Zip: PLEASANTON, CA 94588
 Gen County: Santa Clara
 TSD EPA ID: NVD980895338
 TSD County: 99
 Waste Category: Unspecified solvent mixture
 Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Recovery
 (H010-H129) Or (H131-H135)
 Tons: 0.014
 Cat Decode: Unspecified solvent mixture
 Method Decode: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Recovery
 (H010-H129) Or (H131-H135)
 Facility County: Santa Clara

Click this hyperlink while viewing on your computer to access
10 additional CA_HAZNET: record(s) in the EDR Site Report.

SAN JOSE HAZMAT:
Region: SAN JOSE
File Num: 408733
Class: Auto Wrecking/Misc Simple Facility

<table>
<thead>
<tr>
<th>J40</th>
<th>SE</th>
<th>ALBERTSONS NO 7135</th>
<th>RCRA NonGen / NLR</th>
<th>1004678465</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt; 1/8 mi.</td>
<td>2980 E CAPITOL EXPWY</td>
<td>FINDS</td>
<td>ECHO</td>
<td></td>
</tr>
<tr>
<td>0.124 mi.</td>
<td>SAN JOSE, CA 95148</td>
<td>EMI</td>
<td></td>
<td></td>
</tr>
<tr>
<td>654 ft.</td>
<td>Site 3 of 4 in cluster J</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Relative: Higher
Actual: 132 ft.

Date form received by agency: 03/07/2007
Facility name: ALBERTSONS NO 7135
Facility address: 2980 E CAPITOL EXPWY
SAN JOSE, CA 95148
EPA ID: CAR000109421
Mailing address: P O BOX 20
BOISE, ID 83726
Contact: ERICA FRANSEN
Contact address: P O BOX 20
BOISE, ID 83726
Contact country: US
Contact telephone: 208-395-4793
Contact email: Not reported
EPA Region: 09
Classification: Non-Generator
Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:
Owner/operator name: ALBERTSONS INC
Owner/operator address: P O BOX 20 DEPT 74100
ALBERTSONS NO 7135 (Continued) 1004678465

Owner/operator country: BOISE, ID 83726
Owner/operator telephone: 208-395-5245
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 11/21/2001
Site name: ALBERTSONS NO 7135
Classification: Small Quantity Generator

- Waste code: D000
- Waste name: Not Defined

- Waste code: D011
- Waste name: SILVER

Violation Status: No violations found

FINDS:
Registry ID: 110012226411

Environmental Interest/Information System
AIR EMISSIONS CLASSIFICATION UNKNOWN

California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA
ALBERTSONS NO 7135 (Continued)

program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1004678465
Registry ID: 110012226411
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110012226411

EMI:
Year: 2006
County Code: 43
Air Basin: SF
Facility ID: 18320
Air District Name: BA
SIC Code: 5411
Air District Name: BAY AREA AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: .001
Reactive Organic Gases Tons/Yr: .0000914
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: .008
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers and Smlr Tons/Yr: 0

Year: 2007
County Code: 43
Air Basin: SF
Facility ID: 18320
Air District Name: BA
SIC Code: 5411
Air District Name: BAY AREA AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 0
Reactive Organic Gases Tons/Yr: 0
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: .002
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers and Smlr Tons/Yr: 0

Year: 2008
County Code: 43
Air Basin: SF
Facility ID: 18320
Air District Name: BA
SIC Code: 5411
Air District Name: BAY AREA AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
ALBERTSONS NO 7135 (Continued)

Total Organic Hydrocarbon Gases Tons/Yr: 0
Reactive Organic Gases Tons/Yr: 0
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0.002
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers and Smllr Tons/Yr: 0

Year: 2009
County Code: 43
Air Basin: SF
Facility ID: 18320
Air District Name: BA
SIC Code: 5411
Air District Name: BAY AREA AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 0.002
Reactive Organic Gases Tons/Yr: 0.0001828
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 7.0000000000000001E-3
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers and Smllr Tons/Yr: 0

Year: 2010
County Code: 43
Air Basin: SF
Facility ID: 18320
Air District Name: BA
SIC Code: 5411
Air District Name: BAY AREA AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 0.002
Reactive Organic Gases Tons/Yr: 0.0001828
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 7.0000000000000001E-3
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers and Smllr Tons/Yr: 0

Year: 2011
County Code: 43
Air Basin: SF
Facility ID: 18320
Air District Name: BA
SIC Code: 5411
Air District Name: BAY AREA AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 0.002
Reactive Organic Gases Tons/Yr: 0.0001828
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0.007
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Particulate Matter Tons/Yr: 0
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Auto Wrecking/Misc Simple Facility

Class: 601962
File Num: SAN JOSE
Region: SAN JOSE HAZMAT
CUPA Listings: S118754777
EDR ID Number: N/A

Facility ID: PR0424534
Record ID: -121.81209
Longitude: 37.33112
Latitude: HMBP FACILITY, 1-3 CHEMICALS
Program Description: FA0283027

SAN JOSE HAZMAT:
Region: SAN JOSE
File Num: 601962
Class: Auto Wrecking/Misc Simple Facility

Relative: Higher
Actual: 132 ft.

IN N OUT BURGER

Class: 408731
File Num: SAN JOSE
Region: SAN JOSE HAZMAT
CUPA Listings: S117338817
EDR ID Number: N/A

Facility ID: PR0373780
Record ID: -121.825901
Longitude: 37.351735
Latitude: SILVER WASTE ONLY <100 KG/MO
Program Description: FA0208374

SAN JOSE HAZMAT:
Region: SAN JOSE
File Num: 408731
Class: Auto Wrecking/Misc Simple Facility

Relative: Higher
Actual: 133 ft.

EAST HILLS VET CLINIC

Class: 2271
File Num: 408731
Region: SAN JOSE HAZMAT
CUPA Listings: S103648710
EDR ID Number: N/A

Facility ID: PR0373780
Longitude: 37.351735
Record ID: PR0373780
Program Description: FA0208374

SAN JOSE HAZMAT:
Region: SAN JOSE
File Num: 408731
Class: Auto Wrecking/Misc Simple Facility

Relative: Lower
Actual: 119 ft.

SAN JOSE FUEL COMPANY

Class: 43-000-208289
File Num: UST
Region: UST
CUPA Listings: U004262453
EDR ID Number: N/A

Facility ID: 43-000-208289
Permitting Agency: Santa Clara County Environmental Health
Latitude: 37.33864

SAN JOSE HAZMAT:
Region: 1/8-1/4 SAN JOSE, CA  95127
File Num: 408731
Class: Auto Wrecking/Misc Simple Facility

Relative: Higher
Actual: 125 ft.
### SAN JOSE FUEL COMPANY (Continued)

Longitude: -121.81982

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<th>Potential Media Affect</th>
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<th>Contact Type</th>
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SAN JOSE FUEL COMPANY (Continued)

LUST:

Global Id: T0608502381
Action Type: Other
Date: 03/29/1999
Action: Leak Reported

Global Id: T0608502381
Action Type: ENFORCEMENT
Date: 02/23/2004
Action: Closure/No Further Action Letter

Global Id: T0608502381
Action Type: RESPONSE
Date: 10/19/2002
Action: Other Report / Document

Global Id: T0608502381
Action Type: RESPONSE
Date: 03/12/2001
Action: Soil and Water Investigation Report

Global Id: T0608502381
Action Type: RESPONSE
Date: 10/19/2002
Action: Correspondence

Global Id: T0608502381
Action Type: RESPONSE
Date: 12/18/1998
Action: Other Report / Document

Global Id: T0608502381
Action Type: RESPONSE
Date: 06/21/2000
Action: Soil and Water Investigation Workplan

Global Id: T0608502381
Action Type: RESPONSE
Date: 03/29/1999
Action: Unauthorized Release Form

Global Id: T0608502381
Action Type: RESPONSE
Date: 07/25/2001
Action: Soil and Water Investigation Report

Global Id: T0608502381
Action Type: RESPONSE
Date: 08/13/2001
Action: Correspondence

Global Id: T0608502381
Action Type: RESPONSE
Date: 08/15/2001
Action: Verbal Communication
### SAN JOSE FUEL COMPANY (Continued)

**Lead Agency:** SANTA CLARA COUNTY LOP  
**Case Type:** LUST Cleanup Site  
**Geo Track:** [http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0608502389](http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0608502389)  
**Local Agency Number:** SANTA CLARA COUNTY  
**File Location:** All Files are on GeoTracker or in the Local Agency Database  
**Potential Media Affect:** Other Groundwater (uses other than drinking water)  
**Potential Contaminants of Concern:** Aviation  
**Site History:** Not reported

#### LUST:
- **Global Id:** T0608502389  
- **Status:** Open - Case Begin Date  
- **Status Date:** 12/16/1998  
- **Global Id:** T0608502389  
- **Status:** Open - Site Assessment  
- **Status Date:** 12/16/1998  
- **Global Id:** T0608502389  
- **Status:** Open - Site Assessment  
- **Status Date:** 01/28/1999  
- **Global Id:** T0608502389  
- **Status:** Completed - Case Closed  
- **Status Date:** 02/23/2004

**Contact Type:** Regional Board Caseworker  
**Contact Name:** Regional Water Board  
**Organization Name:** SAN FRANCISCO BAY RWQCB (REGION 2)  
**Address:** 1515 CLAY ST SUITE 1400  
**City:** OAKLAND  
**Email:** Not reported  
**Phone Number:** Not reported

#### LUST:
- **Global Id:** T0608502389  
- **Action Type:** Other  
- **Date:** 04/19/1999  
- **Action:** Leak Reported

- **Global Id:** T0608502389  
- **Action Type:** RESPONSE  
- **Date:** 02/21/2008  
- **Action:** Well Destruction Report

**Global Id:** T0608502389

**LUST Cleanup Site**

**SANTA CLARA COUNTY LOP**

**Regional Board Caseworker**

**Regional Water Board**

**SAN FRANCISCO BAY RWQCB (REGION 2)**

**1515 CLAY ST SUITE 1400**

**OAKLAND**

**Not reported**

**Not reported**

**12/16/1998**

**01/28/1999**

**02/23/2004**

**04/19/1999**

**02/21/2008**
SAN JOSE FUEL COMPANY (Continued)  S103969815

Action Type: ENFORCEMENT  Date: 03/18/2009  Action: Closure/No Further Action Letter

Global Id: T0608502389  Action Type: ENFORCEMENT  Date: 06/03/2005  Action: Other Report

Global Id: T0608502389  Action Type: RESPONSE  Date: 01/31/2003  Action: Interim Remedial Action Report

Global Id: T0608502389  Action Type: ENFORCEMENT  Date: 01/09/2002  Action: Staff Letter - #26351

Global Id: T0608502389  Action Type: ENFORCEMENT  Date: 06/19/2002  Action: Staff Letter - #38047

Global Id: T0608502389  Action Type: ENFORCEMENT  Date: 10/18/2002  Action: Staff Letter - #38758

Global Id: T0608502389  Action Type: ENFORCEMENT  Date: 01/01/2004  Action: Staff Letter - #43853

Global Id: T0608502389  Action Type: ENFORCEMENT  Date: 08/23/2001  Action: Staff Letter - #26349

Global Id: T0608502389  Action Type: RESPONSE  Date: 06/03/2005  Action: Other Report / Document

Global Id: T0608502389  Action Type: RESPONSE  Date: 04/21/1999  Action: Unauthorized Release Form

Global Id: T0608502389  Action Type: RESPONSE  Date: 02/10/2009  Action: Well Destruction Report

Global Id: T0608502389  Action Type: RESPONSE  Date: 10/27/1999
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### SAN JOSE FUEL COMPANY

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**Action:** Monitoring Report - Quarterly

**Global Id:** T0608502389  
**Action Type:** RESPONSE  
**Date:** 07/22/2002  
**Action:** Soil and Water Investigation Workplan

**Global Id:** T0608502389  
**Action Type:** RESPONSE  
**Date:** 07/02/2003  
**Action:** CAP/RAP - Feasibility Study Report

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**Status Date:** 12/17/1998

**Global Id:** T0608502389  
**Status:** Open - Site Assessment  
**Status Date:** 05/19/2000

**Global Id:** T0608502389  
**Status:** Completed - Case Closed  
**Status Date:** 03/18/2009

**Global Id:** T0608502389  
**Status:** Completed - Case Closed  
**Status Date:** 04/03/2009

### LUST REG 2:

**Region:** 2  
**Facility Id:** Not reported  
**Facility Status:** Case Closed  
**Case Number:** 07S1E12E02F  
**How Discovered:** Not reported  
**Leak Cause:** Not reported  
**Leak Source:** Not reported  
**Date Leak Confirmed:** Not reported  
**Oversight Program:** LUST  

**Prelim. Site Assessment Workplan Submitted:** Not reported  
**Preliminary Site Assessment Began:** 12/16/1998  
**Pollution Characterization Began:** 07/02/2003  
**Pollution Characterization Began:** 1/28/1999  
**Pollution Remediation Plan Submitted:** Not reported  
**Date Remediation Action Underway:** Not reported  
**Date Post Remedial Action Monitoring Began:** Not reported

### LUST SANTA CLARA:

**Region:** SANTA CLARA  
**SCVWD ID:** 07S1E12E02F  
**Date Closed:** 02/23/2004
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<td><strong>Program Description:</strong></td>
<td>UNDERGROUND STORAGE TANK PROGRAM RECORD</td>
</tr>
<tr>
<td><strong>Latitude:</strong></td>
<td>37.33848</td>
</tr>
<tr>
<td><strong>Longitude:</strong></td>
<td>-121.819709</td>
</tr>
<tr>
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<tr>
<td><strong>Program Description:</strong></td>
<td>GENERATES WASTE OIL ONLY</td>
</tr>
<tr>
<td><strong>Latitude:</strong></td>
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</tr>
<tr>
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<td>HMBP FACILITY, 1-3 CHEMICALS</td>
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<td>-121.819904</td>
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<td>PR0371363</td>
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<td>PR0330119</td>
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### SAN JOSE FUEL COMPANY (Continued)

- **Region:** SANTA CLARA
- **PE#:** 2399
- **Program Description:** UNDERGROUND STORAGE TANK PROGRAM RECORD
- **Latitude:** 37.338701
- **Longitude:** -121.819904
- **Record ID:** PR0308584
- **Facility ID:** FA0208289

### SAN JOSE HAZMAT:

- **Region:** SAN JOSE
- **File Num:** 408736
- **Class:** Other Underground Fuel Tanks

- **Region:** SAN JOSE
- **File Num:** 408738
- **Class:** Auto Wrecking/Misc Simple Facility

---

#### BESHOFF INFINITI

- **Address:** 2198 TULLY RD
- **City:** SAN JOSE, CA 95122

<table>
<thead>
<tr>
<th>AST</th>
<th>CUPA Listings</th>
<th>S109349065</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>SAN JOSE HAZMAT</td>
<td>N/A</td>
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</tbody>
</table>

- **Relative:** 47
- **Higher:** SSE
- **Actual:** 1/8-1/4
- **1.0 mi.**
- **680 ft.**

- **AST:** Not reported
- **CERSID:** 10349485
- **Business Name:** BESHOFF MOTOR CARS
- **Phone:** 408-239-2300
- **Operator Name:** RAYMOND BESHOFF
- **Operator Phone:** 408-239-2300
- **Owner Mail Address:** 2198 TULLY RD
- **Owner State:** CA
- **Owner Zip Code:** 95122
- **Owner Country:** United States
- **Property Owner Name:** Lions Motors
- **Property Owner Phone:** 408-239-2300
- **Property Owner Mailing Address:** 2198 TULLY RD
- **Property Owner City:** SAN JOSE
- **Property Owner State:** CA
- **Property Owner Zip Code:** 95122
- **Property Owner Country:** United States
- **EPAID:** CAL000337911

#### CUPA SANTA CLARA:

- **Region:** SANTA CLARA
- **PE#:** 2206
- **Program Description:** GENERATES 5 TO <25 TONS/YR
- **Latitude:** 37.327132
### BESHOFF INFINITI (Continued)

- **Longitude:** -121.818623
- **Record ID:** PR0399610
- **Facility ID:** FA0262267
- **Region:** SANTA CLARA
- **PE#:** 2011
- **Program Description:** APSA FACILITY-SPCC TEMPLATE (<10,000 GAL CAP)
- **Latitude:** 37.327132
- **Longitude:** -121.818623
- **Record ID:** PR0399610
- **Facility ID:** FA0262267

### SAN JOSE HAZMAT:
- **Region:** SAN JOSE
- **File Num:** 411864
- **Class:** Misc. Complex firms and labs

<table>
<thead>
<tr>
<th>Category</th>
<th>Details</th>
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</thead>
<tbody>
<tr>
<td><strong>K48</strong></td>
<td>OUT OF BUSINESS</td>
</tr>
<tr>
<td><strong>NNW</strong></td>
<td>2759 STORY RD SUITE B</td>
</tr>
<tr>
<td><strong>1/8-1/4</strong></td>
<td>SAN JOSE, CA 95127</td>
</tr>
<tr>
<td><strong>0.148 mi.</strong></td>
<td>780 ft.</td>
</tr>
<tr>
<td><strong>Relative:</strong></td>
<td>Site 1 of 4 in cluster K</td>
</tr>
<tr>
<td><strong>Lower</strong></td>
<td>SAN JOSE HAZMAT:</td>
</tr>
<tr>
<td><strong>Relative</strong></td>
<td>Date of Data: AS OF 02/07/2014</td>
</tr>
<tr>
<td><strong>Lower</strong></td>
<td>Region: SAN JOSE</td>
</tr>
<tr>
<td><strong>Actural</strong></td>
<td>File Num: 404860</td>
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<tr>
<td><strong>118 ft.</strong></td>
<td>Class: Auto Repair</td>
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<table>
<thead>
<tr>
<th>Category</th>
<th>Details</th>
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</thead>
<tbody>
<tr>
<td><strong>L49</strong></td>
<td>FEID-HILLVIEW AIRPORT</td>
</tr>
<tr>
<td><strong>South</strong></td>
<td>2500 CUNNINGHAM WAY</td>
</tr>
<tr>
<td><strong>1/8-1/4</strong></td>
<td>SAN JOSE, CA 95148</td>
</tr>
<tr>
<td><strong>0.151 mi.</strong></td>
<td>797 ft.</td>
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<td><strong>Relative:</strong></td>
<td>Site 1 of 6 in cluster L</td>
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<tr>
<td><strong>Higher</strong></td>
<td>HIST UST:</td>
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<td><strong>Relative</strong></td>
<td>File Number: 0002D1F1</td>
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<td>URL: <a href="http://geotracker.waterboards.ca.gov/ustpdfs/pdf/0002D1F1.pdf">http://geotracker.waterboards.ca.gov/ustpdfs/pdf/0002D1F1.pdf</a></td>
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<td><strong>128 ft.</strong></td>
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<td>Facility ID: Not reported</td>
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<td></td>
<td>Facility Type: Not reported</td>
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<td></td>
<td>Other Type: Not reported</td>
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<tr>
<td></td>
<td>Contact Name: Not reported</td>
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<tr>
<td></td>
<td>Telephone: Not reported</td>
</tr>
<tr>
<td></td>
<td>Owner Name: Not reported</td>
</tr>
<tr>
<td></td>
<td>Owner Address: Not reported</td>
</tr>
<tr>
<td></td>
<td>Owner City,St,Zip: Not reported</td>
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<tr>
<td></td>
<td>Total Tanks: Not reported</td>
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</table>
### FEID-HILLVIEW AIRPORT (Continued)

<table>
<thead>
<tr>
<th>Site</th>
<th>Tank Num:</th>
<th>Not reported</th>
<th>Container Num:</th>
<th>Not reported</th>
<th>Year Installed:</th>
<th>Not reported</th>
<th>Tank Capacity:</th>
<th>Not reported</th>
<th>Tank Used for:</th>
<th>Not reported</th>
<th>Type of Fuel:</th>
<th>Not reported</th>
<th>Container Construction Thickness:</th>
<th>Not reported</th>
<th>Leak Detection:</th>
<th>Not reported</th>
</tr>
</thead>
</table>

Click here for Geo Tracker PDF:

### CAR AND TRUCK CLINIC THE

**Region:** SAN JOSE CLARA  
**PE#:** 2201  
**Program Description:** GENERATES WASTE OIL ONLY  
**Latitude:** 37.351959  
**Longitude:** -121.825581  
**Record ID:** PR0313484  
**Facility ID:** FA0208387  
**Region:** SAN JOSE CLARA  
**PE#:** BP01  
**Program Description:** HMBP FACILITY, 1-3 CHEMICALS  
**Latitude:** 37.351959  
**Longitude:** -121.825581  
**Record ID:** PR0396513  
**Facility ID:** FA0208387  

### SAN JOSE AUTOMATIC TRANSMISSION CLINIC

**Region:** SAN JOSE  
**File Num:** 401604  
**Class:** Auto Repair

### RCRA-SQG

**Date form received by agency:** 09/01/1996  
**Facility name:** SAN JOSE AUTOMATIC TRANSMISSION CLINIC  
**Facility address:** 2765 STORY RD  
**EPA ID:** CAD981570401  
**Mailing address:** STORY RD  
**Contact:** Not reported

K50  
**Site 2 of 4 in cluster K**  
**Relative:** Lower  
**Actual:** 118 ft.

K51  
**Site 3 of 4 in cluster K**  
**Relative:** Lower  
**Actual:** 118 ft.
SAN JOSE AUTOMATIC TRANSMISSION CLINIC (Continued) 1000121098

Contact country: US
Contact telephone: Not reported
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: HUNTER EQUIP SALES & SERV INC
Owner/operator address: NOT REQUIRED
Owner/operator address: NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported
Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
Owner/operator address: NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found
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<td>FINDS</td>
<td>CAD982000366</td>
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<td>1/8-1/4</td>
<td>SAN JOSE, CA 95127</td>
<td>ECHO</td>
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<td>0.162 mi.</td>
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<tr>
<td>853 ft.</td>
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<td>Site 4 of 4 in cluster K</td>
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Relative: Lower
Actual: 118 ft.

**RCRA-SQG:**
- Date form received by agency: 09/01/1996
- Facility name: SJ AUTOMATIC TRANS
- Facility address: 2765 STORY RD
  SAN JOSE, CA 95127
- EPA ID: CAD982000366
- Mailing address: 1936 CRESTMONT DR
  SAN JOSE, CA 95124
- Contact: Not reported
- Contact address: Not reported
- Contact country: US
- Contact telephone: Not reported
- Contact email: Not reported
- EPA Region: 09
- Classification: Small Small Quantity Generator
- Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

**Owner/Operator Summary:**
- Owner/operator name: NOT REQUIRED
- Owner/operator address: NOT REQUIRED, ME 99999
- Owner/operator country: Not reported
- Owner/operator telephone: 415-555-1212
- Owner/operator email: Not reported
- Owner/operator fax: Not reported
- Owner/operator extension: Not reported
- Legal status: Private
- Owner/Operator Type: Operator
- Owner/Op start date: Not reported
- Owner/Op end date: Not reported

**Owner/Operator Summary:**
- Owner/operator name: HOWARD NIELSEN
- Owner/operator address: NOT REQUIRED, ME 99999
- Owner/operator country: Not reported
- Owner/operator telephone: 415-555-1212
- Owner/operator email: Not reported
- Owner/operator fax: Not reported
- Owner/operator extension: Not reported
- Legal status: Private
- Owner/Operator Type: Owner
- Owner/Op start date: Not reported
- Owner/Op end date: Not reported

**Handler Activities Summary:**
- U.S. importer of hazardous waste: No
- Mixed waste (haz. and radioactive): No
SJ AUTOMATIC TRANS  (Continued)  

Recycler of hazardous waste: No  
Transporter of hazardous waste: No  
Treater, storer or disposer of HW: No  
Underground injection activity: No  
On-site burner exemption: No  
Furnace exemption: No  
Used oil fuel burner: No  
Used oil processor: No  
User oil refiner: No  
Used oil fuel marketer to burner: No  
Used oil Specification marketer: No  
Used oil transfer facility: No  
Used oil transporter: No  

Historical Generators:  
Date form received by agency: 05/27/1987  
Site name: SJ AUTOMATIC TRANS  
Classification: Large Quantity Generator  
Violation Status: No violations found  

FINDS:  

Registry ID: 110002717748  

Environmental Interest/Information System  
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.  

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.  

ECHO:  
Envid: 1000160217  
Registry ID: 110002717748  
DFR URL: http://echo.epa.gov/detailed-facility-report?id=110002717748  

L53  
AMELIA REID AVIATION  
South  
2650 ROBERT FOWLER WAY  
SAN JOSE, CA 95128  

0.166 mi.  
875 ft.  
Site 2 of 6 in cluster L  

Relative: Higher  
Actual: 128 ft.  

LUST REG 2:  
Region: 2  
Facility Id: Not reported  
Facility Status: Pollution Characterization  
Case Number: 07S1E12E03Z  
How Discovered: Not reported  
Leak Cause: Not reported  
Leak Source: Not reported  
Date Leak Confirmed: Not reported
AMELIA REID AVIATION (Continued) S103949755

Oversight Program: LUST
Prelim. Site Assessment Workplan Submitted: Not reported
Preliminary Site Assessment Began: 12/17/1998
Pollution Characterization Began: 5/19/2000
Pollution Remediation Plan Submitted: Not reported
Date Remediation Action Underway: Not reported
Date Post Remedial Action Monitoring Began: Not reported

HIST LUST SANTA CLARA:
Region: SANTA CLARA
Region Code: 2
SCVWD ID: 07S1E12E03
Oversite Agency: SCCDEH
Date Listed: 1999-05-13 00:00:00
Closed Date: Not reported

L54 REID HILLVIEW AIRPORT CUPA Listings S102435783
South LUST Site 3 of 6 in cluster L
1/8-1/4 CUPA Listings N/A
0.166 mi. HIST CORTESE NPDES
875 ft. Site History:
Relative: Higher
Actual: 128 ft.

Lead Agency: SANTA CLARA COUNTY LOP
Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0608501099
Global Id: T0608501099
Latitude: 37.33822
Longitude: -121.815597
Status: Completed - Case Closed
Status Date: 01/08/1999
Case Worker: UST
RB Case Number: Not reported
Local Agency: SANTA CLARA COUNTY LOP
File Location: All Files are on GeoTracker or in the Local Agency Database
Local Case Number: Not reported
Potential Media Affected: Aquifer used for drinking water supply
Potential Contaminants of Concern: Aviation
Site History: Not reported

LUST:
Global Id: T0608501099
Contact Type: Regional Board Caseworker
Contact Name: Regional Water Board
Organization Name: SAN FRANCISCO BAY RWQCB (REGION 2)
Address: 1515 CLAY ST SUITE 1400
City: OAKLAND
Email: Not reported
Phone Number: Not reported

Global Id: T0608501099
Contact Type: Local Agency Caseworker
Contact Name: UST CASE WORKER
Organization Name: SANTA CLARA COUNTY LOP
Address: 1555 Berger Drive, Suite 300
City: SAN JOSE
Email: Not reported
Phone Number: 4089183400
### LUST:

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<td>T0608501099</td>
<td>Notice of Responsibility - #39902</td>
<td>03/30/1991</td>
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<td>06/05/1996</td>
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<td>T0608501099</td>
<td>Staff Letter - #26361</td>
<td>07/31/1996</td>
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<td>T0608501099</td>
<td>Other Report / Document</td>
<td>01/08/1999</td>
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<td>T0608501099</td>
<td>Other Report / Document</td>
<td>01/08/1999</td>
<td></td>
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<td>01/31/1990</td>
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<td>Free Product Removal</td>
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<td>07/12/1985</td>
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<td>T0608501099</td>
<td>Open - Site Assessment</td>
<td>07/12/1985</td>
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<td>T0608501099</td>
<td>Open - Site Assessment</td>
<td>08/05/1985</td>
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<tr>
<td>T0608501099</td>
<td>Completed - Case Closed</td>
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### REID HILLVIEW AIRPORT (Continued)

| NPDES: |
|---|---|
| Npdes Number: | Not reported |
| Facility Status: | Not reported |
| Agency Id: | Not reported |
| Region: | 2 |
| Regulatory Measure Id: | 183820 |
| Order No: | Not reported |
| Regulatory Measure Type: | Industrial |
| Place Id: | Not reported |
| WDID: | 2 431006210 |
| Program Type: | Not reported |
| Adoption Date Of Regulatory Measure: | Not reported |
| Effective Date Of Regulatory Measure: | Not reported |
| Expiration Date Of Regulatory Measure: | Not reported |
| Termination Date Of Regulatory Measure: | Not reported |
| Discharge Name: | Not reported |
| Discharge Address: | Not reported |
| Discharge City: | Not reported |
| Discharge State: | Not reported |
| Discharge Zip: | Not reported |
| RECEIVED DATE: | 05/09/2008 |
| PROCESSED DATE: | 04/22/1992 |
| STATUS CODE NAME: | Active |

### LUST SANTA CLARA:
- **Region:** SANTA CLARA
- **SCVWD ID:** 07S1E12M01F
- **Date Closed:** 01/08/1999
- **EDR Link ID:** 07S1E12M01F

### CUPA SANTA CLARA:
- **Region:** SANTA CLARA
- **PE#:** 2202
- **Program Description:** GENERATES < 100 KG/YR
- **Latitude:** 37.336733
- **Longitude:** -121.818984
- **Record ID:** PR0313060
- **Facility ID:** FA0208094

### HIST CORTESE:
- **Region:** CORTESE
- **Facility County Code:** 43
- **Reg By:** LTNKA
- **Reg Id:** 43-1107
REID HILLVIEW AIRPORT (Continued)

STATUS DATE: 04/22/1992
PLACE SIZE: 179
PLACE SIZE UNIT: Acres
FACILITY CONTACT NAME: Pamela Svrdlin
FACILITY CONTACT TITLE: Airport Operations Supervisor
FACILITY CONTACT PHONE: 408-918-7700
FACILITY CONTACT PHONE EXT: 27707
FACILITY CONTACT EMAIL: pamela.svrdlin@rda.sccgov.org
OPERATOR NAME: Santa Clara Cnty
OPERATOR ADDRESS: 2500 Cunningham Ave
OPERATOR CITY: San Jose
OPERATOR STATE: California
OPERATOR ZIP: 95148
OPERATOR CONTACT NAME: Eric Peterson
OPERATOR CONTACT TITLE: Airport Director
OPERATOR CONTACT PHONE: 408-918-7700
OPERATOR CONTACT PHONE EXT: 27722
OPERATOR CONTACT EMAIL: eric.peterson@rda.sccgov.org
OPERATOR TYPE: Other
DEVELOPER NAME: Not reported
DEVELOPER ADDRESS: Not reported
DEVELOPER CITY: Not reported
DEVELOPER STATE: California
DEVELOPER ZIP: Not reported
DEVELOPER CONTACT NAME: Not reported
DEVELOPER CONTACT TITLE: Not reported
CONSTYPE LINEAR UTILITY IND: Not reported
EMERGENCY PHONE NO: 408-592-2686
EMERGENCY PHONE EXT: Not reported
CONSTYPE ABOVE GROUND IND: Not reported
CONSTYPE BELOW GROUND IND: Not reported
CONSTYPE COMM LINE IND: Not reported
CONSTYPE COMM UNITS IND: Not reported
CONSTYPE COMMERTIAL IND: Not reported
CONSTYPE ELECTRICAL LINE IND: Not reported
CONSTYPE GAS LINE IND: Not reported
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CONSTYPE RECONS IND: Not reported
CONSTYPE RESIDENTIAL IND: Not reported
CONSTYPE TRANSPORT IND: Not reported
CONSTYPE UTILITY DESCRIPTION: Not reported
CONSTYPE UTILITY IND: Not reported
CONSTYPE WATER SEWER IND: Not reported
DIR DISCHARGE USWATER IND: N
RECEIVING WATER NAME: City Of San Jose Drain System
CERTIFIER NAME: Eric Peterson
CERTIFIER TITLE: Acting Director of Airports
CERTIFICATION DATE: 24-JUN-15
PRIMARY SIC: 4581-Airports, Flying Fields, and Airport Terminal Services
SECONDARY SIC: Not reported
TERTIARY SIC: Not reported
Npdex Number: CAS000002
Facility Status: Active
Agency Id: 0

### REID HILLVIEW AIRPORT (Continued)

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REID HILLVIEW AIRPORT (Continued)

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CONSTYPE UTILITY DESCRIPTION: Not reported
CONSTYPE UTILITY IND: Not reported
CONSTYPE WATER SEWER IND: Not reported
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RECEIVING WATER NAME: Not reported
CERTIFIER NAME: Not reported
CERTIFIER TITLE: Not reported
CERTIFICATION DATE: Not reported
PRIMARY SIC: Not reported
SECONDARY SIC: Not reported
TERTIARY SIC: Not reported

Npdes Number: CAS000001
Facility Status: Active
Agency Id: 0
Region: 2
Regulatory Measure Id: 183820
Order No: 97-03-DWQ
Regulatory Measure Type: Enrollee
Place Id: Not reported
WDID: 2431006210
Program Type: Industrial
Adoption Date Of Regulatory Measure: Not reported
Effective Date Of Regulatory Measure: 04/22/1992
Expiration Date Of Regulatory Measure: Not reported
Termination Date Of Regulatory Measure: Not reported
Discharge Name: Santa Clara Cnty
Discharge Address: 2500 Cunningham Ave
Discharge City: San Jose
Discharge State: California
Discharge Zip: 95148
RECEIVED DATE: Not reported
PROCESSED DATE: Not reported
STATUS CODE NAME: Not reported
STATUS DATE: Not reported
PLACE SIZE: Not reported
PLACE SIZE UNIT: Not reported
FACILITY CONTACT NAME: Not reported
FACILITY CONTACT TITLE: Not reported
FACILITY CONTACT PHONE: Not reported
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OPERATOR NAME: Not reported
OPERATOR ADDRESS: Not reported
OPERATOR CITY: Not reported
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OPERATOR CONTACT NAME: Not reported
OPERATOR CONTACT TITLE: Not reported
OPERATOR CONTACT PHONE: Not reported
OPERATOR CONTACT PHONE EXT: Not reported
OPERATOR CONTACT EMAIL: Not reported
OPERATOR TYPE: Not reported

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REID HILLVIEW AIRPORT (Continued)  S102435783

DEVELOPER NAME: Not reported
DEVELOPER ADDRESS: Not reported
DEVELOPER CITY: Not reported
DEVELOPER STATE: Not reported
DEVELOPER ZIP: Not reported
DEVELOPER CONTACT NAME: Not reported
DEVELOPER CONTACT TITLE: Not reported
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Region: 2
Regulatory Measure Id: 468970
Order No: Not reported
Regulatory Measure Type: Construction
Place Id: Not reported
WDID: 2 43C375277
Program Type: Not reported
Adoption Date Of Regulatory Measure: Not reported
Effective Date Of Regulatory Measure: Not reported
Expiration Date Of Regulatory Measure: Not reported
Termination Date Of Regulatory Measure: Not reported
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Discharge Address: Not reported
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**REID HILLVIEW AIRPORT** (Continued)  

| STATUS DATE: | 02/04/2016 |
| PLACE SIZE: | 3.23 Acres |
| FACILITY CONTACT NAME: | Cion Trujillo |
| FACILITY CONTACT TITLE: | Not reported |
| FACILITY CONTACT PHONE: | 510-260-8409 |
| FACILITY CONTACT PHONE EXT: | Not reported |
| FACILITY CONTACT EMAIL: | cion.trujillo@sunpowercorp.com |
| OPERATOR NAME: | SunPower Corporation |
| OPERATOR ADDRESS: | 1414 Harbour Way S |
| OPERATOR CITY: | Richmond |
| OPERATOR STATE: | California |
| OPERATOR ZIP: | 94804 |
| OPERATOR CONTACT NAME: | Cion Trujillo |
| OPERATOR CONTACT TITLE: | Not reported |
| OPERATOR CONTACT PHONE: | 510-260-8409 |
| OPERATOR CONTACT PHONE EXT: | Not reported |
| OPERATOR CONTACT EMAIL: | cion.trujillo@sunpowercorp.com |
| OPERATOR TYPE: | Other |
| DEVELOPER NAME: | SunPower Corporation |
| DEVELOPER ADDRESS: | 1414 Harbour Way S |
| DEVELOPER CITY: | Richmond |
| DEVELOPER STATE: | California |
| DEVELOPER ZIP: | 94804 |
| DEVELOPER CONTACT NAME: | Cion Trujillo |
| DEVELOPER CONTACT TITLE: | Not reported |
| CONSTYPE LINEAR UTILITY IND: | N |
| EMERGENCY PHONE NO: | 925-321-6343 |
| EMERGENCY PHONE EXT: | Not reported |
| CONSTYPE ABOVE GROUND IND: | N |
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| CONSTYPE RESIDENTIAL IND: | N |
| CONSTYPE TRANSPORT IND: | N |
| CONSTYPE UTILITY DESCRIPTION: | PV Solar Power Generation |
| CONSTYPE UTILITY IND: | N |
| CONSTYPE WATER SEWER IND: | N |
| DIR DISCHARGE USWATER IND: | N |
| RECEIVING WATER NAME: | Coyote Creek |
| CERTIFIER NAME: | Robert Hensley |
| CERTIFIER TITLE: | Project Manager |
| CERTIFICATION DATE: | 17-OCT-17 |
| PRIMARY SIC: | Not reported |
| SECONDARY SIC: | Not reported |
| TERTIARY SIC: | Not reported |
### MAP FINDINGS

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<td>1/8-1/4</td>
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<td></td>
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<td></td>
<td>875 ft.</td>
<td></td>
<td></td>
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**Site 4 of 6 in cluster L**

**LUST REG 2:**
- Region: 2
- Facility Id: Not reported
- Facility Status: Case Closed
- Case Number: 07S1E12M01f
- How Discovered: Not reported
- Leak Cause: Not reported
- Leak Source: Not reported
- Date Leak Confirmed: Not reported
- Oversight Program: LUST
- Prelim. Site Assessment Workplan Submitted: Not reported
- Preliminary Site Assessment Began: 7/12/1985
- Pollution Characterization Began: 8/5/1985
- Pollution Remediation Plan Submitted: Not reported
- Date Remediation Action Underway: Not reported
- Date Post Remedial Action Monitoring Began: Not reported

**HIST LUST SANTA CLARA:**
- Region: SANTA CLARA
- Region Code: 2
- SCVWD ID: 07S1E12M01
- Oversight Agency: SCVWD
- Date Listed: 1986-01-01 00:00:00
- Closed Date: 1999-01-08 00:00:00

**SWEPES UST:**
- Status: Not reported
- Comp Number: 101
- Number: Not reported
- Board Of Equalization: 44-026740
- Referral Date: Not reported
- Action Date: Not reported
- Created Date: Not reported
- Owner Tank Id: Not reported
- SWRCB Tank Id: 43-000-000101-000001
- Tank Status: Not reported
- Capacity: 12000
- Active Date: Not reported
- Tank Use: PETROLEUM
- STG: PRODUCT
- Content: AVIATION GAS
- Number Of Tanks: 3

**SWEPES UST:**
- Status: Not reported
- Comp Number: 101
- Number: Not reported
- Board Of Equalization: 44-026740
- Referral Date: Not reported
- Action Date: Not reported
- Created Date: Not reported
- Owner Tank Id: Not reported
- SWRCB Tank Id: 43-000-000101-000002

---

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REID-HILLVIEW AIRPORT (Continued) U001603176

Tank Status: Not reported
Capacity: 12000
Active Date: Not reported
Tank Use: PETROLEUM
STG: PRODUCT
Content: AVIATION GAS
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 101
Number: Not reported
Board Of Equalization: 44-026740
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 43-000-000101-000003
Tank Status: Not reported
Capacity: 200
Active Date: Not reported
Tank Use: OIL
STG: WASTE
Content: WASTE OIL
Number Of Tanks: Not reported

HIST UST:
File Number: Not reported
URL: Not reported
Region: STATE
Facility ID: 000000035970
Facility Type: Other
Other Type: AIRPORT
Contact Name: ERNEST A. FIGONE, JR.
Telephone: 4082993641
Owner Name: COUNTY OF SANTA CLARA
Owner Address: 1555 BERGER DR., ROOM 205
Owner City,St,Zip: SAN JOSE, CA 95112
Total Tanks: 0002

Tank Num: 001
Container Num: 1
Year Installed: 1967
Tank Capacity: 00012000
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Container Construction Thickness: Not reported
Leak Detection: Visual

Tank Num: 002
Container Num: 2
Year Installed: Not reported
Tank Capacity: 00012000
Tank Used for: PRODUCT
Type of Fuel: PREMIUM
Container Construction Thickness: Not reported
Leak Detection: Visual
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### L56 - VERIZON WIRELESS: REID HILLVIEW AIRPORT

**Location:**
- 1994 JOHN MONTGOMERY DR
- SAN JOSE, CA 95148

**Site Details:**
- **Relative:** Site 5 of 6 in cluster L
- **Actual:** 128 ft.

**Program Description:**
- HMBP FACILITY, 1-3 CHEMICALS

**Record ID:** PR0400028

**Facility ID:** FA0269110

**Database(s):**
- CUPA Listings
- SAN JOSE HAZMAT

**Owner Information:**
- **Name:** SANTA CLARA
- **File Num:** 410296
- **Class:** Auto Wrecking/Misc Simple Facility

**Region:** SAN JOSE

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<td>AIRPORT</td>
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<tr>
<td>Contact Name</td>
<td>BARBIE STEFFEN</td>
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<tr>
<td>Telephone</td>
<td>4082993512</td>
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<tr>
<td>Owner Name</td>
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<td>Visual</td>
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**URL:**

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### L57 - REIDHILLVIEW AIRPORT

**Location:**
- 2500 CUNNINGHAM AVE
- SAN JOSE, CA 95122

**Site Details:**
- **Relative:** Site 6 of 6 in cluster L
- **Actual:** 128 ft.

**Program Description:**
- HIST UST

**Record ID:** U001602786

**Facility ID:** 0002087A

**Database(s):**
- HIST UST
- WDS
- N/A

**Owner Information:**
- **Name:** SANTA CLARA COUNTY TRANSPORTAT
- **File Num:** 40000055098
- **Class:** Auto Wrecking/Misc Simple Facility

**Region:** SAN JOSE

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**WDS:**
- **Facility ID:** San Francisco Bay 43I006210
- **Facility Type:** Industrial - Facility that treats and/or disposes of liquid or semisolid wastes from any servicing, producing, manufacturing or
REIDHILLVIEW AIRPORT (Continued) U001602786

processing operation of whatever nature, including mining, gravel
washing, geothermal operations, air conditioning, ship building and
repairing, oil production, storage and disposal operations, water
pumping.

Facility Status: Active - Any facility with a continuous or seasonal discharge that is
under Waste Discharge Requirements.

NPDES Number: CAS000001 The 1st 2 characters designate the state. The remaining 7
are assigned by the Regional Board

Subregion: 2
Facility Telephone: 4089292256
Facility Contact: EARLE WIGHAM
Agency Name: SANTA CLARA CO
Agency Address: 2500 CUNNINGHAM AVE
Agency City,St,Zip: SAN JOSE 951481001
Agency Contact: JEROME T BENNETT
Agency Telephone: 4089291060
Agency Type: County
SIC Code: 0
SIC Code 2: Not reported
Primary Waste Type: Not reported
Primary Waste: Not reported
Waste Type2: Not reported
Waste2: Not reported
Primary Waste Type: Not reported
Primary Waste: Not reported
Secondary Waste Type: Not reported
Secondary Waste: Not reported
Design Flow: 0
Baseline Flow: 0
Reclamation: Not reported
POTW: Not reported
Treat To Water: Minor Threat to Water Quality. A violation of a regional board order
should cause a relatively minor impairment of beneficial uses compared
to a major or minor threat. Not: All nurds without a TTWQ will be
considered a minor threat to water quality unless coded at a higher
Level. A Zero (0) may be used to code those NURDS that are found to
represent no threat to water quality.

Complexity: Category C - Facilities having no waste treatment systems, such as
cooling water dischargers or those who must comply through best
management practices, facilities with passive waste treatment and
disposal systems, such as septic systems with subsurface disposal, or
dischargers having waste storage systems with land disposal such as
dairy waste ponds.

58
South
1/8-1/4
0.167 mi.
882 ft.
Relative: Higher
TRADE WINDS AVIATION CUPA Listings S103992459
2505 CUNNINGHAM AV SAN JOSE, CA 95148 SAN JOSE HAZMAT N/A
0.167 mil. 882 ft.
Actual: 128 ft.
CUPA SANTA CLARA:
Region: SANTA CLARA
PE#: 2205
Program Description: GENERATES 100 KG YR TO <5 TONS/YR
Latitude: 37.336963
Longitude: -121.819728
Record ID: PR0394550
Facility ID: FA0267375
TRADE WINDS AVIATION (Continued)

Region: SANTA CLARA
PE#: BP01
Program Description: HMBP FACILITY, 1-3 CHEMICALS
Latitude: 37.336963
Longitude: -121.819728
Record ID: PR0423791
Facility ID: FA0267375

SAN JOSE HAZMAT:
Region: SAN JOSE
File Num: 403837
Class: Auto Wrecking/Misc Simple Facility

M59
NNW
2780 STORY RD
1/8-1/4
SAN JOSE, CA 95127
888 ft. Site 1 of 6 in cluster M

Relative: Lower
Actual: 121 ft.

File Number: Not reported
URL: Not reported
Region: STATE
Facility ID: 00000013898
Facility Type: Gas Station
Other Type: Not reported
Contact Name: Not reported
Telephone: 4089239799
Owner Name: KAYO OIL COMPANY
Owner Address: 1221 E. MAIN STREET
Owner City, St, Zip: CHATTANOOGA, TN 37408
Total Tanks: 0003

Tank Num: 001
Container Num: 1
Year Installed: 1975
Tank Capacity: 000007000
Tank Used for: PRODUCT
Type of Fuel: PREMIUM
Container Construction Thickness: Not reported
Leak Detection: Visual, Stock Inventor, Pressure Test

Tank Num: 002
Container Num: 2
Year Installed: 1975
Tank Capacity: 000007000
Tank Used for: PRODUCT
Type of Fuel: PREMIUM
Container Construction Thickness: Not reported
Leak Detection: Visual, Stock Inventor, Pressure Test

Tank Num: 003
Container Num: 3
Year Installed: 1975
Tank Capacity: 000007000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
**FAST GAS** (Continued)

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**CUPA SANTA CLARA:**

- **Region:** SANTA CLARA
- **PE#:** 2205
- **Program Description:** GENERATES 100 KG YR TO <5 TONS/YR
- **Latitude:** 37.35231
- **Longitude:** -121.824552
- **Record ID:** PR0383049
- **Facility ID:** FA0261229

- **Region:** SANTA CLARA
- **PE#:** 2399
- **Program Description:** UNDERGROUND STORAGE TANK PROGRAM RECORD
- **Latitude:** 37.35231
- **Longitude:** -121.824552
- **Record ID:** PR0396106
- **Facility ID:** FA0261229

- **Region:** SANTA CLARA
- **PE#:** BP01
- **Program Description:** HMBP FACILITY, 1-3 CHEMICALS
- **Latitude:** 37.35231
- **Longitude:** -121.824552
- **Record ID:** PR0396107
- **Facility ID:** FA0261229

**HAZNET:**

- **envid:** S112952310
- **Year:** 2006
- **GEPAGID:** CAC002601788
- **Contact:** JEFF BAKER
- **Telephone:** 2538968708
- **Mailing Name:** Not reported
- **Mailing Address:** 3450 S 344TH WAY STE 100
- **Mailing City,St,Zip:** FEDERAL WAY, WA 980015931
- **Gen County:** Not reported
- **TSD EPA ID:** CAD059494310
- **TSD County:** Not reported
- **Waste Category:** Aqueous solution with total organic residues less than 10 percent
- **Disposal Method:** Transfer Station
- **Tons:** 4
- **Cat Decode:** Not reported
- **Method Decode:** Not reported
- **Facility County:** Santa Clara
Map ID: M62
Direction: NNW
Distance: 0.168 mi.
Elevation: 888 ft.
Site: Site 4 of 6 in cluster M

Relative: Lower
Actual: 121 ft.

RCRA-SQG: TESORO WEST COAST CO LLC NO 68204
Date form received by agency: 05/09/2007
Facility name: TESORO WEST COAST CO LLC NO 68204
Facility address: 2790 STORY RD
SAN JOSE, CA 95127
EPA ID: CAR000141929
Mailing address: 3450 S 344TH WAY
STE 201
AUBURN, WA 98001
Contact: SANDY EDWARDS
Contact address: 3450 S 344TH WAY STE 201
AUBURN, WA 98001
Contact country: US
Contact telephone: 559-585-8156
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: TESORO WEST COAST COMPANY LLC
Owner/operator address: Not reported
Owner/operator country: Not reported
Owner/operator telephone: Not reported
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: 05/01/2007
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
TESORO WEST COAST CO LLC NO 68204 (Continued)

Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

. Waste code: D018
. Waste name: BENZENE

Historical Generators:
Date form received by agency: 05/03/2005
Site name: USA GASOLINE CORPORATION FACILITY 3723
Classification: Small Quantity Generator

. Waste code: D018
. Waste name: BENZENE

Date form received by agency: 03/13/2003
Site name: USA GASOLINE CORPORATION FACILITY 3723
Classification: Small Quantity Generator

. Waste code: D018
. Waste name: BENZENE

Violation Status: No violations found

M63 JET GAS (FORMER - 2790 STORY) LUST S101309323
NNW 2790 STORY ROAD HIST LUST N/A
1/8-1/4 SAN JOSE, CA 95127 HIST CORTESE
0.168 mi. SANTA CLARA COUNTY LOP SAN JOSE HAZMAT
888 ft. Site 5 of 6 in cluster M

Relative: LUST:
Lower
Lead Agency: SANTA CLARA COUNTY LOP
Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0608501467
Global Id: T0608501467
Latitude: 37.3520446332235
Longitude: -121.824431419373
Status: Open - Verification Monitoring
Status Date: 05/18/2015
Case Worker: TF
RB Case Number: 06-018
Local Agency: SANTA CLARA COUNTY LOP
File Location: All Files are on GeoTracker or in the Local Agency Database
Local Case Number: 07S1E02J021
Potential Media Affect: Aquifer used for drinking water supply, Soil
Potential Contaminants of Concern: Benzene, Toluene, Xylene, MTBE / TBA / Other Fuel Oxygenates, Gasoline
Site History: On September 17, 2012, DEH approved an additional soil investigation
work plan for this site. on April 3, 2012, all 23 groundwater monitoring wells were gauged and 21 wells were sampled, per the approved semi-annual sampling schedule. The monitoring network contains a total of 23 wells, consisting of 18 shallow zone wells and five deep-zone wells. Remedial activities: A 36-point groundwater oxygen-injection system that enhances in-situ bioremediation began operating on March 12, 2008. Evaluation monitoring, consisting of collecting dissolved oxygen (DO) and oxidation-reduction potential (ORP) readings in nearby monitoring wells is conducted monthly. Monthly system operations and maintenance (O&M) visits include collection of system flow rates, OI pressure readings, and system run time from the OI system. Monthly O&M visits were conducted on January 11, February 8, March 13, April 3, May 5, and June 3, 2012.

Conclusions: The concentrations of TPHg, benzene, MTBE, and TBA in all evaluation monitoring wells have been reduced from their pre-injection average concentrations, some quite significantly. Concentrations of TPHg are the highest. For several of the wells, concentration reductions of an order of magnitude or more have occurred.

RECOMMENDATIONS AND PROPOSED ACTIVITIES: Stantec recommends continued operation of the OI system and semi-annual groundwater monitoring and sampling of site wells to evaluate concentration trends and the effectiveness of remediation. Stantec submitted to SCCCEHD the December 22, 2011 Site Conceptual Model and Proposed Expansion of Remedial System report that proposed additional investigation and expansion of the existing OI array to increase remedial efficiency. SCCCEHDs May 25, 2012 letter to Tesoro approved the proposed work and requested a work plan by August 17, 2012. Stantec anticipates submission of the work plan prior to this date.

LUST:

Global Id: T0608501467
Contact Type: Local Agency Caseworker
Contact Name: TRAVIS FLORA
Organization Name: SANTA CLARA COUNTY LOP
Address: 1555 Berger Dr.
City: SAN JOSE
Email: travis.flora@cep.sccgov.org
Phone Number: 4089183486

Stantec anticipates submission of the work plan prior to this date.

LUST:

Global Id: T0608501467
Action Type: Other
Date: 01/29/1988
Action: Leak Reported

Global Id: T0608501467
Action Type: RESPONSE
Date: 01/30/2016
Action: Monitoring Report - Semi-Annually

Global Id: T0608501467
Action Type: Other
Date: 02/26/1988
Action: Leak Discovery

Global Id: T0608501467
Action Type: ENFORCEMENT
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Action Type: ENFORCEMENT
Date: 01/03/2006
Action: Staff Letter - #60103

Global Id: T0608501467
Action Type: RESPONSE
Date: 06/15/2012
Action: Correspondence

Global Id: T0608501467
Action Type: RESPONSE
Date: 07/31/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0608501467
Action Type: RESPONSE
Date: 06/27/2008
Action: Well Destruction Report

Global Id: T0608501467
Action Type: RESPONSE
Date: 07/30/2014
Action: Monitoring Report - Semi-Annually

Global Id: T0608501467
Action Type: RESPONSE
Date: 01/20/2001
Action: Soil and Water Investigation Workplan

Global Id: T0608501467
Action Type: ENFORCEMENT
Date: 02/14/2006
Action: Staff Letter - #60214

Global Id: T0608501467
Action Type: ENFORCEMENT
Date: 10/16/2000
Action: Staff Letter - #28428

Global Id: T0608501467
Action Type: ENFORCEMENT
Date: 04/16/2001
Action: Staff Letter - #28437

Global Id: T0608501467
Action Type: ENFORCEMENT
Date: 09/07/2001
Action: Warning Letter - #28439

Global Id: T0608501467
Action Type: ENFORCEMENT
Date: 12/18/2001
Action: Staff Letter - #28449
JET GAS (FORMER - 2790 STORY) (Continued)

Global Id: T0608501467
Action Type: RESPONSE
Date: 06/03/2005
Action: Other Report / Document

Global Id: T0608501467
Action Type: RESPONSE
Date: 02/03/2005
Action: CAP/RAP - Feasibility Study Report

Global Id: T0608501467
Action Type: RESPONSE
Date: 11/30/2000
Action: Soil and Water Investigation Workplan

Global Id: T0608501467
Action Type: RESPONSE
Date: 05/17/2013
Action: Well Installation Report

Global Id: T0608501467
Action Type: RESPONSE
Date: 04/01/1994
Action: Other Report / Document

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Date: 06/03/2005
Action: Other Report / Document

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Date: 10/07/2002
Action: Staff Letter - #40534

Global Id: T0608501467
Action Type: ENFORCEMENT
Date: 04/01/2003
Action: Staff Letter - #43478

Global Id: T0608501467
Action Type: ENFORCEMENT
Date: 05/03/1987
Action: Monitoring Report - Quarterly

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Date: 10/13/2000
Action: Staff Letter - #41706

Global Id: T0608501467
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Date: 04/01/2003
Action: Staff Letter - #43478

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Date: 10/07/2002
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Date: 06/03/2005
Action: Other Report / Document

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Date: 05/03/1987
Action: Monitoring Report - Quarterly

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Date: 04/01/2003
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Date: 05/03/1987
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JET GAS (FORMER - 2790 STORY) (Continued)

Date: 02/14/2017
Action: Staff Letter

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Action Type: RESPONSE
Date: 07/30/2015
Action: Monitoring Report - Semi-Annually

Global Id: T0608501467
Action Type: RESPONSE
Date: 01/27/2009
Action: Other Report / Document

Global Id: T0608501467
Action Type: RESPONSE
Date: 08/10/2002
Action: Other Report / Document

Global Id: T0608501467
Action Type: ENFORCEMENT
Date: 05/06/1992
Action: Notice of Violation - #40009

Global Id: T0608501467
Action Type: ENFORCEMENT
Date: 03/01/1995
Action: Staff Letter - #28386

Global Id: T0608501467
Action Type: ENFORCEMENT
Date: 02/03/2000
Action: Staff Letter - #28417

Global Id: T0608501467
Action Type: ENFORCEMENT
Date: 06/16/2000
Action: Staff Letter - #28420

Global Id: T0608501467
Action Type: ENFORCEMENT
Date: 10/04/2000
Action: Staff Letter - #28424

Global Id: T0608501467
Action Type: ENFORCEMENT
Date: 03/16/2006
Action: Staff Letter - #60316

Global Id: T0608501467
Action Type: ENFORCEMENT
Date: 08/31/2017
Action: Staff Letter

Global Id: T0608501467
Action Type: ENFORCEMENT
Date: 09/03/2008
Action: Staff Letter

S101309323

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Date: 01/29/2010
Action: Monitoring Report - Quarterly

Global Id: T0608501467
Action Type: RESPONSE
Date: 03/01/2002
Action: Interim RemediaL Action Report

Global Id: T0608501467
Action Type: RESPONSE
Date: 10/30/2004
Action: Monitoring Report - Quarterly

Global Id: T0608501467
Action Type: RESPONSE
Date: 11/09/2016
Action: Correspondence

Global Id: T0608501467
Action Type: RESPONSE
Date: 07/15/1995
Action: Monitoring Report - Quarterly

Global Id: T0608501467
Action Type: RESPONSE
Date: 04/15/1998
Action: Monitoring Report - Quarterly

Global Id: T0608501467
Action Type: RESPONSE
Date: 07/15/2002
Action: Other Report / Document

Global Id: T0608501467
Action Type: RESPONSE
Date: 02/01/2002
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Global Id: T0608501467
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Date: 02/27/2003
Action: Other Report / Document

Global Id: T0608501467
Action Type: RESPONSE
Date: 03/04/1993
Action: Other Report / Document

Global Id: T0608501467
Action Type: RESPONSE
Date: 06/07/1988
Action: Soil and Water Investigation Report
JET GAS (FORMER - 2790 STORY) (Continued) S101309323

Global Id: T0608501467
Action Type: RESPONSE
Date: 10/04/2000
Action: Other Report / Document

Global Id: T0608501467
Action Type: ENFORCEMENT
Date: 12/01/1997
Action: Staff Letter - #28405

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Action Type: ENFORCEMENT
Date: 09/27/1990
Action: Staff Letter - #28422

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Action: Staff Letter - #28430

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Date: 06/08/2001
Action: Staff Letter - #28445

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Action Type: ENFORCEMENT
Date: 02/25/2002
Action: Staff Letter - #28454

Global Id: T0608501467
Action Type: ENFORCEMENT
Date: 12/17/2002
Action: Notice of Responsibility - #40544

Global Id: T0608501467
Action Type: RESPONSE
Date: 06/01/2007
Action: Other Report / Document

Global Id: T0608501467
Action Type: RESPONSE
Date: 07/06/1992
Action: Well Installation Report

Global Id: T0608501467
Action Type: RESPONSE
Date: 09/27/1990
Action: Other Workplan

LUST:
Global Id: T0608501467
Status: Open - Case Begin Date
Status Date: 01/08/1986

Global Id: T0608501467
Status: Open - Site Assessment
## JET GAS (FORMER - 2790 STORY) (Continued)

| Status Date: | 05/01/1987 |
| Global Id:    | T0608501467 |
| Status:       | Open - Site Assessment |
| Status Date:  | 10/09/1990  |

| Status Date: | 09/26/2001 |
| Global Id:   | T0608501467 |
| Status:      | Open - Remediation |

| Status Date: | 05/18/2015 |
| Global Id:   | T0608501467 |
| Status:      | Open - Verification Monitoring |

### LUST REG 2:
- **Region:** 2
- **Facility Id:** Not reported
- **Facility Status:** Remedial action (cleanup) Underway
- **Case Number:** 07S1E02J02f
- **How Discovered:** Not reported
- **Leak Cause:** Not reported
- **Leak Source:** Not reported
- **Date Leak Confirmed:** Not reported
- **Oversight Program:** LUST
- **Prelim. Site Assessment Workplan Submitted:** Not reported
- **Preliminary Site Assessment Began:** 5/1/1987
- **Pollution Characterization Began:** 10/9/1990
- **Pollution Remediation Plan Submitted:** Not reported
- **Date Remediation Action Underway:** 9/26/2001
- **Date Post Remedial Action Monitoring Began:** Not reported

### LUST SANTA CLARA:
- **Region:** SANTA CLARA
- **SCVWD ID:** 07S1E02J02F
- **Date Closed:** Not reported
- **EDR Link Id:** 07S1E02J02F

### HIST LUST SANTA CLARA:
- **Region:** SANTA CLARA
- **Region Code:** 2
- **SCVWD ID:** 07S1E02J02
- **Oversight Agency:** SCVWD
- **Date Listed:** 1987-01-01 00:00:00
- **Closed Date:** Not reported

### HIST CORTESE:
- **Region:** CORTESE
- **Facility County Code:** 43
- **Reg By:** LTNKA
- **Reg Id:** 43-1497

### SAN JOSE HAZMAT:
- **Region:** SAN JOSE
- **File Num:** 400670
### JET GAS (FORMER - 2790 STORY) (Continued)

**Class:** Gasoline Station

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Relative: Lower

- **Actual:** 121 ft.
- **Relative:** Lower
- **Latitude:** 37.3534706
- **Longitude:** -121.8229906
- **Facility ID:** 400670
- **Permitting Agency:** SAN JOSE, CITY OF

### I65

**PROGRESSIVE AVIATION LTD**

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- **URL:** http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00020727.pdf
- **Region:** STATE
- **Facility ID:** 000000066022
- **Facility Type:** Other
- **Other Type:** AVIATION
- **Contact Name:** STEPHEN REMINGTON
- **Telephone:** 4082593360
- **Owner Name:** PROGRESSIVE AVIATION LTD.
- **Owner Address:** 2555 ROBERT FOWLER WAY
- **Owner City,St,Zip:** SAN JOSE, CA 95148
- **Total Tanks:** 0002
- **Tank Num:** 001
- **Container Num:** 1
- **Year Installed:** 1970
- **Tank Capacity:** 00012000
- **Tank Used for:** WASTE
- **Type of Fuel:** 6A
- **Container Construction Thickness:** X
- **Leak Detection:** Visual, Stock Inventor, Groundwater Monitoring Well, Pressure Test

- **Tank Num:** 002
- **Container Num:** 2
- **Year Installed:** 1970
- **Tank Capacity:** 00012000
- **Tank Used for:** PRODUCT
- **Type of Fuel:** 06
- **Container Construction Thickness:** Not reported
- **Leak Detection:** Visual, Stock Inventor, Groundwater Monitoring Well, Pressure Test
PROGRESSIVE AVIATION LTD (Continued)

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### Site 6 of 9 in cluster I

**I66**  
**SKYLINE AIR AUTO**  
**SSW**  
**2555 ROBERT FOWLER**  
**1/8-1/4**  
**0.171 mi.**  
**902 ft.**  

- **Relative:** Site 6 of 9 in cluster I  
- **Higher**  
  - **Region:** HIST CORTESE  
  - **Facility County Code:** 43  
  - **Reg By:** LTNKA  
  - **Reg Id:** 43-1353

### Site 7 of 9 in cluster I

**I67**  
**NICE AIR**  
**SSW**  
**2555 ROBERT FOWLER WY**  
**1/8-1/4**  
**0.171 mi.**  
**902 ft.**  

- **Relative:** Site 7 of 9 in cluster I  
- **Higher**  
  - **Certified Unified Program Agencies:** Santa Clara County  
  - **Owner:** NICE AIR  
  - **Total Gallons:** 10,000  
  - **CERSID:** Not reported  
  - **Facility ID:** Not reported  
  - **Business Name:** Not reported  
  - **Phone:** Not reported  
  - **Fax:** Not reported  
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  - **Mailing Address State:** Not reported  
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  - **Owner State:** Not reported  
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  - **Property Owner Stat:** Not reported  
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  - **EPAID:** Not reported

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| I69   | OUT OF BUSINESS | Auto Repair | SAN JOSE HAZMAT | S115780669 |
| SSW   | 2555 ROBERT FOWLER WY SUITE C | 440372 | SAN JOSE HAZMAT | N/A |
| 1/8-1/4 | SAN JOSE, CA 95148 | 0.171 mi. | Site 9 of 9 in cluster I | 902 ft. |
|       | Relative: | Higher | SAN JOSE HAZMAT: | 127 ft. |
|       | Actual: | Auto Repair | Date of Data: AS OF 02/07/2014 | |

| N70   | PURRFECT AUTO SERVICE #57 | GENERATES WASTE OIL ONLY | CUPA Listings | S113076484 |
| NW    | 2520 STORY RD | 2201 | HAZNET | N/A |
| 1/8-1/4 | SAN JOSE, CA 95122 | 0.174 mi. | Site 1 of 2 in cluster N | 919 ft. |
|       | Relative: | Lower | CUPA SANTA CLARA: | 112 ft. |
|       | Actual: | Auto Repair | Region: SANTA CLARA | |
|       | Program Description: | GENERATES WASTE OIL ONLY | PE#: 2201 | |
|       | Latitude: | 37.348965 | Longitude: -121.82947 | |
|       | Record ID: | PR0350108 | Facility ID: FA0240586 | |
|       | Region: | SANTA CLARA | PE#: BP01 | |
|       | Program Description: | HMBP FACILITY, 1-3 CHEMICALS | Latitude: 37.348965 | |
|       | Longitude: | -121.82947 | Record ID: PR0427506 | |
|       | Facility ID: | FA0240586 | |
|       | Region: | SANTA CLARA | PE#: BP01 | |
|       | Program Description: | HMBP FACILITY, 1-3 CHEMICALS | Latitude: 37.348965 | |
|       | Longitude: | -121.8293683 | Record ID: PR0427479 | |
|       | Facility ID: | FA0285101 | |
|       | Region: | SANTA CLARA | PE#: 2205 | |
|       | Program Description: | GENERATES 100 KG YR TO <5 TONS/YR | Latitude: 37.3486501 | |
HAZNET:

envid: S113076484
Year: 2005
GEPAID: CAL000139882
Contact: DAVID SINGH / PRES
Telephone: 4082546600
Mailing Name: Not reported
Mailing Address: 2520 STORY RD
Mailing City,St,Zip: SAN JOSE, CA 951220000
Gen County: Not reported
TSD EPA ID: CAL000161743
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Recycler
Tons: 0.45
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Santa Clara

envid: S113076484
Year: 1998
GEPAID: CAL000139882
Contact: DAVID SINGH
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 2520 STORY RD
Mailing City,St,Zip: SAN JOSE, CA 951220000
Gen County: Not reported
TSD EPA ID: CAD08838222
TSD County: Not reported
Waste Category: Unspecified aqueous solution
Disposal Method: Recycler
Tons: .2293
Cat Decode: Not reported
Method Decode: Not reported
PURRFECT AUTO SERVICE #57 (Continued)

Facility County: Santa Clara
envid: S113076484
Year: 1998
GEPAID: CAL000139882
Contact: DAVID SINGH
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 2520 STORY RD
Mailing City,St,Zip: SAN JOSE, CA 951220000
Gen County: Not reported
TSD EPA ID: CAD089838222
TSD County: Not reported
Waste Category: Unspecified aqueous solution
Disposal Method: Recycler
Tons: .2293
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Santa Clara

SAN JOSE HAZMAT:
Region: SAN JOSE
File Num: 410559
Class: Auto Repair

---

N71  PURRFECT AUTO SERVICE #57  SLJC  S113087600
NW  2520 STORY RD  HAZNET  N/A
1/8-1/4  SAN JOSE, CA 95122
0.174 mi.  Site 2 of 2 in cluster N
919 ft. Site 2 of 2 in cluster N

SLIC:
Region: STATE
Facility Status: Completed - Case Closed
Status Date: 01/20/2015
Global Id: T1000003611
Lead Agency: SANTA CLARA COUNTY LOP
Lead Agency Case Number: 07S1E02Q001s
Latitude: 37.3488397
Longitude: -121.8295712
Case Type: Cleanup Program Site
Case Worker: Not reported
Local Agency: Not reported
RB Case Number: Not reported
File Location: All Files are on GeoTracker or in the Local Agency Database
Potential Media Affected: Other Groundwater (uses other than drinking water), Soil, Soil Vapor
Potential Contaminants of Concern: 1,1,1-Trichloroethane (TCA), Acetone, Benzene, Tetrachloroethylene (PCE), Trichloroethylene (TCE), Polychlorinated biphenyls (PCBs), Diesel, Gasoline

Site History: Phase I assessment noted oil staining on the asphalt surface in the parking lot; dark staining in an area of cracks in the asphalt as well on the grate of a storm drain that was clogged with soil (also stained). Phase II investigation at the site in 3/11 found soil and groundwater contamination. The site is currently occupied by an automotive service facility. Work delayed at this site due to bankruptcy. 2 hydraulic hoists were removed and some accessible soil was overexcavated in May 2014. Sampling reported the presence of PCE.
PUFFFECT AUTO SERVICE #57  (Continued)

in soil and groundwater. Soil vapor sampling also reported the presence of PCE and TCE. Soil vapor plume appears to be limited in extent under the current building, which is used for automotive repair. Change in occupancy or redevelopment will require reassessment of residual soil, soil vapor and groundwater contamination.

Click here to access the California GeoTracker records for this facility:

HAZNET:
- envid: S113087600
- Year: 1999
- GEPAID: CAL000163561
- Contact: ARTIMIO BAUTISTA
- Telephone: 0000000000
- Mailing Name: Not reported
- Mailing Address: 2520 STORY RD
- Mailing City, St, Zip: SAN JOSE, CA 951220000
- Gen County: Not reported
- TSD EPA ID: CAL000161743
- TSD County: Not reported
- Waste Category: Unspecified oil-containing waste
- Disposal Method: Transfer Station
- Tons: 1.3552
- Cat Decode: Not reported
- Method Decode: Not reported
- Facility County: Santa Clara

O72 EXPRESSLY PORTRAITS INC
SSE 209 EASTRIDGE MALL RCRA-SQG 1000857328
1/8-1/4 SAN JOSE, CA 95122 FINDS CAD983667411
0.185 mi. 05/06/1993 ECHO
976 ft. Site 1 of 5 in cluster O

Relative: Higher

Actual: 135 ft.

RCRA-SQG:
- Date form received by agency: 05/06/1993
- Facility name: EXPRESSLY PORTRAITS INC
- Facility address: 209 EASTRIDGE MALL
- EPA ID: CAD983667411
- Contact: MEL ORCHARD
- Contact address: 1151 TRITON DR STE C
- Contact country: US
- Contact telephone: 415-578-9291
- Contact email: Not reported
- EPA Region: 09
- Classification: Small Small Quantity Generator
- Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
- Owner/operator name: EXPRESSLY PORTRAITS INC
- Owner/operator address: 1151 TRITON DR STE C
EXPRESSLY PORTRAITS INC (Continued) 1000857328

Foster City, CA 94404

Owner/operator country: Not reported
Owner/operator telephone: 415-578-9291
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:
Registry ID: 110002898507

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHo:
Envid: 1000857328
Registry ID: 110002898507
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110002898507
O73  EASTRIDGE SHOPPING CENTER  RCRA-SQG  1000419836
SSE  1 EASTRIDGE MALL  LUST  CAD982343329
1/8-1/4  SAN JOSE, CA  95122  FINDS  Site 2 of 5 in cluster O
0.227 mi.  EASTRIDGE VENTURE  HIST LUST  ECHO  HAZNET
1200 ft.  EASTRIDGE SHOPPING CENTER  HIST CORTESE
Relative:  Higher
Actual:  135 ft.

Date form received by agency: 04/03/1990
Facility name: EASTRIDGE VENTURE
Site name: EASTRIDGE VENTURE
Facility address: 1 EASTRIDGE MALL
SAN JOSE, CA 95122-0000
EPA ID: CAD982343329
Contact: JEFF KERSHAW
Contact address: Not reported
Contact country: US
Contact telephone: 408-238-3600
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: EASTRIDGE VENTURE
Owner/operator address: NOT REQUIRED
Owner/operator address: NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported
Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
Owner/operator address: NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
EASTRIDGE SHOPPING CENTER (Continued)

Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: Yes
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 01/06/1988
Site name: EASTRIDGE SHOPPING CENTER
Classification: Small Quantity Generator

Violation Status: No violations found

LUST REG 2:
Region: 2
Facility Id: Not reported
Facility Status: Case Closed
Case Number: 07S1E13F02
How Discovered: Not reported
Leak Cause: Not reported
Leak Source: Not reported
Date Leak Confirmed: Not reported
Oversight Program: LUST
Prelim. Site Assessment Workplan Submitted: Not reported
Pollution Characterization Began: 11/25/1991
Pollution Remediation Plan Submitted: Not reported
Date Remediation Action Underway: Not reported
Date Post Remedial Action Monitoring Began: Not reported

HIST LUST SANTA CLARA:
Region: SANTA CLARA
Region Code: 2
SCVWD ID: 07S1E13F02
Oversite Agency: SCVWD
Date Listed: 1992-04-09 00:00:00
Closed Date: 1997-07-28 00:00:00

FINDS:
Registry ID: 110002796788

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA...
EASTRIDGE SHOPPING CENTER (Continued) 1000419836

program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

[Click this hyperlink](http://echo.epa.gov/detailed-facility-report?fid=110002796788) while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1000419836
Registry ID: 110002796788
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110002796788

HAZNET:
envid: 1000419836
Year: 2005
GPEAID: CAD982343329
Contact: GREGORY CANTRELL
Telephone: 4082383600
Mailing Name: Not reported
Mailing Address: 1 EASTRIDGE MALL
Mailing City,St,Zip: SAN JOSE, CA 951221402
Gen County: Not reported
TSD EPA ID: CAL000190816
TSD County: Not reported
Waste Category: Waste oil and mixed oil
Disposal Method: Recycler
Tons: 4.79
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Santa Clara

envid: 1000419836
Year: 2003
GPEAID: CAD982343329
Contact: GREGORY CANTRELL
Telephone: 4082383600
Mailing Name: Not reported
Mailing Address: 1 EASTRIDGE MALL
Mailing City,St,Zip: SAN JOSE, CA 951221402
Gen County: Not reported
TSD EPA ID: CAL000190816
TSD County: Not reported
Waste Category: Waste oil and mixed oil
Disposal Method: Recycler
Tons: 3.96
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Santa Clara

envid: 1000419836
Year: 2002
GPEAID: CAD982343329
Contact: GREGORY CANTRELL
Telephone: 4082383600
Mailing Name: Not reported
Mailing Address: 1 EASTRIDGE MALL
MAP FINDINGS

EDR ID Number 1000419836

EASTRIDGE SHOPPING CENTER (Continued)

Mailing City,St,Zip: SAN JOSE, CA 951221402
Gen County: Not reported
TSD EPA ID: CAL0000190816
TSD County: Not reported
Waste Category: Waste oil and mixed oil
Disposal Method: Transfer Station
Tons: 5
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Santa Clara

envid: 1000419836
Year: 1998
GEPAID: CAD982343329
Contact: EQUITABLE LIFE ASSURANCE CO
Telephone: 4082383600
Mailing Name: Not reported
Mailing Address: 1 EASTRIDGE MALL
Mailing City,St,Zip: SAN JOSE, CA 951221402
Gen County: Not reported
TSD EPA ID: CAD028409019
TSD County: Not reported
Waste Category: Other organic solids
Disposal Method: Transfer Station
Tons: .2000
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Santa Clara

envid: 1000419836
Year: 1998
GEPAID: CAD982343329
Contact: EQUITABLE LIFE ASSURANCE CO
Telephone: 4082383600
Mailing Name: Not reported
Mailing Address: 1 EASTRIDGE MALL
Mailing City,St,Zip: SAN JOSE, CA 951221402
Gen County: Not reported
TSD EPA ID: CAL000027741
TSD County: Not reported
Waste Category: Asbestos containing waste
Disposal Method: Disposal, Land Fill
Tons: 93.5508
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Santa Clara

Click this hyperlink while viewing on your computer to access
13 additional CA_HAZNET: record(s) in the EDR Site Report.

HIST CORTESE:

Region: CORTESE
Facility County Code: 43
Reg By: LTNKA
Reg Id: 43-0945
LUST:

Lead Agency: SANTA CLARA COUNTY LOP
Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0608500950
Global Id: T0608500950
Latitude: 37.32633525841
Longitude: -121.815379869838
Status: Completed - Case Closed
Status Date: 07/28/1997
Case Worker: UST
RB Case Number: Not reported
Local Agency: SANTA CLARA COUNTY LOP
File Location: All Files are on GeoTracker or in the Local Agency Database
Local Case Number: Not reported
Potential Media Affect: Aquifer used for drinking water supply
Potential Contaminants of Concern: Diesel
Site History: Not reported

LUST:

Global Id: T0608500950
Contact Type: Regional Board Caseworker
Contact Name: Regional Water Board
Organization Name: SAN FRANCISCO BAY RWQCB (REGION 2)
Address: 1515 CLAY ST SUITE 1400
City: OAKLAND
Email: Not reported
Phone Number: Not reported

Global Id: T0608500950
Contact Type: Local Agency Caseworker
Contact Name: UST CASE WORKER
Organization Name: SANTA CLARA COUNTY LOP
Address: 1555 Berger Drive, Suite 300
City: SAN JOSE
Email: Not reported
Phone Number: 4089183400

LUST:

Global Id: T0608500950
Action Type: Other
Date: 03/21/1992
Action: Leak Reported

Global Id: T0608500950
Action Type: RESPONSE
Date: 07/28/1997
Action: Other Report / Document

Global Id: T0608500950
Action Type: RESPONSE
Date: 03/08/1993
Action: Other Report / Document
EASTRIDGE SHOPPING MALL INC  (Continued)

Global Id: T0608500950
Action Type: ENFORCEMENT
Date: 07/28/1997
Action: Closure/No Further Action Letter

Global Id: T0608500950
Action Type: ENFORCEMENT
Date: 04/21/1992
Action: Notice of Responsibility - #39905

Global Id: T0608500950
Action Type: ENFORCEMENT
Date: 01/01/1993
Action: Staff Letter - #26455

Global Id: T0608500950
Action Type: ENFORCEMENT
Date: 07/01/1992
Action: Staff Letter - #26453

Global Id: T0608500950
Action Type: RESPONSE
Date: 03/08/1993
Action: Soil and Water Investigation Workplan

Global Id: T0608500950
Action Type: REMEDIATION
Date: 11/25/1991
Action: Excavation

LUST:
Global Id: T0608500950
Status: Open - Case Begin Date
Status Date: 11/25/1991

Global Id: T0608500950
Status: Open - Site Assessment
Status Date: 11/25/1991

Global Id: T0608500950
Status: Completed - Case Closed
Status Date: 07/28/1997

HAZNET:
envid: S112919409
Year: 2006
GEPAID: CAC002456079
Contact: MEL HURLEY/OPERATION MGR
Telephone: 4082383600
Mailing Name: Not reported
Mailing Address: 1 EASTRIDGE DR
Mailing City,St,Zip: SAN JOSE, CA 951221402
Gen County: Not reported
TSD EPA ID: CAL000153023
TSD County: Not reported
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<th>Waste Category</th>
<th>Asbestos containing waste</th>
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<tbody>
<tr>
<td>Disposal Method</td>
<td>Disposal, Land Fill</td>
</tr>
<tr>
<td>Tons</td>
<td>8.42</td>
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<td>Method Decode</td>
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<td>Facility County</td>
<td>Santa Clara</td>
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<table>
<thead>
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<th>Waste Category</th>
<th>Other organic solids</th>
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<td>Disposal Method</td>
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<tr>
<td>Tons</td>
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<tr>
<td>Cat Decode</td>
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<tr>
<td>Method Decode</td>
<td>Not reported</td>
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<tr>
<td>Facility County</td>
<td>Santa Clara</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Waste Category</th>
<th>Asbestos containing waste</th>
</tr>
</thead>
<tbody>
<tr>
<td>Disposal Method</td>
<td>Disposal, Land Fill</td>
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<tr>
<td>Tons</td>
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<td>Method Decode</td>
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</tr>
<tr>
<td>Facility County</td>
<td>Santa Clara</td>
</tr>
</tbody>
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<table>
<thead>
<tr>
<th>Waste Category</th>
<th>Asbestos containing waste</th>
</tr>
</thead>
<tbody>
<tr>
<td>Disposal Method</td>
<td>Disposal, Land Fill</td>
</tr>
<tr>
<td>Tons</td>
<td>Not reported</td>
</tr>
<tr>
<td>Cat Decode</td>
<td>Not reported</td>
</tr>
<tr>
<td>Method Decode</td>
<td>Not reported</td>
</tr>
<tr>
<td>Facility County</td>
<td>Santa Clara</td>
</tr>
</tbody>
</table>
EASTRIDGE SHOPPING MALL INC (Continued)  

Cat Decode: Not reported  
Method Decode: Not reported  
Facility County: Santa Clara  
envid: S112919409  
Year: 2005  
GEPAID: CAC002456079  
Contact: MEL HURLEY/OPERATION MGR  
Telephone: 4082363600  
Mailing Name: Not reported  
Mailing Address: 1 EASTRIDGE DR  
Mailing City,St,Zip: SAN JOSE, CA 95121402  
Gen County: Not reported  
TSD EPA ID: CAD0284909019  
TSD County: Not reported  
Waste Category: Other organic solids  
Disposal Method: Not reported  
Tons: 4.63  
Cat Decode: Not reported  
Method Decode: Not reported  
Facility County: Santa Clara  

Click this hyperlink while viewing on your computer to access  
19 additional CA_HAZNET: record(s) in the EDR Site Report.  

O75  SSE  1/8 - 1/4  0.227 mi.  1200 ft.  Site 4 of 5 in cluster O  
EASTRIDGE CENTER FOOD PAVILLON  
SAN JOSE, CA 95122  
CUPA SANTA CLARA:  
Region: SANTA CLARA  
SCVWD ID: 07S1E13F02F  
Date Closed: 07/26/1997  
EDR Link ID: 07S1E13F02F  

CUPA SANTA CLARA:  
Region: SANTA CLARA  
PE#: 2202  
Program Description: GENERATES < 100 KG/YR  
Latitude: 37.324147  
Longitude: -121.811794  
Record ID: PR0313095  
Facility ID: FA0255221
<table>
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<th>Description</th>
<th>Database(s)</th>
<th>SWEEPS UST</th>
<th>S106925660</th>
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<tbody>
<tr>
<td>Site 5 of 5 in cluster O</td>
<td>EASTRIDGE (MALL) CENTER</td>
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<td>S106925660</td>
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<td></td>
<td>1 EASTRIDGE CENTER A</td>
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<tr>
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<td>SAN JOSE, CA</td>
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<tr>
<td></td>
<td>0.227 mi.</td>
<td></td>
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<td></td>
</tr>
<tr>
<td></td>
<td>1200 ft.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Relative:</td>
<td>Higher</td>
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Contact: DAVID EPSTEIN
Telephone: 8566928100
Mailing Name: Not reported
Mailing Address: 1920 HACIENDA DR
Mailing City,St,Zip: VISTA, CA 92083
Gen County: Santa Clara
TSD EPA ID: MXC130619001
TSD County: Not reported
Waste Category: Detergent waste chemicals
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration,
Organics Recovery Ect
Tons: 0.0875
Cat Decode: Detergent waste chemicals
Method Decode: Other Recovery Of Reclamation For Reuse Including Acid Regeneration,
Organics Recovery Ect
Facility County: Santa Clara

envid: S113104674
Year: 2016
GEPAID: CAL000412023
Contact: DAVID EPSTEIN
Telephone: 8566928100
Mailing Name: Not reported
Mailing Address: 1920 HACIENDA DR
Mailing City,St,Zip: VISTA, CA 92083
Gen County: Santa Clara
TSD EPA ID: MXC130619001
TSD County: Not reported
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Disposal Method: Settling Or Clarification
Tons: 0.07
Cat Decode: Detergent waste chemicals
Method Decode: Settling Or Clarification
Facility County: Santa Clara

envid: S113104674
Year: 2016
GEPAID: CAL000412023
Contact: DAVID EPSTEIN
Telephone: 8566928100
Mailing Name: Not reported
Mailing Address: 1920 HACIENDA DR
Mailing City,St,Zip: VISTA, CA 92083
Gen County: Santa Clara
TSD EPA ID: MXC130619001
TSD County: Not reported
Waste Category: Off-specification, aged or surplus inorganics
Disposal Method: Energy Recovery At This Site--Use As Fuel(Includes On-Site Fuel Blending)
Tons: 0.009
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Method Decode: Energy Recovery At This Site--Use As Fuel(Includes On-Site Fuel Blending)
### COSMOPROF BEAUTY (Continued)

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| GEPAID:          | CAL000205902 |
| Contact:         | JOSE DURAN/OWNER |
| Telephone:       | 4082721418 |
| Mailing Name:    | Not reported |
| Mailing Address: | 2842 STORY RD #1 |
| Mailing City,St,Zip: | SAN JOSE, CA 951270000 |
| Gen County:      | Not reported |
| TSD EPA ID:      | CAD980887418 |
| TSD County:      | Not reported |
| Waste Category:  | Waste oil and mixed oil |
| Disposal Method: | Recycler |
| Tons:            | 0.16       |
| Cat Decode:      | Not reported |
| Method Decode:   | Not reported |
| Facility County: | Santa Clara |

**Click this hyperlink** while viewing on your computer to access 3 additional CA_HAZNET: record(s) in the EDR Site Report.

**SAN JOSE HAZMAT:**
- **Region:** SAN JOSE
- **File Num:** 411485
- **Class:** Auto Wrecking/Misc Simple Facility

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**LUST:**
- **Q79**
- **South:** 2242 TULLY ROAD
- **1/4-1/2:** SAN JOSE, CA 95122
- **0.304 mi.**
- **1605 ft.** Site 1 of 3 in cluster Q
- **Relative:**
  - **Higher:**
  - **Actual:** 134 ft.
- **LUST:**
  - **Lead Agency:** SANTA CLARA COUNTY LOP
  - **Case Type:** LUST Cleanup Site
  - **Geo Track:** http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0608500771
  - **Global Id:** T0608500771

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1979 Reportedly a leak of approximately 15,000 gallons of gasoline was discovered at this site in February after two explosions in the nearby storm drain lift station. The volume lost was based on reconciliation of the inventory. The initial investigation included the installation of 18 monitoring wells (B-2A, B-4A through B-6A, B-8A through B-10A, B12A, B4, B-11 and B-13) and an interceptor trench. Routine groundwater monitoring was conducted through 1982. This work was reportedly conducted under the oversight of the San Jose Fire Department. There are no documents in our files pertaining to work prior to 1985. Based on historical data contained in reports on file, up to 7 feet of free floating product was encountered in wells at the site. Groundwater extraction was conducted via the interceptor trench. 1985 In June, the inactive underground storage tanks (USTs) were reportedly removed. Analytical results for a soil sample and water samples was found and it is believed that the soil sample was reported to contain 18 parts per million (ppm) Total Petroleum Hydrocarbons as Gasoline (TPHg). It is not clear if the water samples were tank rinsate samples or groundwater samples. It is believed that they are tank rinsate samples and that groundwater was not encountered during removal. Documentation of the UST removal was not submitted to the Santa Clara Valley Water District at that time.

In October, 1 monitoring well (MW1) was installed to 19 feet below the ground surface (ft bgs) near the UST excavation. 3 soil samples (B-10, B-15, and B1-20) were collected and reported to have maximum concentrations of 11.7 ppm Total Hydrocarbons (TH) and 1.8 ppm TH as Light Gas. 1987 In April, a soil gas survey was conducted. One reason for conducting this survey was to determine if the groundwater plume had migrated beyond the interceptor trenches. 37 vapor samples were collected from 3-6 ft bgs as well as 8-9 ft bgs. Groundwater was encountered between 7 and 13 ft bgs. Maximum concentrations in the soil gas samples were reported to be 160,000 parts per billion (ppb) TH, 81 ppb Benzene, 3,100 ppb Toluene, 190 ppb Ethylbenzene, 240 ppb Ortho-xylene. Two distinct areas of hydrocarbons were detected in the soil gas; the first area being in the area of the known release. The second area located downgradient of the interceptor trenches in the vicinity of P22, P23 and P37 was reported to have a different chemical composition of hydrocarbons than those found in the main plume. This area was essentially all methane and was not reported to contain the common compounds of gasoline. Additionally, 3 groundwater samples were collected from borings adjacent to probes P8, P22 and P27. TH was not reported to be present in the groundwater samples from P22 and P27 (located beyond the interceptor trench) above the laboratory reporting limit, but was reported to be present in the sample from P8 at 52,000 ppb. Point P8 is located near well B-10A. In May, 5 monitoring wells (B19-B23) were installed to 21.5 ft bgs. At this time, an attempt was made to locate the wells installed in 1979.
All but 4 wells (B-15A, B-16 through B-18) were located. Wells B-8A and B-10A were noted to have free product up to 2.25 inches. 6 soil samples were collected from wells B19 and B20 and were not reported to have concentrations of TPHg, Benzene, Toluene, Ethylbenzene, and Xylenes (BTEX) present above the laboratory reporting limits. 1988 In December, 5 soil borings and 4 monitoring wells (B24 through B26 and D1) were advanced onsite to depths of 19-20 ft bgs, except for well D1, which was advanced to 49 ft bgs. The soil borings were drilled in close proximity to the soil vapor monitoring points. 6 soil samples were collected at depths between 3 and 6 ft bgs to correlate with soil vapor sampling points. These soil samples were reported to have low to non-detectable concentrations of TPHg and BTEX. 1989 In March, the storm drain lift station (located near well B13) where the explosions occurred in 1979 was sampled following a dry period to minimize the influence of parking lot runoff. Based on contouring data, there is a depression in groundwater elevation in the area of the storm drain lift, which is a concrete-lined sump. According to the report, the water level in the storm drain lift is kept at a level approximately 5 feet below the average water table elevation observed in the site wells. It is possible that the observed water table depression in this area may be due to leakage of groundwater into the storm drain lift. The sample storm sump was only reported to have 85 ppb Benzene. TPHg was not reported to be present above the laboratory reporting limit. 1990 In June, 2 Geoprobe borings (BAT1 and BAT2) were advanced in order to collect grab groundwater samples via a BAT probe. BAT1 was located near wells 4 and 4A and BAT2 was located further to the southeast. The grab groundwater samples were reported to have maximum concentrations of 170 ppb TPH, 2.4 ppb Toluene, 8.8 ppb Ethylbenzene, and 13 ppb Xylenes. A permanent BAT probe (DB1) was installed near well D1 (deep well) within a 2-foot sand lens within the silty clay that separates the upper and lower water bearing zones. The initial sampling of this probe reported 1,300 ppb TPHg, 270 ppb Benzene, 700 ppb Toluene, 80 ppb Ethylbenzene, and 240 ppb Xylenes. It was re-sampled in July and reported to have 2,700 ppb TPHg, 65 ppb Benzene, 310 ppb Toluene, 58 ppb Ethylbenzene, and 220 ppb Xylenes. The groundwater elevation data for D1 is higher than the nearby shallow wells indicating that the lower water-bearing zone is confined and there is an upward gradient between the lower and upper waterbearing zones. 1 well (B27 aka MW27) was installed near BAT2 to a depth of 19 ft bgs. 1 soil sample from B27 was submitted for chemical analysis and was not reported to have concentrations of TPHg or BTEX above the laboratory reporting limits. 1991 In January, 3 borings (B28, B29, and B31) were advanced to 25-30 ft bgs and 2 wells (MW28 and MW29) were installed to 16 ft bgs. The wells were installed to further investigate and monitor a sand lens encountered in D1. Based on this investigation, it was concluded that the sand lens is limited in area and volume and is probably not laterally continuous beneath well D1 and MW19. Subsequent to the installation of well MW28, it was found to be defective and it was destroyed and replaced with well MW28R. The replacement well was located within 10 feet of the original well and was completed to 22.5 ft bgs. 5 soil samples were collected between 9 and 22.5 ft bgs and reported to have maximum concentrations of 3.4 ppm TPHg, 0.28 ppm Benzene, 0.23 ppm Ethylbenzene, and 0.44 ppm Xylenes. In June, 2 hand auger borings (HA1 and HA2) were advanced to collect soil samples for analysis of dry density (91-100 pcf), moisture content (15-27%) and bacteria counts. Only the sample collected at 6.5 ft bgs in HA2 was...
found to have heterotrophic bacteria (36,000 colony forming units per dry gram soil) and contaminant utilizing bacteria (24,000 colony forming units per dry gram soil). 1992 In March, aquifer testing was conducted. Based on the tests conducted, it was concluded that the aquifer is confined. The results were used to design a groundwater extraction system. 1993 In April, the sump connected to the interceptor trenches was abandoned in place by filling it with concrete slurry. Apparently, the tank of the sump was anchored to a concrete slab 20 ft bgs, which is approximately 9 feet below groundwater. In June, the groundwater and soil vapor extraction and treatment systems were started onsite. The systems operated through the beginning of January 1997. Approximately 625,930 gallons of groundwater were treated and discharged; and it is estimated that approximately 2,715 pounds of gasoline were removed and treated by the soil vapor extraction system. 2004 In October, 31 passive soil gas samples (G1 through G31) were collected using an Emflux temporary sampler at the site. The samplers were placed approximately 3-inches below the pavement and were removed after 7 days for analysis. The maximum concentrations reported were 68,420 nanograms per trap (ng/trap) Total Aliphatic Hydrocarbons, 387 ng/trap Benzene, 11,913 ng/trap Toluene, 12,055 ng/trap Ethylbenzene, and 31 ng/trap Methyl tert-Butyl Ether (MtBE). Additionally, there were detections of Isopropylbenzene, 1,3,5-Trimethylbenzene, 1,2,4-Trimethylbenzene, n-Butylbenzene, Naphthalene, para and meta Xylenes, and ortho Xylenes. 2006 In March, soil vapor samples were collected from 12 of the groundwater monitoring wells and the 3 vapor extraction wells.

Maximum concentrations in the groundwater monitoring wells were 8,200,000 micrograms per cubic meter (a%g/m3) TPHg, 3,300 a%g/m3 Benzene, 4,400 a%g/m3 Ethylbenzene, 3,500 a%g/m3 Xylenes, and 94 a%g/m3 MtBE; these detections were only reported for wells B22, B23 and MW1. The maximum concentrations in the samples collected from the vapor extraction wells were 180,000 a%g/m3 TPHg, 34 a%g/m3 Benzene, 100 a%g/m3 Toluene, 960 a%g/m3 Ethylbenzene, and 1,300 a%g/m3 Xylenes. 2007 In January, 6 soil borings (SG1 through SG6) were advanced for the collection of soil gas samples around the building located onsite. This building is occupied by a kidney dialysis center. Samples were collected between 5 and 6 ft bgs. In borings SG4 and SG5, additional samples were collected from 9 ft bgs. The soil vapor samples were reported to have maximum concentrations of 110 a%g/m3 Acetone, 130 a%g/m3 Benzene, 20 a%g/m3 Methyl Ethyl Ketone (MEK), 22 a%g/m3 Ethanol, 370 a%g/m3 Ethylbenzene, 190 a%g/m3 Hexane, 8.9 a%g/m3 MtBE, 61 a%g/m3 Tetrachloroethene (PCE), 78 a%g/m3 Toluene, and 630 a%g/m3 Xylenes. Other constituents were also detected, please refer to the attachment. The highest concentrations were reported for the sample collected from 5 ft bgs in boring SG6, which was located near well B23 with the highest groundwater concentrations. The other boring with maximum concentrations was boring SG2, which is located near the edge of the basement. In April, a Tier II Risk Assessment was completed. The risk assessment was reviewed by a third party risk assessor under contract with the Santa Clara Valley Transportation Agency. The review concurred with the results of the risk assessment that the human health risks of potential subsurface vapor intrusion to the onsite buildings, used as a dialysis center, appear to be below the threshold of concern. 2009 In March, 2 new soil vapor extraction (SVE) wells (HV1 and HV2) were installed onsite. A high vacuum soil vapor extraction pilot test was conducted. In June, 4 additional SVE wells (HV3 through HV6) were
J. C. PENNEY (Continued)

installed onsite. Soil samples were not collected from the SVE wells for chemical analysis. 2010 In January, a SVE system began operation at the site and continued through January 2011. It is estimated that 107.1 pounds of TPHg were removed through SVE during this time period. 2012 In January, the final round of groundwater monitoring was completed. The maximum concentrations reported were 3,100 ppb TPHg, 36 ppb Benzene, 8 ppb Ethylbenzene, and 0.7 ppb Xylenes. In May, notification was sent to potentially affected parties of pending case closure. No written comments had been received during the comment period.

LUST:
Global Id: T0608500771
Contact Type: Regional Board Caseworker
Contact Name: Regional Water Board
Organization Name: SAN FRANCISCO BAY RWQCB (REGION 2)
Address: 1515 CLAY ST SUITE 1400
City: OAKLAND
Email: Not reported
Phone Number: Not reported

LUST:
Global Id: T0608500771
Action Type: RESPONSE
Date: 03/30/2012
Action: Other Report / Document

Global Id: T0608500771
Action Type: Other
Date: 07/18/1985
Action: Leak Reported

Global Id: T0608500771
Action Type: RESPONSE
Date: 10/30/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0608500771
Action Type: RESPONSE
Date: 10/30/2009
Action: Monitoring Report - Semi-Annually

Global Id: T0608500771
Action Type: ENFORCEMENT
Date: 05/04/2009
Action: Staff Letter

Global Id: T0608500771
Action Type: RESPONSE
Date: 10/31/2003
Action: Monitoring Report - Quarterly

Global Id: T0608500771
Action Type: REMEDIATION
Date: 08/30/1979
Action: Excavation
J. C. PENNEY (Continued)

Global Id: T0608500771
Action Type: REMEDIATION
Date: 07/05/1993
Action: Soil Vapor Extraction (SVE)

Global Id: T0608500771
Action Type: REMEDIATION
Date: 08/30/1979
Action: Free Product Removal

Global Id: T0608500771
Action Type: ENFORCEMENT
Date: 03/02/2006
Action: Staff Letter - #6023

Global Id: T0608500771
Action Type: RESPONSE
Date: 04/15/1996
Action: Monitoring Report - Quarterly

Global Id: T0608500771
Action Type: RESPONSE
Date: 04/30/2007
Action: Other Report / Document

Global Id: T0608500771
Action Type: RESPONSE
Date: 04/30/2007
Action: Monitoring Report - Quarterly

Global Id: T0608500771
Action Type: RESPONSE
Date: 07/15/1996
Action: Remedial Progress Report

Global Id: T0608500771
Action Type: RESPONSE
Date: 07/30/2007
Action: Monitoring Report - Quarterly

Global Id: T0608500771
Action Type: RESPONSE
Date: 10/30/2007
Action: Monitoring Report - Quarterly

Global Id: T0608500771
Action Type: RESPONSE
Date: 01/30/2008
Action: Monitoring Report - Quarterly

Global Id: T0608500771
Action Type: ENFORCEMENT
Date: 07/01/2008
Action: Staff Letter - #80107

Global Id: T0608500771
Action Type: ENFORCEMENT
J. C. PENNEY (Continued)

Date: 09/26/2008
Action: Staff Letter

Global Id: T0608500771
Action Type: REMEDIATION
Date: 03/05/2003
Action: Ex Situ Physical/Chemical Treatment (other than P&T, SVE, or Excavation)

Global Id: T0608500771
Action Type: ENFORCEMENT
Date: 05/17/2012
Action: Notification - Public Notice of Case Closure

Global Id: T0608500771
Action Type: ENFORCEMENT
Date: 07/25/2012
Action: Staff Letter

Global Id: T0608500771
Action Type: ENFORCEMENT
Date: 02/23/2009
Action: Warning Letter

Global Id: T0608500771
Action Type: RESPONSE
Date: 04/02/1999
Action: CAP/RAP - Other Report

Global Id: T0608500771
Action Type: RESPONSE
Date: 01/30/2009
Action: Monitoring Report - Quarterly

Global Id: T0608500771
Action Type: RESPONSE
Date: 10/30/2008
Action: Monitoring Report - Quarterly

Global Id: T0608500771
Action Type: RESPONSE
Date: 03/13/2009
Action: Monitoring Report - Quarterly

Global Id: T0608500771
Action Type: RESPONSE
Date: 04/30/2009
Action: Monitoring Report - Quarterly

Global Id: T0608500771
Action Type: RESPONSE
Date: 04/30/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0608500771
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J. C. PENNEY (Continued)

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J. C. PENNEY (Continued)

Global Id: T0608500771
Action Type: RESPONSE
Date: 05/07/1992
Action: Interim Remedial Action Report

Global Id: T0608500771
Action Type: ENFORCEMENT
Date: 06/16/2009
Action: Staff Letter

Global Id: T0608500771
Action Type: ENFORCEMENT
Date: 06/09/2009
Action: Staff Letter

Global Id: T0608500771
Action Type: ENFORCEMENT
Date: 05/06/2009
Action: Notification - Public Participation Document

Global Id: T0608500771
Action Type: RESPONSE
Date: 04/30/2010
Action: Remedial Progress Report

Global Id: T0608500771
Action Type: RESPONSE
Date: 07/30/2010
Action: Remedial Progress Report

Global Id: T0608500771
Action Type: RESPONSE
Date: 10/30/2010
Action: Remedial Progress Report

Global Id: T0608500771
Action Type: RESPONSE
Date: 04/30/2011
Action: Monitoring Report - Semi-Annually

Global Id: T0608500771
Action Type: RESPONSE
Date: 07/30/2011
Action: Monitoring Report - Quarterly

Global Id: T0608500771
Action Type: RESPONSE
Date: 10/30/2011
Action: Monitoring Report - Quarterly

Global Id: T0608500771
Action Type: RESPONSE
Date: 01/30/2012
Action: Monitoring Report - Quarterly

Global Id: T0608500771
Action Type: ENFORCEMENT
J. C. PENNEY (Continued)

Date: 04/19/2007
Action: Staff Letter - #70914

Global Id: T0608500771
Action Type: ENFORCEMENT
Date: 08/21/2008
Action: Staff Letter

Global Id: T0608500771
Action Type: RESPONSE
Date: 10/30/2012
Action: Well Destruction Report

Global Id: T0608500771
Action Type: RESPONSE
Date: 04/30/2003
Action: Monitoring Report - Quarterly

Global Id: T0608500771
Action Type: RESPONSE
Date: 04/08/2008
Action: Correspondence

Global Id: T0608500771
Action Type: RESPONSE
Date: 08/26/2011
Action: Correspondence

Global Id: T0608500771
Action Type: RESPONSE
Date: 07/25/2012
Action: Correspondence

Global Id: T0608500771
Action Type: RESPONSE
Date: 11/16/2012
Action: Correspondence

Global Id: T0608500771
Action Type: RESPONSE
Date: 08/07/2000
Action: Monitoring Report - Quarterly

Global Id: T0608500771
Action Type: REMEDIATION
Date: 01/07/2010
Action: Soil Vapor Extraction (SVE)

Global Id: T0608500771
Action Type: RESPONSE
Date: 06/19/2009
Action: Well Installation Workplan

Global Id: T0608500771
Action Type: RESPONSE
Date: 07/15/1995
Action: Monitoring Report - Quarterly
J. C. PENNEY (Continued)

Global Id: T0608500771
Action Type: RESPONSE
Date: 10/15/1995
Action: Monitoring Report - Quarterly

Global Id: T0608500771
Action Type: RESPONSE
Date: 04/30/2004
Action: Monitoring Report - Quarterly

Global Id: T0608500771
Action Type: RESPONSE
Date: 10/31/2004
Action: Monitoring Report - Quarterly

Global Id: T0608500771
Action Type: REMEDIATION
Date: 07/05/1993
Action: Pump & Treat (P&T) Groundwater

LUST:
Global Id: T0608500771
Status: Open - Case Begin Date
Status Date: 02/01/1979

Global Id: T0608500771
Status: Open - Site Assessment
Status Date: 07/10/1985

Global Id: T0608500771
Status: Open - Remediation
Status Date: 07/05/1993

Global Id: T0608500771
Status: Open - Verification Monitoring
Status Date: 11/05/1996

Global Id: T0608500771
Status: Open - Remediation
Status Date: 03/05/2003

Global Id: T0608500771
Status: Open - Verification Monitoring
Status Date: 03/05/2004

Global Id: T0608500771
Status: Open - Site Assessment
Status Date: 09/26/2004

Global Id: T0608500771
Status: Open - Remediation
Status Date: 01/07/2010

Global Id: T0608500771
Status: Open - Verification Monitoring
Status Date: 01/18/2011
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<td>1614 ft.</td>
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**J. C. PENNEY (Continued)**

- **Global Id:** T0608500771
- **Status:** Completed - Case Closed
- **Status Date:** 11/14/2012

**LUST REG 2:**

- **Region:** 2
- **Facility Id:** Not reported
- **Facility Status:** Remedial action (cleanup) Underway
- **Case Number:** 07S1E13B01f
- **How Discovered:** Not reported
- **Leak Cause:** Not reported
- **Leak Source:** Not reported
- **Date Leak Confirmed:** Not reported
- **Overight Program:** LUST
- **Prelim. Site Assessment Workplan Submitted:** Not reported
- **Preliminary Site Assessment Began:** 7/10/1985
- **Pollution Characterization Began:** 2/4/1988
- **Pollution Remediation Plan Submitted:** Not reported
- **Date Remediation Action Underway:** 9/3/1999
- **Date Post Remedial Action Monitoring Began:** Not reported

**LUST SANTA CLARA:**

- **Region:** SANTA CLARA
- **SCVWD ID:** 07S1E13B01F
- **Date Closed:** 11/14/2012
- **EDR Link ID:** 07S1E13B01F

**HIST LUST SANTA CLARA:**

- **Region:** SANTA CLARA
- **Region Code:** 2
- **SCVWD ID:** 07S1E13B01
- **Oversight Agency:** SCCDEH
- **Date Listed:** 1986-01-01 00:00:00
- **Closed Date:** Not reported

**HIST CORTESE:**

- **Region:** CORTESE
- **Facility County Code:** 43
- **Reg By:** LTNKA
- **Reg Id:** 43-0744

---

**Q80 FIRESTONE MASTER CARE #3682**

- **LUST:** S100935339
- **HIST LUST:** N/A
- **HIST CORTESE:**

**LUST:**

- **Lead Agency:** SANTA CLARA COUNTY LOP
- **Case Type:** LUST Cleanup Site
- **Geo Track:** http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0608597910
- **Global Id:** T0608597910
- **Latitude:** 37.328473
- **Longitude:** -121.812252
- **Status:** Completed - Case Closed
FIRESTONE MASTER CARE #3682 (Continued)

Status Date: 10/03/1994
Case Worker: UST
RB Case Number: Not reported
Local Agency: SANTA CLARA COUNTY LOP
File Location: All Files are on GeoTracker or in the Local Agency Database
Local Case Number: Not reported
Potential Media Affected: Soil
Potential Contaminants of Concern: Not reported
Site History: Not reported

LUST:
Global Id: T0608597910
Contact Type: Regional Board Caseworker
Contact Name: Regional Water Board
Organization Name: SAN FRANCISCO BAY RWQCB (REGION 2)
Address: 1515 CLAY ST SUITE 1400
City: OAKLAND
Email: Not reported
Phone Number: Not reported

Global Id: T0608597910
Contact Type: Local Agency Caseworker
Contact Name: UST CASE WORKER
Organization Name: SANTA CLARA COUNTY LOP
Address: 1555 Berger Drive, Suite 300
City: SAN JOSE
Email: Not reported
Phone Number: 4089183400

LUST:
Global Id: T0608597910
Action Type: Other
Date: 01/01/1992
Action: Leak Reported

Global Id: T0608597910
Action Type: ENFORCEMENT
Date: 10/03/1994
Action: Closure/No Further Action Letter

Global Id: T0608597910
Action Type: RESPONSE
Date: 11/23/1993
Action: Other Report / Document

LUST:
Global Id: T0608597910
Status: Open - Case Begin Date
Status Date: 01/01/1992

Global Id: T0608597910
Status: Completed - Case Closed
Status Date: 10/03/1994
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#### LUST SANTA CLARA:

- Region: SANTA CLARA
- SCVWD ID: 07S1E13B02F
- Date Closed: 10/03/1994
- EDR Link ID: 07S1E13B02F

#### HIST LUST SANTA CLARA:

- Region: SANTA CLARA
- Region Code: 2
- SCVWD ID: 07S1E13B02
- Oversite Agency: SCVWD
- Date Listed: 1993-10-07 00:00:00
- Closed Date: 1994-10-03 00:00:00

#### HIST CORTESE:

- Region: CORTESE
- Facility County Code: 43
- Reg By: LTNKA
- Reg Id: 43-1841

### MACY’S DEPARTMENT STORE @ EASTRIDGE

- Location: 2210 TULLY RD
- City: SAN JOSE
- Zip: 95122
- Site: 3 of 3 in cluster Q
- Relative: Higher
- Actual: 134 ft.

#### SLIC:

- Region: STATE
- Facility Status: Completed - Case Closed
- Status Date: 03/04/2016
- Global Id: T10000006096
- Lead Agency: SANTA CLARA COUNTY LOP
- Lead Agency Case Number: 07S1E13F03s
- Latitude: 37.3259273841241
- Longitude: -121.814537436753
- Case Type: Cleanup Program Site
- Case Worker: AC
- Local Agency: SANTA CLARA COUNTY LOP
- RB Case Number: Not reported
- File Location: All Files are on GeoTracker or in the Local Agency Database
MACY’S DEPARTMENT STORE @ EASTRIDGE (Continued)

Potential Media Affected: Other Groundwater (uses other than drinking water), Soil

Potential Contaminants of Concern: Waste Oil / Motor / Hydraulic / Lubricating

Site History:

During April of 2014 a new freight elevator hydraulic jack was installed subsequent to removing the previously existing jack. During the procedure an eight-foot-thick concrete pad was reportedly encountered at the base of the elevator shaft. Subsequent to concrete coring, the groundwater level began to rise indicating that groundwater is confined beneath the concrete base of the elevator shaft. An approximate two-foot-diameter soil boring was advanced around the former jack using a drill rig specially equipped for the jack installations/removals/replacements within elevator shafts. During advancement of the boring, steel casings were used to seal the open boring from the adjacent saturated soils in order to maintain the integrity of the open soil boring. Confined groundwater that migrated upwards from the base of the steel casings was pumped via a pump truck staged outside the building. Hydraulic fluid was observed on the surface of the groundwater within the steel casing. It was reported that hydraulic oil was released into the steel casing when the jack was pulled out via a hoist and cut into sections. One groundwater sample was collected from the water truck to be analyzed based on criteria of the proposed disposal facility (Seaport Refining and Environmental in Redwood City, California). Analyses included gasoline, diesel and motor-oil range total petroleum hydrocarbons (TPH-g, TPH-d and TPH-mo, respectively), PCBs, CAM 17 Metals, and pH. TPH-g, TPH-d and TPH-mo were detected at respective concentrations of 150, 2000 and 5200 micrograms per liter (ug/L). PGBs were not detected. A sample of the hydraulic oil was additionally collected from the reservoir and analyzed for PCBs, which were not detected in the sample. Four 55 gallon drums contained soil mixed with groundwater and floating free product; three drums contained soil mixed with groundwater with only dispersed droplets of free product floating at the surface; three drums contained soil and groundwater with no observable hydrocarbon impacts. The free product observed in the drums appears similar to the hydraulic oil sampled from the elevator hydraulic oil reservoir. Based on soil and groundwater observed in the drums it appears that the soil and groundwater impacts decreased significantly as drilling progressed. Approximately 4,500 gallons of groundwater and 2.5 cubic yards of soil were reportedly removed from within the steel casing during the jack replacement. One additional groundwater sample was collected in May 2015 to confirm that the hydraulic fluid had not spread with groundwater flow. The sample was collected approximately 5 feet from the elevator shaft and did not contain concentrations above the laboratory detection limits for any of the contaminants of concern.

Click here to access the California GeoTracker records for this facility:

CUPA SANTA CLARA:

Region: SANTA CLARA
PE#: BP02
Program Description: HMBP FACILITY, 4-6 CHEMICALS
Latitude: 37.327195
Longitude: -121.81853
Record ID: PR0396490
Facility ID: FA0207737

Region: SANTA CLARA
Macy's Department Store @ Eastridge (Continued)

PE#: 2205
Program Description: Generates 100 kg yr to <5 tons/yr
Latitude: 37.327195
Longitude: -121.81853
Record ID: PR0375235
Facility ID: FA0207737

R82
ROTTEN ROBBIE #11
2305 Story Rd
1/4-1/2
San Jose, CA 95122
0.370 mi.
1955 ft.
Site 1 of 2 in cluster R

Region: Lower
Facility Id: Not reported
Relative: 2
Actual: 110 ft.

Facility Status: Remedial action (cleanup) Underway
Case Number: 07S1E02P02f
How Discovered: Not reported
Leak Cause: Not reported
Leak Source: Not reported
Date Leak Confirmed: Not reported
Oversight Program: LUST
Prelim. Site Assessment Workplan Submitted: Not reported
Preliminary Site Assessment Began: 9/8/1989
Pollution Characterization Began: 9/8/1989
Pollution Remediation Plan Submitted: Not reported
Date Remediation Action Underway: 3/22/2001
Date Post Remediation Action Monitoring Began: Not reported

HIST LUST SANTA CLARA:
Region: SANTA CLARA
Region Code: 2
SCVWD ID: 07S1E02P02
Oversite Agency: SCVWD
Date Listed: 1989-01-01 00:00:00
Closed Date: Not reported

CUPA SANTA CLARA:
Region: SANTA CLARA
PE#: 2202
Program Description: Generates < 100 kg/yr
Latitude: 37.347251
Longitude: -121.832508
Record ID: PR0375331
Facility ID: FA0256887

Region: SANTA CLARA
PE#: 2399
Program Description: Underground Storage Tank Program Record
Latitude: 37.347251
Longitude: -121.832508
Record ID: PR0396301
Facility ID: FA0256887

Region: SANTA CLARA
PE#: BP01
ROTTEN ROBBIE #11 (Continued)

Program Description: HMBP FACILITY, 1-3 CHEMICALS
Latitude: 37.347251
Longitude: -121.832508
Record ID: PR0396302
Facility ID: FA0256887

Site:

Program Description: ROTTEN ROBBIE #11  (Continued) S103880949

Relative: LUST:

Lower Lead Agency: SANTA CLARA COUNTY LOP
Case Type: LUST Cleanup Site

Actual: Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0608501134

110 ft. Global Id: T0608501134
Latitude: 37.3474135230652
Longitude: -121.832569413126
Status: Completed - Case Closed
Status Date: 07/25/2017
Case Worker: GOR
RB Case Number: 06-008
Local Agency: SANTA CLARA COUNTY LOP
File Location: All Files are on GeoTracker or in the Local Agency Database
Local Case Number: 07S1E02P02
Potential Media Affect: Aquifer used for drinking water supply, Soil
Potential Contaminants of Concern: Benzene, Toluene, Xylene, MTBE / TBA / Other Fuel Oxygenates, Gasoline
Site History: The site history is provided in documents uploaded to GeoTracker. For site history prior to 1993 see the Supplemental Site Investigation dated November 30, 1994 A discussion of the vapor analyses is presented in the Report of Additional Investigation dated August 23, 2005. A description of the remediation system and mass removal estimates are presented in the Groundwater and Remediation Progress Report No. 19, Dated July 11, 2008.

LUST:

Global Id: T0608501134
Contact Type: Local Agency Caseworker
Contact Name: Gerald O'Regan
Organization Name: SANTA CLARA COUNTY LOP
Address: 1555 BERGER DRIVE STE 300
City: SAN JOSE
Email: gerald.o.rogan@deh.sccgov.org
Phone Number: Not reported

Global Id: T0608501134
Contact Type: Regional Board Caseworker
Contact Name: Regional Water Board
Organization Name: SAN FRANCISCO BAY RWQCB (REGION 2)
Address: 1515 CLAY ST SUITE 1400
City: OAKLAND
Email: Not reported
Phone Number: Not reported

LUST:

Global Id: T0608501134
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  - Date: 01/20/2003
  - Action: Soil Vapor Extraction (SVE)

- Action: Excavation
  - Global Id: T0608501134
  - Action Type: REMEDIATION
  - Date: 03/04/1988

- Action: Pump & Treat (P&T) Groundwater
  - Global Id: T0608501134
  - Action Type: ENFORCEMENT
  - Date: 08/27/2013

- Action: Staff Letter
  - Global Id: T0608501134
  - Action Type: ENFORCEMENT
  - Date: 08/29/2012

- Action: Staff Letter
  - Global Id: T0608501134
  - Action Type: RESPONSE
  - Date: 11/05/2008

- Action: Other Report / Document
  - Global Id: T0608501134
  - Action Type: ENFORCEMENT
  - Date: 08/17/2009

- Action: Other Report / Document
  - Global Id: T0608501134
  - Action Type: RESPONSE
  - Date: 01/23/2003

- Action: Other Report / Document
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  - Date: 04/29/2002

- Action: Notification - Public Notice of Case Closure
  - Global Id: T0608501134
  - Action Type: ENFORCEMENT
  - Date: 07/17/2015

- Action: Staff Letter
  - Global Id: T0608501134
  - Action Type: ENFORCEMENT
  - Date: 03/24/2016
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Date: 01/30/2002
Action: Monitoring Report - Quarterly

Global Id: T0608501134
Action Type: ENFORCEMENT
Date: 10/30/2013
Action: Staff Letter

Global Id: T0608501134
Action Type: RESPONSE
Date: 07/31/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0608501134
Action Type: ENFORCEMENT
Date: 05/26/2015
Action: Staff Letter

Global Id: T0608501134
Action Type: ENFORCEMENT
Date: 07/17/2015
Action: State Water Board Closure Order

Global Id: T0608501134
Action Type: RESPONSE
Date: 02/27/1997
Action: Soil and Water Investigation Report

Global Id: T0608501134
Action Type: RESPONSE
Date: 05/09/1989
Action: Other Workplan

Global Id: T0608501134
Action Type: ENFORCEMENT
Date: 11/17/2005
Action: Staff Letter - #51117

Global Id: T0608501134
Action Type: RESPONSE
Date: 12/16/2016
Action: Correspondence

Global Id: T0608501134
Action Type: RESPONSE
Date: 08/29/2000
Action: Corrective Action Plan / Remedial Action Plan

Global Id: T0608501134
Action Type: RESPONSE
Date: 07/02/2004
Action: Risk Assessment Report

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Date: 01/30/2017
Action: Email Correspondence

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Action Type: RESPONSE
Date: 03/02/2014
Action: Request for Closure - Regulator Responded

Global Id: T0608501134
Action Type: ENFORCEMENT
Date: 04/19/2004
Action: Staff Letter - #43606

Global Id: T0608501134
Action Type: ENFORCEMENT
Date: 01/12/1989
Action: Notice of Responsibility - #40014

Global Id: T0608501134
Action Type: ENFORCEMENT
Date: 11/29/1996
Action: Staff Letter - #28251

Global Id: T0608501134
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Date: 11/17/1997
Action: Staff Letter - #28253

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Date: 08/29/2000
Action: Staff Letter - #28258

Global Id: T0608501134
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Date: 09/16/2000
Action: Staff Letter - #28260

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Date: 09/15/2001
Action: Staff Letter - #28264

Global Id: T0608501134
Action Type: RESPONSE
Date: 11/30/2013
Action: Correspondence

Global Id: T0608501134
Action Type: ENFORCEMENT
Date: 07/25/2017
Action: Closure/No Further Action Letter - #WQ2015-0159

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**LUST SANTA CLARA:**

Region: SANTA CLARA
SCVWD ID: 07S1E02P02F
Date Closed: Not reported
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**REG UNLEADED**

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<tbody>
<tr>
<td>Comp Number</td>
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</tr>
<tr>
<td>Number</td>
<td>9</td>
</tr>
<tr>
<td>Board Of Equalization</td>
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</tr>
<tr>
<td>Referral Date</td>
<td>09-30-92</td>
</tr>
<tr>
<td>Action Date</td>
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</tr>
<tr>
<td>Created Date</td>
<td>02-29-88</td>
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<tr>
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<tr>
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</tr>
<tr>
<td>Tank Status</td>
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<tr>
<td>Capacity</td>
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<td>Active Date</td>
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<tr>
<td>Tank Use</td>
<td>M.V. FUEL</td>
</tr>
<tr>
<td>STG</td>
<td>P</td>
</tr>
<tr>
<td>Content</td>
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<tr>
<td>Number Of Tanks</td>
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**REG UNLEADED**

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**REG UNLEADED**

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<tr>
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ROTTEN ROBBIE (Continued)

43-060-405038-000001

SWRCB Tank Id: Not reported
Owner Tank Id: Not reported
Created Date: Not reported
Action Date: Not reported
Referral Date: Not reported
Board Of Equalization: Not reported
Number: 405038
Comp Number: 02-29-88
Active Date: Not reported
Tank Use: M.V. FUEL
Status: Not reported
Content: LEADED
Number Of Tanks: 5

43-060-405038-000002

SWRCB Tank Id: Not reported
Owner Tank Id: Not reported
Created Date: Not reported
Action Date: Not reported
Referral Date: Not reported
Board Of Equalization: Not reported
Number: 405038
Comp Number: 09-08-92
Active Date: Not reported
Tank Use: CHEMICAL
STG: P
Content: Not reported
Number Of Tanks: Not reported

43-060-405038-000003

SWRCB Tank Id: 43-060-405038-000010
EPA ID Number: Not reported
Database(s): Site
Site Elevation: 12000
Tank Status: A
Capacity: Not reported
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: Not reported
Number Of Tanks: Not reported

43-060-405038-000010

SWRCB Tank Id: 43-060-405038-000003
EPA ID Number: Not reported
Database(s): Site
Site Elevation: 12000
Tank Status: Not reported
Capacity: Not reported
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: REG UNLEADED
Number Of Tanks: Not reported

43-060-405038-000004

Board Of Equalization: Not reported
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 43-060-405038-000004
Tank Status: Not reported
Capacity: Not reported
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: Not reported
Number Of Tanks: Not reported

43-060-405038-000005

Board Of Equalization: Not reported
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 43-060-405038-000005
Tank Status: Not reported
Capacity: Not reported
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: Not reported
Number Of Tanks: Not reported

43-060-405038-000006

Board Of Equalization: Not reported
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 43-060-405038-000006
Tank Status: Not reported
Capacity: Not reported
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: Not reported
Number Of Tanks: Not reported

43-060-405038-000007

Board Of Equalization: Not reported
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 43-060-405038-000007
Tank Status: Not reported
Capacity: Not reported
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: Not reported
Number Of Tanks: Not reported

43-060-405038-000008

Board Of Equalization: Not reported
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 43-060-405038-000008
Tank Status: Not reported
Capacity: Not reported
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: Not reported
Number Of Tanks: Not reported

43-060-405038-000009

Board Of Equalization: Not reported
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 43-060-405038-000009
Tank Status: Not reported
Capacity: Not reported
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: Not reported
Number Of Tanks: Not reported

S101304096
### Gasoline Station

- **Class:** 405038
- **File Num:** SAN JOSE
- **Region:** SAN JOSE HAZMAT
- **Reg Id:** LTNKA
- **Comp Number:** 405038

### Tank Details

- **Tank Status:** Not reported
- **Capacity:** 10000
- **Active Date:** Not reported
- **Tank Use:** M.V. FUEL
- **STG:** PRODUCT
- **Content:** REG UNLEADED
- **Number Of Tanks:** Not reported

- **Status:** Not reported
- **Comp Number:** 405038
- **Number:** Not reported
- **Board Of Equalization:** Not reported
- **Referral Date:** Not reported
- **Action Date:** Not reported
- **Created Date:** Not reported
- **Owner Tank Id:** Not reported
- **SWRCB Tank Id:** 43-060-405038-000004
- **Tank Status:** Not reported
- **Capacity:** 8000
- **Active Date:** Not reported
- **Tank Use:** M.V. FUEL
- **STG:** PRODUCT
- **Content:** DIESEL
- **Number Of Tanks:** Not reported

### HIST CORTESE

- **Region:** CORTESE
- **Facility County Code:** 43
- **Reg By:** LTNKA
- **Reg Id:** 43-1144

### SAN JOSE HAZMAT

- **Region:** SAN JOSE
- **File Num:** 405038
- **Class:** Gasoline Station
<table>
<thead>
<tr>
<th>Site</th>
<th>Database(s)</th>
<th>Status</th>
<th>Action Type</th>
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<th>Contact Type</th>
<th>Global Id</th>
<th>Action</th>
<th>Date</th>
<th>Location</th>
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</thead>
<tbody>
<tr>
<td>84</td>
<td>HIST CORTESE</td>
<td>Open - Eligible for Closure</td>
<td>ENFORCEMENT</td>
<td>Regional Board Caseworker</td>
<td>Regional Water Board</td>
<td>T10000007356</td>
<td>Closure/No Further Action Letter - #2188.20</td>
<td>10/13/1995</td>
<td>Not reported</td>
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<tr>
<td>85</td>
<td>LUST</td>
<td>Open - Case Begin Date</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Not reported</td>
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</tbody>
</table>

### Site Information

**Site:** MENDOZA, LENORA E.  
**Address:** 2937 MURTHA  
**City:** SAN JOSE, CA 95127  
**Elevation:** 2103 ft.

**Region:** CORTESE  
**Facility County Code:** 18  
**Reg By:** WBC&D  
**Reg Id:** 6A189102N44

**Site:** ORTHODONTICS DR THAO LE  
**Address:** 2175 TULLY RD  
**City:** SAN JOSE, CA 95122  
**Elevation:** 2363 ft.

**Lead Agency:** SAN FRANCISCO BAY RWQCB (REGION 2)  
**Organization Name:** SAN FRANCISCO BAY RWQCB (REGION 2)  
**Address:** 1515 CLAY ST SUITE 1400  
**City:** OAKLAND  
**Phone Number:** Not reported
### ORTHODONTICS DR THAO LE (Continued)

<table>
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<tr>
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<td>T10000007356</td>
<td>Open - Eligible for Closure</td>
<td>09/08/2015</td>
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</tbody>
</table>

#### HAZNET:
- **envid:** S113134608
- **Year:** 2009
- **GEPAD:** CAL000287984
- **Contact:** THAO LE
- **Telephone:** 4082727171
- **Mailing Name:** Not reported
- **Mailing Address:** 2175 TULLY RD
- **Mailing City,St,Zip:** SAN JOSE, CA 951220000
- **Gen County:** Not reported
- **TSD EPA ID:** CAD008302930
- **TSD County:** Not reported
- **Waste Category:** Aqueous solution with total organic residues less than 10 percent
- **Disposal Method:** Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
- **Tons:** 0.0175
- **Cat Decode:** Not reported
- **Method Decode:** Not reported
- **Facility County:** Santa Clara
### SEARS (Continued)

<table>
<thead>
<tr>
<th>Site name:</th>
<th>SEARS FULL-LINE &amp; AUTO CENTER 1488/6838</th>
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<tbody>
<tr>
<td>Facility address:</td>
<td>EASTRIDGE 2180 TULLY RD SAN JOSE, CA 95122-1345</td>
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<tr>
<td>EPA ID:</td>
<td>CAD982474827</td>
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<tr>
<td>Mailing address:</td>
<td>3333 BEVERLY RD., D768EV, A2-238A HOFFMAN ESTATES, IL 60179</td>
</tr>
<tr>
<td>Contact:</td>
<td>KATHLEEN FLAHERTY</td>
</tr>
<tr>
<td>Contact address:</td>
<td>Not reported Not reported</td>
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<tr>
<td>Contact country:</td>
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</tr>
<tr>
<td>Contact telephone:</td>
<td>847-286-7199</td>
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<tr>
<td>Contact email:</td>
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<tr>
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<td>Classification:</td>
<td>Small Small Quantity Generator</td>
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<tr>
<td>Description:</td>
<td>Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time</td>
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#### Owner/Operator Summary:

<table>
<thead>
<tr>
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<th>SEARS ROEBUCK &amp; CO</th>
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<tbody>
<tr>
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<td>NOT REQUIRED NOT REQUIRED, ME 99999</td>
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<td>Owner/operator country:</td>
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<td>Owner/operator telephone:</td>
<td>415-555-1212</td>
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<td>Owner/Op end date:</td>
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#### Handler Activities Summary:

| U.S. importer of hazardous waste: | No |
| Mixed waste (haz. and radioactive): | No |
| Recycler of hazardous waste: | No |
| Transporter of hazardous waste: | No |
| Treater, storer or disposer of HW: | No |
| Underground injection activity: | No |
SEARS (Continued)

On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 09/01/1996
Site name: SEARS
Classification: Small Quantity Generator

Date form received by agency: 06/15/1988
Site name: SEARS
Classification: Large Quantity Generator

Violation Status: No violations found

LUST:
Lead Agency: SANTA CLARA COUNTY LOP
Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0608501229
Global Id: T0608501229
Latitude: 37.327241
Longitude: -121.818103
Status: Completed - Case Closed
Status Date: 08/17/1999
Case Worker: UST
RB Case Number: Not reported
Local Agency: SANTA CLARA COUNTY LOP
File Location: All Files are on GeoTracker or in the Local Agency Database
Local Case Number: Not reported
Potential Media Affect: Aquifer used for drinking water supply
Potential Contaminants of Concern: Gasoline
Site History: Not reported

LUST:
Global Id: T0608501229
Contact Type: Regional Board Caseworker
Contact Name: Regional Water Board
Organization Name: SAN FRANCISCO BAY RWQCB (REGION 2)
Address: 1515 CLAY ST SUITE 1400
City: OAKLAND
Email: Not reported
Phone Number: Not reported

Global Id: T0608501229
Contact Type: Local Agency Caseworker
Contact Name: UST CASE WORKER
Organization Name: SANTA CLARA COUNTY LOP
Address: 1555 Berger Drive, Suite 300
City: SAN JOSE
Email: Not reported
Phone Number: 4089183400
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<td>03/30/1988</td>
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<td>Staff Letter - #26403</td>
<td>09/04/1995</td>
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<td>Staff Letter - #26398</td>
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<td>05/31/1999</td>
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**SEARS (Continued)**

**LUST:**

Global Id: T0608501229
Action Type: ENFORCEMENT
Date: 03/30/1988
Action: Notice of Responsibility - #39904

Global Id: T0608501229
Action Type: ENFORCEMENT
Date: 09/04/1995
Action: Staff Letter - #26403

Global Id: T0608501229
Action Type: ENFORCEMENT
Date: 10/03/1996
Action: Staff Letter - #26409

Global Id: T0608501229
Action Type: ENFORCEMENT
Date: 01/01/1996
Action: Staff Letter - #26398

Global Id: T0608501229
Action Type: ENFORCEMENT
Date: 05/31/1999
Action: Staff Letter - #26396

Global Id: T0608501229
Action Type: ENFORCEMENT
Date: 08/14/1996
Action: Staff Letter - #26407

Global Id: T0608501229

**EDR ID Number**

**Database(s)**

**Site**

**EPA ID Number**

**TC5204365.2s Page 199**
SEARS (Continued)

Action Type: RESPONSE
Date: 07/30/1999
Action: Monitoring Report - Quarterly

Global Id: T0608501229
Action Type: RESPONSE
Date: 10/15/1996
Action: Monitoring Report - Quarterly

Global Id: T0608501229
Action Type: RESPONSE
Date: 04/15/1996
Action: Monitoring Report - Quarterly

Global Id: T0608501229
Action Type: RESPONSE
Date: 11/27/1996
Action: Other Report / Document

Global Id: T0608501229
Action Type: RESPONSE
Date: 09/27/1996
Action: Interim Remedial Action Plan

Global Id: T0608501229
Action Type: RESPONSE
Date: 02/15/1996
Action: Interim Remedial Action Plan

LUST:

Global Id: T0608501229
Status: Open - Case Begin Date
Status Date: 03/29/1985

Global Id: T0608501229
Status: Open - Site Assessment
Status Date: 10/16/1987

Global Id: T0608501229
Status: Open - Site Assessment
Status Date: 01/23/1991

Global Id: T0608501229
Status: Completed - Case Closed
Status Date: 08/17/1999

LUST REG 2:
Region: 2
Facility Id: Not reported
Facility Status: Case Closed
Case Number: 07S1E13F01f
How Discovered: Not reported
Leak Cause: Not reported
Leak Source: Not reported
Date Leak Confirmed: Not reported
SEARS (Continued)

Oversight Program: LUST
Prelim. Site Assessment Workplan Submitted: Not reported
Preliminary Site Assessment Began: 10/16/1987
Pollution Characterization Began: 1/23/1991
Pollution Remediation Plan Submitted: Not reported
Date Remediation Action Underway: Not reported
Date Post Remedial Action Monitoring Began: Not reported

LUST SANTA CLARA:
Region: SANTA CLARA
SCVWD ID: 07S1E13F01F
Date Closed: 08/17/1999
EDR Link ID: 07S1E13F01F

HIST LUST SANTA CLARA:
Region: SANTA CLARA
Region Code: 2
SCVWD ID: 07S1E13F01
Oversite Agency: SCVWD
Date Listed: 1986-01-01 00:00:00
Closed Date: 1999-08-17 00:00:00

CUPA SANTA CLARA:
Region: SANTA CLARA
PE#: 2011
Program Description: APSA FACILITY-SPCC TEMPLATE (<10,000 GAL CAP)
Latitude: 37.327038
Longitude: -121.818762
Record ID: PR0424942
Facility ID: FA0251608

Region: SANTA CLARA
PE#: BP04
Program Description: HMBP FACILITY, 10-15 CHEMICALS
Latitude: 37.327038
Longitude: -121.818762
Record ID: PR0396729
Facility ID: FA0251608

Region: SANTA CLARA
PE#: 2206
Program Description: GENERATES 5 TO <25 TONS/YR
Latitude: 37.327038
Longitude: -121.818762
Record ID: PR0365697
Facility ID: FA0251608

HIST CORTESE:
Region: CORTESE
Facility County Code: 43
Reg By: LTNKA
Reg Id: 43-1251

SAN JOSE HAZMAT:
Region: SAN JOSE
SEARS (Continued) 1000368934

File Num: 401396
Class: Auto Repair

87 FAMILY HEALTH FOUND. OF ALVISO, COMPRECA 1000368934
NNW 3030 ALUM ROCK AVENUE 870800002
1/2-1 N/A 43800002
0.993 mi. 200629
5241 ft. 08/03/1995

FAMILY HEALTH FOUND. OF ALVISO, COMPRECA
3030 ALUM ROCK AVENUE
SAN JOSE, CA 95127

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 08/03/1995
Comments: Pursuant to the MOU, DTSC has prepared a Phase I Environmental Assessment for the Family Health Foundation of Alviso, Inc. (FHFA), Comprecare Health Center, Marina. The subject property is an existing one-story building which houses FHFA’s family health care clinic and their Blossoms Perinatal Center, a substance abuse program for pregnant, post-partum and parenting women. The building is owned by FHFA, No change in use is being proposed. A Phase I Report was prepared by DTSC and concluded that no action was needed for this property; there is not contamination on the property.
FAMILY HEALTH FOUND. OF ALVISO, COMPRECA (Continued)

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

88 S
South
2511 SOUTH KING ROAD
1/2-1
0.994 mi.
5249 ft.

Relative:
High

Actual:
131 ft.

ENVIROSTOR:
Facility ID: 60002014
Status: Active
Status Date: 05/28/2014
Site Code: 202008
Site Type: Voluntary Cleanup
Site Type Detailed: Voluntary Cleanup
Acres: 1.3
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Nicole Yuen
Supervisor: Mark Piros
Division Branch: Cleanup Berkeley
Assembly: 27
Senate: 15
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Responsible Party
Latitude: 37.32019
Longitude: -121.8247
APN: 67002025
Past Use: DRY CLEANING
Potential COC: Tetrachloroethylene (PCE) Trichloroethylene (TCE) 1,2-Dichloroethane
(EDC)
Confirmed COC: NONE SPECIFIED
Potential Description: SOIL, SV
Alias Name: 67002025
Alias Type: APN
Alias Name: 202008
Alias Type: Project Code (Site Code)
Alias Name: 60002014
Alias Type: Envirostor ID Number
Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 08/26/2014
Comments: Voluntary Cleanup Agreement was completed and signed by DTSC
<table>
<thead>
<tr>
<th>Completed Area Name</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>PROJECT WIDE</td>
<td>Request for Agency Oversight was completed and the property owner will be pursuing a VCA.</td>
</tr>
<tr>
<td>PROJECT WIDE</td>
<td>Phase II Subsurface Investigation was submitted by the RP with their Application for Agency Oversight</td>
</tr>
<tr>
<td>PROJECT WIDE</td>
<td>The Preliminary Endangerment Assessment Work Plan outlines soil, groundwater, soil gas, and indoor air sampling to close data gaps, complete the initial subsurface investigation, and to provide sufficient characterization data to perform the Preliminary Endangerment Assessment.</td>
</tr>
<tr>
<td>PROJECT WIDE</td>
<td>The soil, soil gas, groundwater and indoor air sampling, which was outlined in the Preliminary Endangerment Assessment Workplan approved by DTSC on February 27, 2015, was completed.</td>
</tr>
<tr>
<td>PROJECT WIDE</td>
<td>The Voluntary Cleanup Agreement Amendment adds the following tasks to the Scope of Work: a Preliminary Endangerment Assessment Addendum, a Land Use Covenant, and a public notice announcing the property owner’s and DTSC’s intent to enter into the Land Use Covenant.</td>
</tr>
<tr>
<td>PROJECT WIDE</td>
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QUEEN CLEANERS (Continued)
QUEEN CLEANERS (Continued)

Comments: Additional soil gas sampling was conducted on 12/16/2015 by AEI.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 12/16/2015
Comments: Indoor air sampling was conducted on 12/16/2015 by AEI.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 05/16/2017
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Public Notice
Completed Date: 09/26/2017
Comments: A public notice discussing the land use covenant that DTSC intends to enter into with King Plaza, LLC, the site owner, was published in the San Jose Post Record on 9/26/2017.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Workplan
Completed Date: 10/31/2016
Comments: The activities outlined in the Work Plan for Additional Soil Gas Sampling includes installation and sampling of three temporary soil vapor probes near two previous sampling locations along the southeastern property line of the site to further characterize the lateral extent of tetrachloroethene (PCE) in soil gas. Sampling is to be conducted some time in November 2016.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Report
Completed Date: 01/26/2017
Comments: This soil gas sampling report documents the soil vapor sampling event that occurred on November 15, 2016. Three temporary soil vapor probes were constructed at a depth of approximately 5 feet below ground surface. The intent of the soil vapor sampling was to further characterize the lateral extent of PCE in soil vapor to the southeast near the property line as well as to resample location B-12.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 11/15/2016
Comments: Additional sampling was performed that consisted of collecting two soil gas samples on the adjacent property to the southeast to further characterize the lateral extent of tetrachloroethene impact and resampling at location B-12.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Soils Management Plan
Completed Date: 08/01/2017
The soil management plan describes the appropriate measures to protect the safety of potential future construction workers at the volatile organic compound-affected area of the Site and the indoor air sampling monitoring that will continue on a semi-annual basis for one year. The first round of indoor air sampling will be performed by December 2017.


Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 09/26/2016

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 10/21/2015
Comments: Not reported

Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Certification
Future Due Date: 2018
Future Document Type: Site Characterization Report
Future Due Date: 2018
Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Site Characterization Report
Future Due Date: 2019
Schedule Area Name: PROJECT WIDE
Schedule Sub Area Name: Not reported
Schedule Document Type: Land Use Restriction
Schedule Due Date: 04/01/2018
Schedule Revised Date: Not reported

VCP:

<table>
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<tr>
<th>Facility ID</th>
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<tbody>
<tr>
<td>Site Type Detail</td>
<td>Voluntary Cleanup</td>
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<tr>
<td>Site Mgmt. Req.</td>
<td>NONE SPECIFIED</td>
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<tr>
<td>Acres</td>
<td>1.3</td>
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<td>National Priorities List</td>
<td>NO</td>
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Cleanup Oversight Agencies: SMBRP
Lead Agency: SMBRP
Lead Agency Description: DTSC - Site Cleanup Program
Project Manager: Nicole Yuen
Supervisor: Mark Piros
Division Branch: Cleanup Berkeley
Site Code: 202008
Assembly: 27
Senate: 15
Special Programs Code: Not reported
Status: Active
Status Date: 05/28/2014
### QUEEN CLEANERS (Continued)

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<tr>
<td>Completed Document Type:</td>
<td>Voluntary Cleanup Agreement</td>
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<td>Completed Date:</td>
<td>08/26/2014</td>
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<tr>
<td>Comments:</td>
<td>Voluntary Cleanup Agreement was completed and signed by DTSC</td>
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<table>
<thead>
<tr>
<th>Completed Info:</th>
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<tbody>
<tr>
<td>Completed Area Name:</td>
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<td>Comments:</td>
<td>Request for Agency Oversight was completed and the property owner will be pursuing a VCA.</td>
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<table>
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<td>Comments:</td>
<td>Phase II Subsurface Investigation was submitted by the RP with their Application for Agency Oversight</td>
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<table>
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<td>Completed Area Name:</td>
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<td>Completed Sub Area Name:</td>
<td>Not reported</td>
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<td>Completed Document Type:</td>
<td>Preliminary Endangerment Assessment Workplan</td>
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<tr>
<td>Completed Date:</td>
<td>02/27/2015</td>
</tr>
<tr>
<td>Comments:</td>
<td>The Preliminary Endangerment Assessment Work Plan outlines soil, groundwater, soil gas, and indoor air sampling to close data gaps, complete the initial subsurface investigation, and to provide sufficient characterization data to perform the Preliminary Endangerment Assessment.</td>
</tr>
</tbody>
</table>

<table>
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<tr>
<th>Completed Info:</th>
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<td>Completed Area Name:</td>
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<td>Completed Document Type:</td>
<td>Preliminary Endangerment Assessment Report</td>
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<tr>
<td>Completed Document Type:</td>
<td>Fieldwork</td>
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<td>Completed Date:</td>
<td>04/14/2015</td>
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<td>Comments:</td>
<td>The soil, soil gas, groundwater and indoor air sampling, which was outlined in the Preliminary Endangerment Assessment Workplan approved</td>
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QUEEN CLEANERS (Continued)

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Workplan
Completed Date: 11/05/2015
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Amendment - Order/Agreement
Completed Date: 03/30/2017
Comments: The Voluntary Cleanup Agreement Amendment adds the following tasks to the Scope of Work: a Preliminary Endangerment Assessment Addendum, a Land Use Covenant, and a public notice announcing the property owner's and DTSC's intent to enter into the Land Use Covenant.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 12/16/2015
Comments: Additional soil gas sampling was conducted on 12/16/2015 by AEI.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 12/16/2015
Comments: Indoor air sampling was conducted on 12/16/2015 by AEI.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 05/16/2017
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Public Notice
Completed Date: 09/26/2017
Comments: A public notice discussing the land use covenant that DTSC intends to enter into with King Plaza, LLC, the site owner, was published in the San Jose Post Record on 9/26/2017.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Workplan
Completed Date: 10/31/2016
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QUEEN CLEANERS (Continued)

Completed Date: 01/26/2017
Comments: This soil gas sampling report documents the soil vapor sampling event that occurred on November 15, 2016. Three temporary soil vapor probes were constructed at a depth of approximately 5 feet below ground surface. The intent of the soil vapor sampling was to further characterize the lateral extent of PCE in soil vapor to the southeast near the property line as well as to resample location B-12.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 11/15/2016
Comments: Additional sampling was performed that consisted of collecting two soil gas samples on the adjacent property to the southeast to further characterize the lateral extent of tetrachloroethene impact and resampling at location B-12.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Soils Management Plan
Completed Date: 08/01/2017
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Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 09/26/2016

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 10/21/2015
Comments: Not reported

Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Certification
Future Due Date: 2018
Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Site Characterization Report
Future Due Date: 2018
Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Site Characterization Report
Future Due Date: 2019
Schedule Area Name: PROJECT WIDE
Schedule Sub Area Name: Not reported
Schedule Document Type: Land Use Restriction
Schedule Due Date: 04/01/2018
### QUEEN CLEANERS (Continued)

| Schedule Revised Date: | Not reported |

#### DEED:
- **Envirostor ID:** 60002014
- **Area:** PROJECT WIDE
- **Sub Area:** Not reported
- **Site Type:** VOLUNTARY CLEANUP
- **Status:** ACTIVE
- **Agency:** Not reported
- **Covenant Uploaded:** Not reported
- **Deed Date(s):** 11/21/2017
- **File Name:** Envirostor Land Use Restrictions
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<tr>
<th>City</th>
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<th>Site Name</th>
<th>Site Address</th>
<th>Zip</th>
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<td>SAN JOSE</td>
<td>S112242144</td>
<td>US 101 CAPITOL EXPRESSWAY YERBA BU</td>
<td>US 101 CAPITOL EXPWY YERBA BUE</td>
<td>95121</td>
<td>NPDES</td>
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<td>SAN JOSE</td>
<td>1023263714</td>
<td>AT&amp;T MOBILITY - CAPITOL EXPRESSWAY</td>
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<td>95122</td>
<td>FINDS</td>
</tr>
</tbody>
</table>
To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

**Number of Days to Update:** Provides confirmation that EDR is reporting records that have been updated within 90 days from the date the government agency made the information available to the public.

### STANDARD ENVIRONMENTAL RECORDS

#### Federal NPL site list

NPL: National Priority List

National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA’s Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

<table>
<thead>
<tr>
<th>Date of Government Version: 12/11/2017</th>
<th>Source: EPA</th>
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<td>Telephone: N/A</td>
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<td></td>
<td>Data Release Frequency: Quarterly</td>
</tr>
</tbody>
</table>

**NPL Site Boundaries**

**Sources:**

- EPA’s Environmental Photographic Interpretation Center (EPIC)
  - Telephone: 202-564-7333

- EPA Region 1
  - Telephone 617-918-1143

- EPA Region 3
  - Telephone 215-814-5418

- EPA Region 4
  - Telephone 404-562-8033

- EPA Region 5
  - Telephone 312-886-6686

- EPA Region 10
  - Telephone 206-553-8665

**Proposed NPL:** Proposed National Priority List Sites

A site that has been proposed for listing on the National Priorities List through the issuance of a proposed rule in the Federal Register. EPA then accepts public comments on the site, responds to the comments, and places on the NPL those sites that continue to meet the requirements for listing.

<table>
<thead>
<tr>
<th>Date of Government Version: 12/11/2017</th>
<th>Source: EPA</th>
</tr>
</thead>
<tbody>
<tr>
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</table>

**NPL LIENS:** Federal Superfund Liens

Federal Superfund Liens. Under the authority granted the USEPA by CERCLA of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner received notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

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</table>
Federal Delisted NPL site list

Delisted NPL: National Priority List Deletions
The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the
EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the
NPL where no further response is appropriate.

<table>
<thead>
<tr>
<th>Date of Government Version</th>
<th>Source: EPA</th>
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<td>Date Data Arrived at EDR</td>
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Federal CERCLIS list

FEDERAL FACILITY: Federal Facility Site Information listing
A listing of National Priority List (NPL) and Base Realignment and Closure (BRAC) sites found in the Comprehensive
Environmental Response, Compensation and Liability Information System (CERCLIS) Database where EPA Federal Facilities
Restoration and Reuse Office is involved in cleanup activities.

<table>
<thead>
<tr>
<th>Date of Government Version</th>
<th>Source: Environmental Protection Agency</th>
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<td>Date Data Arrived at EDR</td>
<td>Telephone: 703-603-8704</td>
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<td>Number of Days to Update</td>
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SEMS: Superfund Enterprise Management System
SEMS (Superfund Enterprise Management System) tracks hazardous waste sites, potentially hazardous waste sites,
and remedial activities performed in support of EPA’s Superfund Program across the United States. The list was
formerly known as CERCLIS, renamed to SEMS by the EPA in 2015. The list contains data on potentially hazardous
sites that have been reported to the USEPA by states, municipalities, private companies and private persons,
pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA).
This dataset also contains sites which are either proposed to or on the National Priorities List (NPL) and the
sites which are in the screening and assessment phase for possible inclusion on the NPL.

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<td>Data Release Frequency</td>
<td>Quarterly</td>
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Federal CERCLIS NFRAP site list

SEMS-ARCHIVE: Superfund Enterprise Management System Archive
SEMS-ARCHIVE (Superfund Enterprise Management System Archive) tracks sites that have no further interest under the Federal Superfund Program based on available information. The list was formerly known as the CERCLIS-NFRAP, renamed to SEMS ARCHIVE by the EPA in 2015. EPA may perform a minimal level of assessment work at a site while it is archived if site conditions change and/or new information becomes available. Archived sites have been removed and archived from the inventory of SEMS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list the site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. The decision does not necessarily mean that there is no hazard associated with a given site; it only means that, based upon available information, the location is not judged to be potential NPL site.

**Federal RCRA CORRACTS facilities list**

CORRACTS: Corrective Action Report
CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

**Federal RCRA non-CORRACTS TSD facilities list**

RCRA-TSDF: RCRA - Treatment, Storage and Disposal
RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

**Federal RCRA generators list**

RCRA-LQG: RCRA - Large Quantity Generators
RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.
RCRA-SQG: RCRA - Small Quantity Generators

RCRAInfo is EPA’s comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

Date of Government Version: 12/11/2017
Date Data Arrived at EDR: 12/26/2017
Date Made Active in Reports: 02/09/2018
Number of Days to Update: 45

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 01/19/2018
Next Scheduled EDR Contact: 04/09/2018
Data Release Frequency: Quarterly

RCRA-CESQG: RCRA - Conditionally Exempt Small Quantity Generators

RCRAInfo is EPA’s comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

Date of Government Version: 12/11/2017
Date Data Arrived at EDR: 12/26/2017
Date Made Active in Reports: 02/09/2018
Number of Days to Update: 45

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 01/19/2018
Next Scheduled EDR Contact: 04/09/2018
Data Release Frequency: Quarterly

Federal institutional controls / engineering controls registries

LUCIS: Land Use Control Information System

LUCIS contains records of land use control information pertaining to the former Navy Base Realignment and Closure properties.

Date of Government Version: 05/22/2017
Date Data Arrived at EDR: 06/13/2017
Date Made Active in Reports: 09/15/2017
Number of Days to Update: 94

Source: Department of the Navy
Telephone: 843-820-7326
Last EDR Contact: 02/09/2018
Next Scheduled EDR Contact: 05/28/2018
Data Release Frequency: Varies

US ENG CONTROLS: Engineering Controls Sites List

A listing of sites with engineering controls in place. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or effect human health.

Date of Government Version: 11/13/2017
Date Data Arrived at EDR: 11/27/2017
Date Made Active in Reports: 02/09/2018
Number of Days to Update: 74

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 02/27/2018
Next Scheduled EDR Contact: 06/11/2018
Data Release Frequency: Varies

US INST CONTROL: Sites with Institutional Controls

A listing of sites with institutional controls in place. Institutional controls include administrative measures, such as groundwater use restrictions, construction restrictions, property use restrictions, and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Deed restrictions are generally required as part of the institutional controls.

Date of Government Version: 11/13/2017
Date Data Arrived at EDR: 11/27/2017
Date Made Active in Reports: 02/09/2018
Number of Days to Update: 74

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 02/27/2018
Next Scheduled EDR Contact: 06/11/2018
Data Release Frequency: Varies
**Federal ERNS list**

ERNS: Emergency Response Notification System
Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

- Date of Government Version: 09/18/2017
- Date Data Arrived at EDR: 09/21/2017
- Date Made Active in Reports: 10/13/2017
- Number of Days to Update: 22

Source: National Response Center, United States Coast Guard
Telephone: 202-267-2180
Last EDR Contact: 01/19/2018
Next Scheduled EDR Contact: 04/09/2018
Data Release Frequency: Quarterly

**State- and tribal - equivalent NPL**

RESPONSE: State Response Sites
Identifies confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity. These confirmed release sites are generally high-priority and high potential risk.

- Date of Government Version: 10/30/2017
- Date Data Arrived at EDR: 10/31/2017
- Date Made Active in Reports: 12/15/2017
- Number of Days to Update: 45

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 01/31/2018
Next Scheduled EDR Contact: 05/14/2018
Data Release Frequency: Quarterly

**State- and tribal - equivalent CERCLIS**

ENVIROSTOR: EnviroStor Database
The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifies sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

- Date of Government Version: 10/30/2017
- Date Data Arrived at EDR: 10/31/2017
- Date Made Active in Reports: 12/15/2017
- Number of Days to Update: 45

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 01/31/2018
Next Scheduled EDR Contact: 05/14/2018
Data Release Frequency: Quarterly

**State and tribal landfill and/or solid waste disposal site lists**

SWF/LF (SWIS): Solid Waste Information System
Active, Closed and Inactive Landfills. SWF/LF records typically contain an inventory of solid waste disposal facilities or landfills. These may be active or inactive facilities or open dumps that failed to meet RCRA Section 4004 criteria for solid waste landfills or disposal sites.

- Date of Government Version: 11/13/2017
- Date Data Arrived at EDR: 11/14/2017
- Date Made Active in Reports: 12/07/2017
- Number of Days to Update: 23

Source: Department of Resources Recycling and Recovery
Telephone: 916-341-6320
Last EDR Contact: 02/14/2018
Next Scheduled EDR Contact: 05/28/2018
Data Release Frequency: Quarterly

**State and tribal leaking storage tank lists**
LUST REG 6L: Leaking Underground Storage Tank Case Listing
For more current information, please refer to the State Water Resources Control Board’s LUST database.

| Date of Government Version: 09/09/2003 | Source: California Regional Water Quality Control Board Lahontan Region (6) |
| Date Data Arrived at EDR: 09/10/2003 | Telephone: 530-542-5572 |
| Date Made Active in Reports: 10/07/2003 | Last EDR Contact: 09/12/2011 |
| Number of Days to Update: 27 | Next Scheduled EDR Contact: 12/26/2011 |
| | Data Release Frequency: No Update Planned |

LUST REG 9: Leaking Underground Storage Tank Report
Orange, Riverside, San Diego counties. For more current information, please refer to the State Water Resources Control Board’s LUST database.

| Date of Government Version: 03/01/2001 | Source: California Regional Water Quality Control Board San Diego Region (9) |
| Date Data Arrived at EDR: 04/23/2001 | Telephone: 858-637-5595 |
| Date Made Active in Reports: 05/21/2001 | Last EDR Contact: 09/26/2011 |
| Number of Days to Update: 28 | Next Scheduled EDR Contact: 01/09/2012 |
| | Data Release Frequency: No Update Planned |

LUST: Leaking Underground Fuel Tank Report (GEOTRACKER)
Leaking Underground Storage Tank (LUST) Sites included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

| Date of Government Version: 12/11/2017 | Source: State Water Resources Control Board |
| Date Data Arrived at EDR: 12/12/2017 | Telephone: see region list |
| Date Made Active in Reports: 01/11/2018 | Last EDR Contact: 12/12/2018 |
| Number of Days to Update: 30 | Next Scheduled EDR Contact: 03/26/2018 |
| | Data Release Frequency: Quarterly |

LUST REG 7: Leaking Underground Storage Tank Case Listing
Leaking Underground Storage Tank locations. Imperial, Riverside, San Diego, Santa Barbara counties.

| Date of Government Version: 02/26/2004 | Source: California Regional Water Quality Control Board Colorado River Basin Region (7) |
| Date Data Arrived at EDR: 02/26/2004 | Telephone: 760-776-8943 |
| Date Made Active in Reports: 03/24/2004 | Last EDR Contact: 08/01/2011 |
| Number of Days to Update: 27 | Next Scheduled EDR Contact: 11/14/2011 |
| | Data Release Frequency: No Update Planned |

LUST REG 6V: Leaking Underground Storage Tank Case Listing

| Date of Government Version: 06/07/2005 | Source: California Regional Water Quality Control Board Victorville Branch Office (6) |
| Date Data Arrived at EDR: 06/07/2005 | Telephone: 760-241-7365 |
| Date Made Active in Reports: 06/29/2005 | Last EDR Contact: 09/12/2011 |
| Number of Days to Update: 22 | Next Scheduled EDR Contact: 12/26/2011 |
| | Data Release Frequency: No Update Planned |

LUST REG 8: Leaking Underground Storage Tanks
California Regional Water Quality Control Board Santa Ana Region (8). For more current information, please refer to the State Water Resources Control Board’s LUST database.

| Date of Government Version: 02/14/2005 | Source: California Regional Water Quality Control Board Santa Ana Region (8) |
| Date Data Arrived at EDR: 02/15/2005 | Telephone: 909-782-4496 |
| Date Made Active in Reports: 03/28/2005 | Last EDR Contact: 08/15/2011 |
| Number of Days to Update: 41 | Next Scheduled EDR Contact: 11/28/2011 |
| | Data Release Frequency: Varies |

LUST REG 5: Leaking Underground Storage Tank Database
LUST REG 4: Underground Storage Tank Leak List
Los Angeles, Ventura counties. For more current information, please refer to the State Water Resources Control Board’s LUST database.

LUST REG 3: Leaking Underground Storage Tank Database
Leaking Underground Storage Tank locations. Monterey, San Benito, San Luis Obispo, Santa Barbara, Santa Cruz counties.

LUST REG 2: Fuel Leak List

LUST REG 1: Active Toxic Site Investigation
Del Norte, Humboldt, Lake, Mendocino, Modoc, Siskiyou, Sonoma, Trinity counties. For more current information, please refer to the State Water Resources Control Board’s LUST database.

INDIAN LUST R1: Leaking Underground Storage Tanks on Indian Land
A listing of leaking underground storage tank locations on Indian Land.

INDIAN LUST R7: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Iowa, Kansas, and Nebraska.
INDIAN LUST R8: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Colorado, Montana, North Dakota, South Dakota, Utah and Wyoming.

Date of Government Version: 05/01/2017
Source: EPA Region 8

Date Data Arrived at EDR: 07/27/2017
Telephone: 303-312-6271

Date Made Active in Reports: 10/13/2017
Last EDR Contact: 01/23/2018
Number of Days to Update: 78
Next Scheduled EDR Contact: 05/07/2018
Data Release Frequency: Varies

INDIAN LUST R9: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Arizona, California, New Mexico and Nevada

Date of Government Version: 04/13/2017
Source: Environmental Protection Agency

Date Data Arrived at EDR: 07/27/2017
Telephone: 415-972-3372

Date Made Active in Reports: 10/13/2017
Last EDR Contact: 01/23/2018
Number of Days to Update: 78
Next Scheduled EDR Contact: 05/07/2018
Data Release Frequency: Varies

INDIAN LUST R10: Leaking Underground Storage Tanks on Indian Land

Date of Government Version: 04/25/2017
Source: EPA Region 10

Date Data Arrived at EDR: 11/07/2017
Telephone: 206-553-2857

Date Made Active in Reports: 12/08/2017
Last EDR Contact: 01/23/2018
Number of Days to Update: 31
Next Scheduled EDR Contact: 05/07/2018
Data Release Frequency: Varies

INDIAN LUST R5: Leaking Underground Storage Tanks on Indian Land
Leaking underground storage tanks located on Indian Land in Michigan, Minnesota and Wisconsin.

Date of Government Version: 04/26/2017
Source: EPA, Region 5

Date Data Arrived at EDR: 07/27/2017
Telephone: 312-886-7439

Date Made Active in Reports: 10/13/2017
Last EDR Contact: 01/23/2018
Number of Days to Update: 78
Next Scheduled EDR Contact: 05/07/2018
Data Release Frequency: Varies

INDIAN LUST R4: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Florida, Mississippi and North Carolina.

Date of Government Version: 10/14/2016
Source: EPA Region 4

Date Data Arrived at EDR: 01/27/2017
Telephone: 404-562-8677

Date Made Active in Reports: 05/05/2017
Last EDR Contact: 01/19/2018
Number of Days to Update: 98
Next Scheduled EDR Contact: 05/07/2018
Data Release Frequency: Semi-Annually

INDIAN LUST R6: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in New Mexico and Oklahoma.

Date of Government Version: 04/24/2017
Source: EPA Region 6

Date Data Arrived at EDR: 07/27/2017
Telephone: 214-665-6597

Date Made Active in Reports: 10/06/2017
Last EDR Contact: 01/23/2018
Number of Days to Update: 71
Next Scheduled EDR Contact: 05/07/2018
Data Release Frequency: Varies

SLIC: Statewide SLIC Cases (GEOTRACKER)
Cleanup Program Sites (CPS; also known as Site Cleanups [SC] and formerly known as Spills, Leaks, Investigations, and Cleanups [SLIC] sites) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 12/11/2017
Source: State Water Resources Control Board

Date Data Arrived at EDR: 12/12/2017
Telephone: 866-480-1028

Date Made Active in Reports: 01/12/2018
Last EDR Contact: 12/12/2018
Number of Days to Update: 31
Next Scheduled EDR Contact: 03/26/2018
Data Release Frequency: Varies
SLIC REG 1: Active Toxic Site Investigations
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2003
Date Data Arrived at EDR: 04/07/2003
Date Made Active in Reports: 04/25/2003
Number of Days to Update: 18
Source: California Regional Water Quality Control Board, North Coast Region (1)
Telephone: 707-576-2220
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

SLIC REG 2: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30
Source: Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-286-0457
Last EDR Contact: 09/19/2011
Next Scheduled EDR Contact: 01/02/2012
Data Release Frequency: Quarterly

SLIC REG 3: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/18/2006
Date Data Arrived at EDR: 05/18/2006
Date Made Active in Reports: 06/15/2006
Number of Days to Update: 28
Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-549-3147
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: Semi-Annually

SLIC REG 4: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/17/2004
Date Data Arrived at EDR: 11/18/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 47
Source: Region Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6600
Last EDR Contact: 07/01/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: Varies

SLIC REG 5: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/01/2005
Date Data Arrived at EDR: 04/05/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 16
Source: Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-3291
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: Semi-Annually

SLIC REG 6V: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/24/2005
Date Data Arrived at EDR: 05/25/2005
Date Made Active in Reports: 06/16/2005
Number of Days to Update: 22
Source: Regional Water Quality Control Board, Victorville Branch
Telephone: 619-241-6583
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: Semi-Annually
SLIC REG 6L: SLIC Sites
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality
from spills, leaks, and similar discharges.
Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35
Source: California Regional Water Quality Control Board, Lahontan Region
Telephone: 530-542-5574
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

SLIC REG 7: SLIC List
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality
from spills, leaks, and similar discharges.
Date of Government Version: 11/24/2004
Date Data Arrived at EDR: 11/29/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 36
Source: California Regional Quality Control Board, Colorado River Basin Region
Telephone: 760-346-7491
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

SLIC REG 8: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality
from spills, leaks, and similar discharges.
Date of Government Version: 04/03/2008
Date Data Arrived at EDR: 04/03/2008
Date Made Active in Reports: 04/14/2008
Number of Days to Update: 11
Source: California Region Water Quality Control Board Santa Ana Region (8)
Telephone: 951-782-3298
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: Semi-Annually

SLIC REG 9: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality
from spills, leaks, and similar discharges.
Date of Government Version: 09/10/2007
Date Data Arrived at EDR: 09/11/2007
Date Made Active in Reports: 09/28/2007
Number of Days to Update: 17
Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-467-2980
Last EDR Contact: 08/08/2011
Next Scheduled EDR Contact: 11/21/2011
Data Release Frequency: Annually

State and tribal registered storage tank lists

FEMA UST: Underground Storage Tank Listing
A listing of all FEMA owned underground storage tanks.
Date of Government Version: 05/15/2017
Date Data Arrived at EDR: 05/30/2017
Date Made Active in Reports: 10/13/2017
Number of Days to Update: 136
Source: FEMA
Telephone: 202-646-5797
Last EDR Contact: 01/09/2018
Next Scheduled EDR Contact: 04/23/2018
Data Release Frequency: Varies

UST: Active UST Facilities
Active UST facilities gathered from the local regulatory agencies
Date of Government Version: 12/11/2017
Date Data Arrived at EDR: 12/12/2017
Date Made Active in Reports: 01/17/2018
Number of Days to Update: 36
Source: SWRCB
Telephone: 916-341-5851
Last EDR Contact: 12/12/2017
Next Scheduled EDR Contact: 03/26/2018
Data Release Frequency: Semi-Annually
### Aboveground Petroleum Storage Tank Facilities

A listing of aboveground storage tank petroleum storage tank locations.

<table>
<thead>
<tr>
<th>Date of Government Version: 07/06/2016</th>
<th>Source: California Environmental Protection Agency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Date Data Arrived at EDR: 07/12/2016</td>
<td>Telephone: 916-327-5092</td>
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<td>Date Made Active in Reports: 09/19/2016</td>
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<td>Number of Days to Update: 69</td>
<td>Next Scheduled EDR Contact: 04/09/2018</td>
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<tr>
<td></td>
<td>Data Release Frequency: Quarterly</td>
</tr>
</tbody>
</table>

### Indian UST R1: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 1 (Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont and ten Tribal Nations).

<table>
<thead>
<tr>
<th>Date of Government Version: 04/14/2017</th>
<th>Source: EPA Region 1</th>
</tr>
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<tbody>
<tr>
<td>Date Data Arrived at EDR: 07/27/2017</td>
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<td>Date Made Active in Reports: 10/06/2017</td>
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### Indian UST R6: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 6 (Louisiana, Arkansas, Oklahoma, New Mexico, Texas and 65 Tribes).

<table>
<thead>
<tr>
<th>Date of Government Version: 04/24/2017</th>
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<tbody>
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<td>Data Release Frequency: Varies</td>
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### Indian UST R7: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 7 (Iowa, Kansas, Missouri, Nebraska, and 9 Tribal Nations).

<table>
<thead>
<tr>
<th>Date of Government Version: 05/02/2017</th>
<th>Source: EPA Region 7</th>
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<tbody>
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<td>Date Data Arrived at EDR: 07/27/2017</td>
<td>Telephone: 913-551-7003</td>
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<td>Number of Days to Update: 71</td>
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<td>Data Release Frequency: Varies</td>
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### Indian UST R4: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 4 (Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee and Tribal Nations).

<table>
<thead>
<tr>
<th>Date of Government Version: 10/14/2016</th>
<th>Source: EPA Region 4</th>
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<td>Number of Days to Update: 98</td>
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### Indian UST R5: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 5 (Michigan, Minnesota and Wisconsin and Tribal Nations).

<table>
<thead>
<tr>
<th>Date of Government Version: 04/26/2017</th>
<th>Source: EPA Region 5</th>
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<tr>
<td>Number of Days to Update: 71</td>
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<td>Data Release Frequency: Varies</td>
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INDIAN UST R9: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 9 (Arizona, California, Hawaii, Nevada, the Pacific Islands, and Tribal Nations).

- Date of Government Version: 04/13/2017
- Source: EPA Region 9
- Telephone: 415-972-3368
- Last EDR Contact: 01/23/2018
- Next Scheduled EDR Contact: 05/07/2018
- Data Release Frequency: Varies

INDIAN UST R10: Underground Storage Tanks on Indian Land


- Date of Government Version: 04/25/2017
- Source: EPA Region 10
- Telephone: 206-553-2857
- Last EDR Contact: 01/23/2018
- Next Scheduled EDR Contact: 05/07/2018
- Data Release Frequency: Varies

INDIAN UST R8: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 8 (Colorado, Montana, North Dakota, South Dakota, Utah, Wyoming and 27 Tribal Nations).

- Date of Government Version: 05/01/2017
- Source: EPA Region 8
- Telephone: 303-312-6137
- Last EDR Contact: 01/23/2018
- Next Scheduled EDR Contact: 05/07/2018
- Data Release Frequency: Varies

State and tribal voluntary cleanup sites

INDIAN VCP R7: Voluntary Cleanup Priority Listing

A listing of voluntary cleanup priority sites located on Indian Land located in Region 7.

- Date of Government Version: 03/20/2008
- Source: EPA, Region 7
- Telephone: 913-551-7365
- Last EDR Contact: 04/20/2009
- Next Scheduled EDR Contact: 07/20/2009
- Data Release Frequency: Varies

INDIAN VCP R1: Voluntary Cleanup Priority Listing

A listing of voluntary cleanup priority sites located on Indian Land located in Region 1.

- Date of Government Version: 07/29/2015
- Source: EPA, Region 1
- Telephone: 617-918-1102
- Last EDR Contact: 12/20/2017
- Next Scheduled EDR Contact: 04/09/2018
- Data Release Frequency: Varies

VCP: Voluntary Cleanup Program Properties

Contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have request that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC’s costs.

- Date of Government Version: 10/30/2017
- Source: Department of Toxic Substances Control
- Telephone: 916-323-3400
- Last EDR Contact: 01/31/2018
- Next Scheduled EDR Contact: 05/14/2018
- Data Release Frequency: Quarterly
State and tribal Brownfields sites

BROWNFIELDS: Considered Brownfields Sites Listing
A listing of sites the SWRCB considers to be Brownfields since these are sites have come to them through the MOA Process.

Date of Government Version: 12/22/2017
Date Data Arrived at EDR: 12/26/2017
Date Made Active in Reports: 01/31/2018
Number of Days to Update: 36

Source: State Water Resources Control Board
Telephone: 916-323-7905
Last EDR Contact: 12/26/2017
Next Scheduled EDR Contact: 04/09/2018
Data Release Frequency: Quarterly

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS: A Listing of Brownfields Sites
Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties takes development pressures off of undeveloped, open land, and both improves and protects the environment. Assessment, Cleanup and Redevelopment Exchange System (ACRES) stores information reported by EPA Brownfields grant recipients on brownfields properties assessed or cleaned up with grant funding as well as information on Targeted Brownfields Assessments performed by EPA Regions. A listing of ACRES Brownfield sites is obtained from Cleanups in My Community. Cleanups in My Community provides information on Brownfields properties for which information is reported back to EPA, as well as areas served by Brownfields grant programs.

Date of Government Version: 01/19/2018
Date Data Arrived at EDR: 01/19/2018
Date Made Active in Reports: 02/09/2018
Number of Days to Update: 21

Source: Environmental Protection Agency
Telephone: 202-566-2777
Last EDR Contact: 01/19/2018
Next Scheduled EDR Contact: 04/02/2018
Data Release Frequency: Semi-Annually

Local Lists of Landfill / Solid Waste Disposal Sites

WMUDS/SWAT: Waste Management Unit Database
Waste Management Unit Database System. WMUDS is used by the State Water Resources Control Board staff and the Regional Water Quality Control Boards for program tracking and inventory of waste management units. WMUDS is composed of the following databases: Facility Information, Scheduled Inspections Information, Waste Management Unit Information, SWAT Program Information, SWAT Report Summary Information, SWAT Report Summary Data, Chapter 15 (formerly Subchapter 15) Information, Chapter 15 Monitoring Parameters, TPCA Program Information, RCRA Program Information, Closure Information, and Interested Parties Information.

Date of Government Version: 04/01/2000
Date Data Arrived at EDR: 04/10/2000
Date Made Active in Reports: 05/10/2000
Number of Days to Update: 30

Source: State Water Resources Control Board
Telephone: 916-227-4448
Last EDR Contact: 01/31/2018
Next Scheduled EDR Contact: 05/21/2018
Data Release Frequency: No Update Planned

SWRCY: Recycler Database
A listing of recycling facilities in California.

Date of Government Version: 12/11/2017
Date Data Arrived at EDR: 12/12/2017
Date Made Active in Reports: 01/17/2018
Number of Days to Update: 36

Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 12/12/2017
Next Scheduled EDR Contact: 03/26/2018
Data Release Frequency: Quarterly

HAULERS: Registered Waste Tire Haulers Listing
A listing of registered waste tire haulers.
INDIAN ODI: Report on the Status of Open Dumps on Indian Lands
Location of open dumps on Indian lands.

ODI: Open Dump Inventory
An open dump is defined as a disposal facility that does not comply with one or more of the Part 257 or Part 258 Subtitle D Criteria.

DEBRIS REGION 9: Torres Martinez Reservation Illegal Dump Site Locations
A listing of illegal dump sites location on the Torres Martinez Indian Reservation located in eastern Riverside County and northern Imperial County, California.

IHS OPEN DUMPS: Open Dumps on Indian Land
A listing of all open dumps located on Indian Land in the United States.

Local Lists of Hazardous Waste / Contaminated Sites

US HIST CDL: National Clandestine Laboratory Register
A listing of clandestine drug lab locations that have been removed from the DEA's National Clandestine Laboratory Register.
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>This category contains proposed and existing school sites that are being evaluated by DTSC for possible hazardous materials contamination. In some cases, these properties may be listed in the CalSites category depending on the level of threat to public health and safety or the environment they pose.</td>
<td>A listing of drug lab locations. Listing of a location in this database does not indicate that any illegal drug lab materials were or were not present there, and does not constitute a determination that the location either requires or does not require additional cleanup work.</td>
<td>Toxic PITS Cleanup Act Sites. TOXIC PITS identifies sites suspected of containing hazardous substances where cleanup has not yet been completed.</td>
<td>A listing of clandestine drug lab locations. The U.S. Department of Justice (&quot;the Department&quot;) provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.</td>
<td>Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990’s. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.</td>
</tr>
</tbody>
</table>
Site Mitigation and Brownfields Reuse Program Facility Sites with Deed Restrictions & Hazardous Waste Management Program Facility Sites with Deed / Land Use Restriction. The DTSC Site Mitigation and Brownfields Reuse Program (SMBRP) list includes sites cleaned up under the program’s oversight and generally does not include current or former hazardous waste facilities that required a hazardous waste facility permit. The list represents deed restrictions that are active. Some sites have multiple deed restrictions. The DTSC Hazardous Waste Management Program (HWMP) has developed a list of current or former hazardous waste facilities that have a recorded land use restriction at the local county recorder’s office. The land use restrictions on this list were required by the DTSC HWMP as a result of the presence of hazardous substances that remain on site after the facility (or part of the facility) has been closed or cleaned up. The types of land use restriction include deed notice, deed restriction, or a land use restriction that binds current and future owners.

Date of Government Version: 02/08/2018
Date Data Arrived at EDR: 02/08/2018
Date Made Active in Reports: 02/08/2018
Number of Days to Update: 0
Next Scheduled EDR Contact: 03/19/2018
Data Release Frequency: Semi-Annually

Records of Emergency Release Reports

HMIRS: Hazardous Materials Information Reporting System
Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 09/21/2017
Date Data Arrived at EDR: 09/21/2017
Date Made Active in Reports: 10/13/2017
Number of Days to Update: 22
Next Scheduled EDR Contact: 04/09/2018
Data Release Frequency: Quarterly

CHMIRS: California Hazardous Material Incident Report System
California Hazardous Material Incident Reporting System. CHMIRS contains information on reported hazardous material incidents (accidental releases or spills).

Date of Government Version: 05/09/2017
Date Data Arrived at EDR: 07/26/2017
Date Made Active in Reports: 09/21/2017
Number of Days to Update: 57
Next Scheduled EDR Contact: 05/07/2018
Data Release Frequency: Varies

LDS: Land Disposal Sites Listing (GEOTRACKER)
Land Disposal sites (Landfills) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 12/11/2017
Date Data Arrived at EDR: 12/12/2017
Date Made Active in Reports: 01/11/2018
Number of Days to Update: 30
Next Scheduled EDR Contact: 03/26/2018
Data Release Frequency: Quarterly

MCS: Military Cleanup Sites Listing (GEOTRACKER)
Military sites (consisting of: Military UST sites; Military Privatized sites; and Military Cleanup sites [formerly known as DoD non UST]) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 12/11/2017
Date Data Arrived at EDR: 12/12/2017
Date Made Active in Reports: 01/12/2018
Number of Days to Update: 31
Next Scheduled EDR Contact: 03/26/2018
Data Release Frequency: Quarterly
SPILLS 90: SPILLS90 data from FirstSearch

Spills 90 includes those spill and release records available exclusively from FirstSearch databases. Typically, they may include chemical, oil and/or hazardous substance spills recorded after 1990. Duplicate records that are already included in EDR incident and release records are not included in Spills 90.

Date of Government Version: 06/06/2012
Source: FirstSearch
Date Data Arrived at EDR: 01/03/2013
Telephone: N/A
Date Made Active in Reports: 02/22/2013
Last EDR Contact: 01/03/2013
Number of Days to Update: 50
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

Other Ascertainable Records

RCRA NonGen / NLR: RCRA - Non Generators / No Longer Regulated

RCRAInfo is EPA’s comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

Date of Government Version: 12/11/2017
Source: Environmental Protection Agency
Date Data Arrived at EDR: 12/26/2017
Telephone: (415) 495-8895
Date Made Active in Reports: 02/09/2018
Last EDR Contact: 01/19/2018
Number of Days to Update: 45
Next Scheduled EDR Contact: 04/09/2018
Data Release Frequency: Quarterly

FUDS: Formerly Used Defense Sites

The listing includes locations of Formerly Used Defense Sites properties where the US Army Corps of Engineers is actively working or will take necessary cleanup actions.

Date of Government Version: 01/31/2015
Source: U.S. Army Corps of Engineers
Date Data Arrived at EDR: 11/10/2006
Telephone: 202-528-4285
Date Made Active in Reports: 10/13/2015
Last EDR Contact: 02/21/2018
Number of Days to Update: 97
Next Scheduled EDR Contact: 06/04/2018
Data Release Frequency: Varies

DOD: Department of Defense Sites

This data set consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

Date of Government Version: 12/31/2005
Source: USGS
Date Data Arrived at EDR: 02/06/2006
Telephone: 888-275-8747
Date Made Active in Reports: 01/11/2007
Last EDR Contact: 10/13/2017
Number of Days to Update: 62
Next Scheduled EDR Contact: 01/22/2018
Data Release Frequency: Semi-Annually

FEDLAND: Federal and Indian Lands


Date of Government Version: 12/31/2005
Source: U.S. Geological Survey
Date Data Arrived at EDR: 02/06/2006
Telephone: 888-275-8747
Date Made Active in Reports: 01/11/2007
Last EDR Contact: 10/11/2017
Number of Days to Update: 339
Next Scheduled EDR Contact: 01/22/2018
Data Release Frequency: N/A

SCRD DRYCLEANERS: State Coalition for Remediation of Drycleaners Listing

The State Coalition for Remediation of Drycleaners was established in 1998, with support from the U.S. EPA Office of Superfund Remediation and Technology Innovation. It is comprised of representatives of states with established drycleaner remediation programs. Currently the member states are Alabama, Connecticut, Florida, Illinois, Kansas, Minnesota, Missouri, North Carolina, Oregon, South Carolina, Tennessee, Texas, and Wisconsin.
US FIN ASSUR: Financial Assurance Information

All owners and operators of facilities that treat, store, or dispose of hazardous waste are required to provide proof that they will have sufficient funds to pay for the clean up, closure, and post-closure care of their facilities.

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EPA WATCH LIST: EPA WATCH LIST

EPA maintains a "Watch List" to facilitate dialogue between EPA, state and local environmental agencies on enforcement matters relating to facilities with alleged violations identified as either significant or high priority. Being on the Watch List does not mean that the facility has actually violated the law only that an investigation by EPA or a state or local environmental agency has led those organizations to allege that an unproven violation has in fact occurred. Being on the Watch List does not represent a higher level of concern regarding the alleged violations that were detected, but instead indicates cases requiring additional dialogue between EPA, state and local agencies - primarily because of the length of time the alleged violation has gone unaddressed or unresolved.

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2020 COR ACTION: 2020 Corrective Action Program List

The EPA has set ambitious goals for the RCRA Corrective Action program by creating the 2020 Corrective Action Universe. This RCRA cleanup baseline includes facilities expected to need corrective action. The 2020 universe contains a wide variety of sites. Some properties are heavily contaminated while others were contaminated but have since been cleaned up. Still others have not been fully investigated yet, and may require little or no remediation. Inclusion in the 2020 Universe does not necessarily imply failure on the part of a facility to meet its RCRA obligations.

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TSCA: Toxic Substances Control Act

Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

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TRIS: Toxic Chemical Release Inventory System

Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.
SSTS: Section 7 Tracking Systems
Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

ROD: Records Of Decision
Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

RMP: Risk Management Plans
When Congress passed the Clean Air Act Amendments of 1990, it required EPA to publish regulations and guidance for chemical accident prevention at facilities using extremely hazardous substances. The Risk Management Program Rule (RMP Rule) was written to implement Section 112(r) of these amendments. The rule, which built upon existing industry codes and standards, requires companies of all sizes that use certain flammable and toxic substances to develop a Risk Management Program, which includes a(n): Hazard assessment that details the potential effects of an accidental release, an accident history of the last five years, and an evaluation of worst-case and alternative accidental releases; Prevention program that includes safety precautions and maintenance, monitoring, and employee training measures; and Emergency response program that spells out emergency health care, employee training measures and procedures for informing the public and response agencies (e.g the fire department) should an accident occur.

RAATS: RCRA Administrative Action Tracking System
RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.
<table>
<thead>
<tr>
<th>System</th>
<th>Description</th>
<th>Date of Government Version</th>
<th>Date Data Arrived at EDR</th>
<th>Date Made Active in Reports</th>
<th>Number of Days to Update</th>
<th>Source</th>
<th>Telephone</th>
<th>Last EDR Contact</th>
<th>Next Scheduled EDR Contact</th>
<th>Data Release Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>PRP</td>
<td>A listing of verified Potentially Responsible Parties</td>
<td>10/25/2013</td>
<td>10/17/2014</td>
<td>10/20/2014</td>
<td>3</td>
<td>EPA</td>
<td>202-564-6023</td>
<td>02/06/2018</td>
<td>05/21/2018</td>
<td>Quarterly</td>
</tr>
<tr>
<td>PADS</td>
<td>PCB Activity Database System. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.</td>
<td>06/01/2017</td>
<td>06/09/2017</td>
<td>10/13/2017</td>
<td>126</td>
<td>EPA</td>
<td>202-566-0500</td>
<td>01/12/2018</td>
<td>04/23/2018</td>
<td>Annually</td>
</tr>
<tr>
<td>ICIS</td>
<td>The Integrated Compliance Information System (ICIS) supports the information needs of the national enforcement and compliance program as well as the unique needs of the National Pollutant Discharge Elimination System (NPDES) program.</td>
<td>11/18/2016</td>
<td>11/23/2016</td>
<td>02/10/2017</td>
<td>79</td>
<td>Environmental Protection Agency</td>
<td>202-564-2501</td>
<td>01/09/2018</td>
<td>04/23/2018</td>
<td>Quarterly</td>
</tr>
<tr>
<td>FTTS</td>
<td>FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.</td>
<td>04/09/2009</td>
<td>04/16/2009</td>
<td>05/11/2009</td>
<td>25</td>
<td>EPA/Office of Prevention, Pesticides and Toxic Substances</td>
<td>202-566-1667</td>
<td>08/18/2017</td>
<td>12/04/2017</td>
<td>Quarterly</td>
</tr>
<tr>
<td>MLTS</td>
<td>MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.</td>
<td>08/30/2016</td>
<td>09/08/2016</td>
<td>10/21/2016</td>
<td>43</td>
<td>Nuclear Regulatory Commission</td>
<td>301-415-7169</td>
<td>01/19/2018</td>
<td>05/21/2018</td>
<td>Quarterly</td>
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<td>Database Name</td>
<td>Description</td>
<td>Date of Government Version</td>
<td>Date Data Arrived at EDR</td>
<td>Date Made Active in Reports</td>
<td>Number of Days to Update</td>
<td>Source</td>
<td>Telephone</td>
<td>Last EDR Contact</td>
<td>Next Scheduled EDR Contact</td>
<td>Data Release Frequency</td>
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</tr>
<tr>
<td>COAL ASH EPA: Coal Combustion Residues Surface Impoundments List</td>
<td>A listing of coal combustion residues surface impoundments with high hazard potential ratings.</td>
<td>07/01/2014</td>
<td>10/20/2014</td>
<td>40</td>
<td>Environmental Protection Agency</td>
<td>N/A</td>
<td>12/08/2017</td>
<td>03/19/2018</td>
<td>Varies</td>
<td></td>
</tr>
<tr>
<td>PCB TRANSFORMER: PCB Transformer Registration Database</td>
<td>The database of PCB transformer registrations that includes all PCB registration submittals.</td>
<td>05/24/2017</td>
<td>11/30/2017</td>
<td>12/15/2017</td>
<td>15</td>
<td>Environmental Protection Agency</td>
<td>202-566-0517</td>
<td>01/26/2018</td>
<td>05/07/2018</td>
<td>Varies</td>
</tr>
<tr>
<td>RADINFO: Radiation Information Database</td>
<td>The Radiation Information Database (RADINFO) contains information about facilities that are regulated by U.S. Environmental Protection Agency (EPA) regulations for radiation and radioactivity.</td>
<td>10/02/2017</td>
<td>10/05/2017</td>
<td>10/13/2017</td>
<td>8</td>
<td>Environmental Protection Agency</td>
<td>202-343-9775</td>
<td>01/04/2018</td>
<td>04/16/2018</td>
<td>Quarterly</td>
</tr>
<tr>
<td>HIST FTTS: FIFRA/TSCA Tracking System Administrative Case Listing</td>
<td>A complete administrative case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.</td>
<td>10/19/2006</td>
<td>03/01/2007</td>
<td>04/10/2007</td>
<td>40</td>
<td>Environmental Protection Agency</td>
<td>202-564-2501</td>
<td>12/17/2007</td>
<td>03/17/2008</td>
<td>No Update Planned</td>
</tr>
<tr>
<td>HIST FTTS INSPI: FIFRA/TSCA Tracking System Inspection &amp; Enforcement Case Listing</td>
<td>A complete inspection and enforcement case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.</td>
<td></td>
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</tr>
</tbody>
</table>
## DOT OPS: Incident and Accident Data
Department of Transportation, Office of Pipeline Safety Incident and Accident data.

<table>
<thead>
<tr>
<th>Date of Government Version: 07/31/2012</th>
<th>Source: Department of Transporation, Office of Pipeline Safety</th>
</tr>
</thead>
<tbody>
<tr>
<td>Date Data Arrived at EDR: 08/07/2012</td>
<td>Telephone: 202-366-4595</td>
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<tr>
<td>Date Made Active in Reports: 09/18/2012</td>
<td>Last EDR Contact: 01/19/2018</td>
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<tr>
<td>Number of Days to Update: 42</td>
<td>Next Scheduled EDR Contact: 05/14/2018</td>
</tr>
<tr>
<td></td>
<td>Data Release Frequency: Varies</td>
</tr>
</tbody>
</table>

## CONSENT: Superfund (CERCLA) Consent Decrees
Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

<table>
<thead>
<tr>
<th>Date of Government Version: 09/30/2017</th>
<th>Source: Department of Justice, Consent Decree Library</th>
</tr>
</thead>
<tbody>
<tr>
<td>Date Data Arrived at EDR: 11/10/2017</td>
<td>Telephone: Varies</td>
</tr>
<tr>
<td>Date Made Active in Reports: 01/12/2018</td>
<td>Last EDR Contact: 01/04/2018</td>
</tr>
<tr>
<td>Number of Days to Update: 63</td>
<td>Next Scheduled EDR Contact: 04/02/2018</td>
</tr>
<tr>
<td></td>
<td>Data Release Frequency: Varies</td>
</tr>
</tbody>
</table>

## BRS: Biennial Reporting System
The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

<table>
<thead>
<tr>
<th>Date of Government Version: 12/31/2015</th>
<th>Source: EPA/NTIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Date Data Arrived at EDR: 02/22/2017</td>
<td>Telephone: 800-424-9346</td>
</tr>
<tr>
<td>Date Made Active in Reports: 09/28/2017</td>
<td>Last EDR Contact: 02/23/2018</td>
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<tr>
<td>Number of Days to Update: 63</td>
<td>Next Scheduled EDR Contact: 06/04/2018</td>
</tr>
<tr>
<td></td>
<td>Data Release Frequency: Biennially</td>
</tr>
</tbody>
</table>

## INDIAN RESERV: Indian Reservations
This map layer portrays Indian administered lands of the United States that have any area equal to or greater than 640 acres.

<table>
<thead>
<tr>
<th>Date of Government Version: 12/31/2014</th>
<th>Source: USGS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Date Data Arrived at EDR: 07/14/2015</td>
<td>Telephone: 202-208-3710</td>
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<tr>
<td>Date Made Active in Reports: 01/10/2017</td>
<td>Last EDR Contact: 01/09/2018</td>
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<tr>
<td>Number of Days to Update: 218</td>
<td>Next Scheduled EDR Contact: 04/23/2018</td>
</tr>
<tr>
<td></td>
<td>Data Release Frequency: Semi-Annually</td>
</tr>
</tbody>
</table>

## FUSRAP: Formerly Utilized Sites Remedial Action Program
DOE established the Formerly Utilized Sites Remedial Action Program (FUSRAP) in 1974 to remediate sites where radioactive contamination remained from Manhattan Project and early U.S. Atomic Energy Commission (AEC) operations.

<table>
<thead>
<tr>
<th>Date of Government Version: 12/23/2016</th>
<th>Source: Department of Energy</th>
</tr>
</thead>
<tbody>
<tr>
<td>Date Data Arrived at EDR: 12/27/2016</td>
<td>Telephone: 202-586-3559</td>
</tr>
<tr>
<td>Date Made Active in Reports: 02/17/2017</td>
<td>Last EDR Contact: 01/19/2018</td>
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<tr>
<td>Number of Days to Update: 52</td>
<td>Next Scheduled EDR Contact: 05/21/2018</td>
</tr>
<tr>
<td></td>
<td>Data Release Frequency: Varies</td>
</tr>
</tbody>
</table>

## UMTRA: Uranium Mill Tailings Sites
Uranium ore was mined by private companies for federal government use in national defense programs. When the mills shut down, large piles of the sand-like material (mill tailings) remain after uranium has been extracted from the ore. Levels of human exposure to radioactive materials from the piles are low; however, in some cases tailings were used as construction materials before the potential health hazards of the tailings were recognized.
<table>
<thead>
<tr>
<th>Database Name</th>
<th>Description</th>
<th>Source</th>
<th>Telephone</th>
<th>Last EDR Contact</th>
<th>Next Scheduled EDR Contact</th>
<th>Data Release Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>LEAD SMELTER 1: Lead Smelter Sites</td>
<td>A listing of former lead smelter site locations.</td>
<td>Department of Energy</td>
<td>505-845-0011</td>
<td>02/23/2018</td>
<td>06/04/2018</td>
<td>Varies</td>
</tr>
<tr>
<td>LEAD SMELTER 2: Lead Smelter Sites</td>
<td>A list of several hundred sites in the U.S. where secondary lead smelting was done from 1931 and 1964. These sites may pose a threat to public health through ingestion or inhalation of contaminated soil or dust</td>
<td>Environmental Protection Agency</td>
<td>703-603-8787</td>
<td>02/06/2018</td>
<td>05/21/2018</td>
<td>Varies</td>
</tr>
<tr>
<td>US AIRS (AFS): Aerometric Information Retrieval System Facility Subsystem (AFS)</td>
<td>The database is a sub-system of Aerometric Information Retrieval System (AIRS). AFS contains compliance data on air pollution point sources regulated by the U.S. EPA and/or state and local air regulatory agencies. This information comes from source reports by various stationary sources of air pollution, such as electric power plants, steel mills, factories, and universities, and provides information about the air pollutants they produce. Action, air program, air program pollutant, and general level plant data. It is used to track emissions and compliance data from industrial plants.</td>
<td>EPA</td>
<td>202-564-2496</td>
<td>09/26/2017</td>
<td>01/08/2018</td>
<td>Annually</td>
</tr>
<tr>
<td>US MINES: Mines Master Index File</td>
<td>Contains all mine identification numbers issued for mines active or opened since 1971. The data also includes violation information.</td>
<td>Department of Labor, Mine Safety and Health Administration</td>
<td>303-231-5959</td>
<td>11/28/2017</td>
<td>03/12/2018</td>
<td>Semi-Annually</td>
</tr>
<tr>
<td>US MINES 2: Ferrous and Nonferrous Metal Mines Database Listing</td>
<td>This map layer includes ferrous (ferrous metal mines are facilities that extract ferrous metals, such as iron ore or molybdenum) and nonferrous (Nonferrous metal mines are facilities that extract nonferrous metals, such as gold, silver, copper, zinc, and lead) metal mines in the United States.</td>
<td>EPA</td>
<td>202-564-2496</td>
<td>11/28/2017</td>
<td>03/12/2018</td>
<td>Semi-Annually</td>
</tr>
</tbody>
</table>
US MINES 3: Active Mines & Mineral Plants Database Listing

Active Mines and Mineral Processing Plant operations for commodities monitored by the Minerals Information Team of the USGS.

Date of Government Version: 04/14/2011
Date Data Arrived at EDR: 06/08/2011
Date Made Active in Reports: 09/13/2011
Number of Days to Update: 97
Next Scheduled EDR Contact: 03/12/2018
Data Release Frequency: Varies

Source: USGS
Telephone: 703-648-7709

ABANDONED MINES: Abandoned Mines

An inventory of land and water impacted by past mining (primarily coal mining) is maintained by OSMRE to provide information needed to implement the Surface Mining Control and Reclamation Act of 1977 (SMCRA). The inventory contains information on the location, type, and extent of AML impacts, as well as, information on the cost associated with the reclamation of those problems. The inventory is based upon field surveys by State, Tribal, and OSMRE program officials. It is dynamic to the extent that it is modified as new problems are identified and existing problems are reclaimed.

Date of Government Version: 09/25/2017
Date Data Arrived at EDR: 09/26/2017
Date Made Active in Reports: 10/20/2017
Number of Days to Update: 24
Next Scheduled EDR Contact: 03/26/2018
Data Release Frequency: Quarterly

Source: Department of Interior
Telephone: 202-208-2609

FINDS: Facility Index System/Facility Registry System

Facility Index System. FINDS contains both facility information and ‘pointers’ to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 07/23/2017
Date Data Arrived at EDR: 09/06/2017
Date Made Active in Reports: 09/15/2017
Number of Days to Update: 9
Next Scheduled EDR Contact: 03/19/2018
Data Release Frequency: Quarterly

Source: EPA
Telephone: (415) 947-8000

ECHO: Enforcement & Compliance History Information

ECHO provides integrated compliance and enforcement information for about 800,000 regulated facilities nationwide.

Date of Government Version: 09/02/2017
Date Data Arrived at EDR: 09/06/2017
Date Made Active in Reports: 10/20/2017
Number of Days to Update: 44
Next Scheduled EDR Contact: 03/19/2018
Data Release Frequency: Quarterly

Source: Environmental Protection Agency
Telephone: 202-564-2280

UXO: Unexploded Ordnance Sites

A listing of unexploded ordnance site locations

Date of Government Version: 09/30/2016
Date Data Arrived at EDR: 10/31/2017
Date Made Active in Reports: 01/12/2018
Number of Days to Update: 73
Next Scheduled EDR Contact: 04/30/2018
Data Release Frequency: Varies

Source: Department of Defense
Telephone: 703-704-1564

Last EDR Contact: 01/02/2018
Next Scheduled EDR Contact: 04/30/2018
Data Release Frequency: Varies
DOCKET HWC: Hazardous Waste Compliance Docket Listing
A complete list of the Federal Agency Hazardous Waste Compliance Docket Facilities.

Date of Government Version: 06/27/2017  Source: Environmental Protection Agency
Date Data Arrived at EDR: 11/21/2017  Telephone: 202-564-0527
Date Made Active in Reports: 01/12/2018  Last EDR Contact: 01/19/2018
Number of Days to Update: 52  Next Scheduled EDR Contact: 03/12/2018
Data Release Frequency: Varies

FUELS PROGRAM: EPA Fuels Program Registered Listing
This listing includes facilities that are registered under the Part 80 (Code of Federal Regulations) EPA Fuels Programs. All companies now are required to submit new and updated registrations.

Date of Government Version: 11/20/2017  Source: EPA
Date Data Arrived at EDR: 11/20/2017  Telephone: 800-385-6164
Date Made Active in Reports: 01/12/2018  Last EDR Contact: 02/21/2018
Number of Days to Update: 53  Next Scheduled EDR Contact: 06/04/2018
Data Release Frequency: Quarterly

CA BOND EXP. PLAN: Bond Expenditure Plan
Department of Health Services developed a site-specific expenditure plan as the basis for an appropriation of Hazardous Substance Cleanup Bond Act funds. It is not updated.

Date of Government Version: 01/01/1989  Source: Department of Health Services
Date Data Arrived at EDR: 07/27/1994  Telephone: 916-255-2118
Date Made Active in Reports: 08/02/1994  Last EDR Contact: 05/31/1994
Number of Days to Update: 6  Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

CORTESE: “Cortese” Hazardous Waste & Substances Sites List
The sites for the list are designated by the State Water Resource Control Board (LUST), the Integrated Waste Board (SWF/LS), and the Department of Toxic Substances Control (Cal-Sites).

Date of Government Version: 02/08/2018  Source: CAL EPA/Office of Emergency Information
Date Data Arrived at EDR: 02/08/2018  Telephone: 916-323-3400
Date Made Active in Reports: 02/08/2018  Last EDR Contact: 02/08/2018
Number of Days to Update: 0  Next Scheduled EDR Contact: 04/09/2018
Data Release Frequency: Quarterly

DRYCLEANERS: Cleaner Facilities
A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaner’s agents; linen supply; coin-operated laundries and cleaning; drycleaning plants, except rugs; carpet and upholstery cleaning; industrial launderers; laundry and garment services.

Date of Government Version: 08/02/2017  Source: Department of Toxic Substance Control
Date Data Arrived at EDR: 08/08/2017  Telephone: 916-327-4498
Date Made Active in Reports: 10/16/2017  Last EDR Contact: 11/30/2017
Number of Days to Update: 69  Next Scheduled EDR Contact: 03/19/2018
Data Release Frequency: Annually

EMI: Emissions Inventory Data
Toxics and criteria pollutant emissions data collected by the ARB and local air pollution agencies.

Date of Government Version: 12/31/2015  Source: California Air Resources Board
Date Data Arrived at EDR: 03/21/2017  Telephone: 916-322-2990
Date Made Active in Reports: 08/15/2017  Last EDR Contact: 12/22/2017
Number of Days to Update: 147  Next Scheduled EDR Contact: 04/02/2018
Data Release Frequency: Varies
ENF: Enforcement Action Listing

Date of Government Version: 11/01/2017
Date Data Arrived at EDR: 11/03/2017
Date Made Active in Reports: 12/07/2017
Number of Days to Update: 34
Source: State Water Resources Control Board
Telephone: 916-445-9379
Last EDR Contact: 01/22/2018
Next Scheduled EDR Contact: 05/07/2018
Data Release Frequency: Varies

Financial Assurance 1: Financial Assurance Information Listing

Date of Government Version: 10/23/2017
Date Data Arrived at EDR: 10/24/2017
Date Made Active in Reports: 12/15/2017
Number of Days to Update: 52
Source: Department of Toxic Substances Control
Telephone: 916-255-3628
Last EDR Contact: 01/22/2018
Next Scheduled EDR Contact: 05/07/2018
Data Release Frequency: Varies

Financial Assurance 2: Financial Assurance Information Listing
A listing of financial assurance information for solid waste facilities. Financial assurance is intended to ensure that resources are available to pay for the cost of closure, post-closure care, and corrective measures if the owner or operator of a regulated facility is unable or unwilling to pay.

Date of Government Version: 11/14/2017
Date Data Arrived at EDR: 11/17/2017
Date Made Active in Reports: 12/18/2017
Number of Days to Update: 31
Source: California Integrated Waste Management Board
Telephone: 916-341-6066
Last EDR Contact: 02/08/2018
Next Scheduled EDR Contact: 05/28/2018
Data Release Frequency: Varies

HAZNET: Facility and Manifest Data
Facility and Manifest Data. The data is extracted from the copies of hazardous waste manifests received each year by the DTSC. The annual volume of manifests is typically 700,000 - 1,000,000 annually, representing approximately 350,000 - 500,000 shipments. Data are from the manifests submitted without correction, and therefore many contain some invalid values for data elements such as generator ID, TSD ID, waste category, and disposal method. This database begins with calendar year 1993.

Date of Government Version: 12/31/2016
Date Data Arrived at EDR: 07/12/2017
Date Made Active in Reports: 10/17/2017
Number of Days to Update: 97
Source: California Environmental Protection Agency
Telephone: 916-255-1136
Last EDR Contact: 01/08/2018
Next Scheduled EDR Contact: 04/23/2018
Data Release Frequency: Annually

ICE: ICE
Contains data pertaining to the Permitted Facilities with Inspections / Enforcements sites tracked in Envirostor.

Date of Government Version: 11/20/2017
Date Data Arrived at EDR: 11/20/2017
Date Made Active in Reports: 12/27/2017
Number of Days to Update: 37
Source: Department of Toxic Substances Control
Telephone: 877-786-9427
Last EDR Contact: 02/21/2018
Next Scheduled EDR Contact: 06/04/2018
Data Release Frequency: Quarterly

HIST CORTESE: Hazardous Waste & Substance Site List
The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES]. This listing is no longer updated by the state agency.

Date of Government Version: 04/01/2001
Date Data Arrived at EDR: 01/22/2009
Date Made Active in Reports: 04/08/2009
Number of Days to Update: 76
Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 01/22/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned
GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

HWP: EnviroStor Permitted Facilities Listing
Detailed information on permitted hazardous waste facilities and corrective action ("cleanups") tracked in EnviroStor.

Date of Government Version: 11/20/2017
Date Data Arrived at EDR: 11/20/2017
Date Made Active in Reports: 12/27/2017
Number of Days to Update: 37
Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 02/21/2018
Next Scheduled EDR Contact: 06/04/2018
Data Release Frequency: Quarterly

HWT: Registered Hazardous Waste Transporter Database
A listing of hazardous waste transporters. In California, unless specifically exempted, it is unlawful for any person to transport hazardous wastes unless the person holds a valid registration issued by DTSC. A hazardous waste transporter registration is valid for one year and is assigned a unique registration number.

Date of Government Version: 01/08/2018
Date Data Arrived at EDR: 01/09/2018
Date Made Active in Reports: 02/06/2018
Number of Days to Update: 28
Source: Department of Toxic Substances Control
Telephone: 916-440-7145
Last EDR Contact: 01/09/2018
Next Scheduled EDR Contact: 04/23/2018
Data Release Frequency: Quarterly

MINES: Mines Site Location Listing
A listing of mine site locations from the Office of Mine Reclamation.

Date of Government Version: 12/11/2017
Date Data Arrived at EDR: 12/12/2017
Date Made Active in Reports: 01/12/2018
Number of Days to Update: 31
Source: Department of Conservation
Telephone: 916-322-1080
Last EDR Contact: 12/12/2017
Next Scheduled EDR Contact: 03/26/2018
Data Release Frequency: Quarterly

MWMP: Medical Waste Management Program Listing
The Medical Waste Management Program (MWMP) ensures the proper handling and disposal of medical waste by permitting and inspecting medical waste Offsite Treatment Facilities (PDF) and Transfer Stations (PDF) throughout the state. MWMP also oversees all Medical Waste Transporters.

Date of Government Version: 11/29/2017
Date Data Arrived at EDR: 12/05/2017
Date Made Active in Reports: 01/16/2018
Number of Days to Update: 42
Source: Department of Public Health
Telephone: 916-558-1784
Last EDR Contact: 12/05/2017
Next Scheduled EDR Contact: 03/19/2018
Data Release Frequency: Varies

NPDES: NPDES Permits Listing
A listing of NPDES permits, including stormwater.

Date of Government Version: 11/13/2017
Date Data Arrived at EDR: 11/14/2017
Date Made Active in Reports: 12/07/2017
Number of Days to Update: 23
Source: State Water Resources Control Board
Telephone: 916-445-9379
Last EDR Contact: 02/14/2018
Next Scheduled EDR Contact: 05/28/2018
Data Release Frequency: Quarterly

PEST LIC: Pesticide Regulation Licenses Listing
A listing of licenses and certificates issued by the Department of Pesticide Regulation. The DPR issues licenses and/or certificates to: Persons and businesses that apply or sell pesticides; Pest control dealers and brokers; Persons who advise on agricultural pesticide applications.

Date of Government Version: 12/04/2017
Date Data Arrived at EDR: 12/05/2017
Date Made Active in Reports: 01/16/2018
Number of Days to Update: 42
Source: Department of Pesticide Regulation
Telephone: 916-445-4038
Last EDR Contact: 12/05/2017
Next Scheduled EDR Contact: 03/19/2018
Data Release Frequency: Quarterly
TC5204365.2s   Page GR-29

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

PROC: Certified Processors Database
A listing of certified processors.
Date of Government Version: 12/11/2017
Date Data Arrived at EDR: 12/12/2017
Date Made Active in Reports: 01/16/2018
Number of Days to Update: 35
Next Scheduled EDR Contact: 03/26/2018
Data Release Frequency: Quarterly

NOTIFY 65: Proposition 65 Records
Listings of all Proposition 65 incidents reported to counties by the State Water Resources Control Board and the Regional Water Quality Control Board. This database is no longer updated by the reporting agency.
Date of Government Version: 12/14/2017
Date Data Arrived at EDR: 12/15/2017
Date Made Active in Reports: 01/16/2018
Number of Days to Update: 32
Next Scheduled EDR Contact: 04/02/2018
Data Release Frequency: No Update Planned

UIC: UIC Listing
A listing of wells identified as underground injection wells, in the California Oil and Gas Wells database.
Date of Government Version: 12/11/2017
Date Data Arrived at EDR: 12/12/2017
Date Made Active in Reports: 01/17/2018
Number of Days to Update: 36
Next Scheduled EDR Contact: 03/26/2018
Data Release Frequency: Varies

WASTEWATER PITS: Oil Wastewater Pits Listing
Water officials discovered that oil producers have been dumping chemical-laden wastewater into hundreds of unlined pits that are operating without proper permits. Inspections completed by the Central Valley Regional Water Quality Control Board revealed the existence of previously unidentified waste sites. The water board’s review found that more than one-third of the region’s active disposal pits are operating without permission.
Date of Government Version: 04/15/2015
Date Data Arrived at EDR: 04/17/2015
Date Made Active in Reports: 06/23/2015
Number of Days to Update: 67
Next Scheduled EDR Contact: 04/23/2018
Data Release Frequency: Varies

WDS: Waste Discharge System
Sites which have been issued waste discharge requirements.
Date of Government Version: 06/19/2007
Date Data Arrived at EDR: 06/20/2007
Date Made Active in Reports: 06/29/2007
Number of Days to Update: 9
Next Scheduled EDR Contact: 06/04/2018
Data Release Frequency: Quarterly

WIP: Well Investigation Program Case List
Well Investigation Program case in the San Gabriel and San Fernando Valley area.
Date of Government Version: 07/03/2009
Date Data Arrived at EDR: 07/21/2009
Date Made Active in Reports: 08/03/2009
Number of Days to Update: 13
Next Scheduled EDR Contact: 04/09/2018
Data Release Frequency: Varies
**EDR HIGH RISK HISTORICAL RECORDS**

**EDR Exclusive Records**

**EDR MGP:** EDR Proprietary Manufactured Gas Plants

The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR’s researchers. Manufactured gas sites were used in the United States from the 1800’s to 1950’s to produce a gas that could be distributed and used as fuel. These plants used whale oil, rosin, coal, or a mixture of coal, oil, and water that also produced a significant amount of waste. Many of the byproducts of the gas production, such as coal tar (oily waste containing volatile and non-volatile chemicals), sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from this process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination.

**EDR Hist Auto:** EDR Exclusive Historical Auto Stations

EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR’s review was limited to those categories of sources that might, in EDR’s opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as “High Risk Historical Records”, or HRHR. EDR’s HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

**EDR Hist Cleaner:** EDR Exclusive Historical Cleaners

EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR’s review was limited to those categories of sources that might, in EDR’s opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc. This database falls within a category of information EDR classifies as “High Risk Historical Records”, or HRHR. EDR’s HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

**EDR RECOVERED GOVERNMENT ARCHIVES**

**Exclusive Recovered Govt. Archives**

**RGA LF:** Recovered Government Archive Solid Waste Facilities List

The EDR Recovered Government Archive Landfill database provides a list of landfills derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the Department of Resources Recycling and Recovery in California.
RGA LUST: Recovered Government Archive Leaking Underground Storage Tank
The EDR Recovered Government Archive Leaking Underground Storage Tank database provides a list of LUST incidents derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the State Water Resources Control Board in California.

COUNTY RECORDS

ALAMEDA COUNTY:

Contaminated Sites
A listing of contaminated sites overseen by the Toxic Release Program (oil and groundwater contamination from chemical releases and spills) and the Leaking Underground Storage Tank Program (soil and ground water contamination from leaking petroleum USTs).

Underground Tanks
Underground storage tank sites located in Alameda county.

AMADOR COUNTY:

CUPA Facility List

BUTTE COUNTY:

CUPA Facility Listing

Cupa facility list.
<table>
<thead>
<tr>
<th>County</th>
<th>Listing</th>
<th>Date of Government Version</th>
<th>Date Data Arrived at EDR</th>
<th>Date Made Active in Reports</th>
<th>Number of Days to Update</th>
<th>Source</th>
<th>Telephone</th>
<th>Last EDR Contact</th>
<th>Next Scheduled EDR Contact</th>
<th>Data Release Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Calaveras County</td>
<td>CUPA Facility Listing</td>
<td>08/31/2017</td>
<td>09/05/2017</td>
<td>11/08/2017</td>
<td>64</td>
<td>Calaveras County Environmental Health</td>
<td>209-754-6399</td>
<td>12/20/2017</td>
<td>10/09/2017</td>
<td>Quarterly</td>
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<tr>
<td>Colusa County</td>
<td>CUPA Facility List</td>
<td>08/07/2017</td>
<td>08/08/2017</td>
<td>10/16/2017</td>
<td>69</td>
<td>Health &amp; Human Services</td>
<td>530-458-0396</td>
<td>02/14/2018</td>
<td>05/21/2018</td>
<td>Semi-Annually</td>
</tr>
<tr>
<td>Contra Costa County</td>
<td>Site List</td>
<td>11/20/2017</td>
<td>11/29/2017</td>
<td>01/19/2018</td>
<td>51</td>
<td>Contra Costa Health Services Department</td>
<td>925-646-2286</td>
<td>01/29/2018</td>
<td>05/14/2018</td>
<td>Semi-Annually</td>
</tr>
<tr>
<td>Del Norte County</td>
<td>CUPA Facility List</td>
<td>10/31/2017</td>
<td>11/01/2017</td>
<td>11/14/2017</td>
<td>13</td>
<td>Del Norte County Environmental Health Division</td>
<td>707-465-0426</td>
<td>01/29/2018</td>
<td>05/14/2018</td>
<td>Varies</td>
</tr>
<tr>
<td>El Dorado County</td>
<td>CUPA Facility List</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
FRESNO COUNTY:

CUPA Resources List
Certified Unified Program Agency. CUPA's are responsible for implementing a unified hazardous materials and hazardous waste management regulatory program. The agency provides oversight of businesses that deal with hazardous materials, operate underground storage tanks or aboveground storage tanks.

Date of Government Version: 10/03/2017
Date Data Arrived at EDR: 10/06/2017
Date Made Active in Reports: 11/15/2017
Number of Days to Update: 40
Source: Dept. of Community Health
Telephone: 559-445-3271
Last EDR Contact: 02/22/2018
Next Scheduled EDR Contact: 04/16/2018
Data Release Frequency: Semi-Annually

GLENN COUNTY:

CUPA Facility List
Cupa facility list.

Date of Government Version: 10/25/2017
Date Data Arrived at EDR: 10/27/2017
Date Made Active in Reports: 11/15/2017
Number of Days to Update: 19
Source: Glenn County Air Pollution Control District
Telephone: 830-934-6500
Last EDR Contact: 01/22/2018
Next Scheduled EDR Contact: 05/07/2018
Data Release Frequency: Varies

HUMBOLDT COUNTY:

CUPA Facility List
CUPA facility list.

Date of Government Version: 08/03/2017
Date Data Arrived at EDR: 08/08/2017
Date Made Active in Reports: 10/16/2017
Number of Days to Update: 69
Source: Humboldt County Environmental Health
Telephone: N/A
Last EDR Contact: 02/05/2018
Next Scheduled EDR Contact: 06/04/2018
Data Release Frequency: Semi-Annually

IMPERIAL COUNTY:

CUPA Facility List
Cupa facility list.

Date of Government Version: 10/23/2017
Date Data Arrived at EDR: 10/24/2017
Date Made Active in Reports: 11/15/2017
Number of Days to Update: 22
Source: San Diego Border Field Office
Telephone: 760-339-2777
Last EDR Contact: 01/22/2018
Next Scheduled EDR Contact: 05/07/2018
Data Release Frequency: Varies

INYO COUNTY:
CUPA Facility List
Cupa facility list.
Date of Government Version: 06/08/2017
Date Data Arrived at EDR: 06/09/2017
Date Made Active in Reports: 08/04/2017
Number of Days to Update: 56
Source: Inyo County Environmental Health Services
Telephone: 760-878-0238
Last EDR Contact: 02/14/2018
Next Scheduled EDR Contact: 06/04/2018
Data Release Frequency: Varies

KERN COUNTY:
Underground Storage Tank Sites & Tank Listing
Kern County Sites and Tanks Listing.
Date of Government Version: 11/02/2017
Date Data Arrived at EDR: 11/07/2017
Date Made Active in Reports: 12/20/2017
Number of Days to Update: 43
Source: Kern County Environment Health Services Department
Telephone: 661-862-8700
Last EDR Contact: 02/01/2018
Next Scheduled EDR Contact: 05/21/2018
Data Release Frequency: Quarterly

KINGS COUNTY:
CUPA Facility List
A listing of sites included in the county’s Certified Unified Program Agency database. California’s Secretary
for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program
as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration,
permits, inspections, and enforcement activities.
Date of Government Version: 11/14/2017
Date Data Arrived at EDR: 11/17/2017
Date Made Active in Reports: 12/15/2017
Number of Days to Update: 28
Source: Kings County Department of Public Health
Telephone: 559-584-1411
Last EDR Contact: 02/14/2018
Next Scheduled EDR Contact: 06/04/2018
Data Release Frequency: Varies

LAKE COUNTY:
CUPA Facility List
Cupa facility list
Date of Government Version: 11/09/2017
Date Data Arrived at EDR: 11/10/2017
Date Made Active in Reports: 11/15/2017
Number of Days to Update: 5
Source: Lake County Environmental Health
Telephone: 707-263-1164
Last EDR Contact: 01/16/2018
Next Scheduled EDR Contact: 04/30/2018
Data Release Frequency: Varies

LASSEN COUNTY:
CUPA Facility List
Cupa facility list
Date of Government Version: 07/24/2017
Date Data Arrived at EDR: 07/26/2017
Date Made Active in Reports: 10/16/2017
Number of Days to Update: 82
Source: Lassen County Environmental Health
Telephone: 530-251-8528
Last EDR Contact: 01/22/2018
Next Scheduled EDR Contact: 05/07/2018
Data Release Frequency: Varies

LOS ANGELES COUNTY:
San Gabriel Valley Areas of Concern
San Gabriel Valley areas where VOC contamination is at or above the MCL as designated by region 9 EPA office.

Date of Government Version: 03/30/2009
Date Data Arrived at EDR: 03/31/2009
Date Made Active in Reports: 10/23/2009
Number of Days to Update: 206

Source: EPA Region 9
Telephone: 415-972-3178
Last EDR Contact: 12/13/2017
Next Scheduled EDR Contact: 04/02/2018
Data Release Frequency: No Update Planned

HMS: Street Number List
Industrial Waste and Underground Storage Tank Sites.

Date of Government Version: 10/11/2017
Date Data Arrived at EDR: 10/12/2017
Date Made Active in Reports: 10/17/2017
Number of Days to Update: 5

Source: Department of Public Works
Telephone: 626-458-3517
Last EDR Contact: 01/04/2018
Next Scheduled EDR Contact: 04/23/2018
Data Release Frequency: Semi-Annually

List of Solid Waste Facilities
Solid Waste Facilities in Los Angeles County.

Date of Government Version: 01/16/2018
Date Data Arrived at EDR: 01/16/2018
Date Made Active in Reports: 02/14/2018
Number of Days to Update: 29

Source: La County Department of Public Works
Telephone: 818-458-5185
Last EDR Contact: 01/16/2018
Next Scheduled EDR Contact: 04/30/2018
Data Release Frequency: Varies

City of Los Angeles Landfills
Landfills owned and maintained by the City of Los Angeles.

Date of Government Version: 01/01/2017
Date Data Arrived at EDR: 04/21/2017
Date Made Active in Reports: 05/10/2017
Number of Days to Update: 171

Source: Engineering & Construction Division
Telephone: 213-473-7869
Last EDR Contact: 01/10/2018
Next Scheduled EDR Contact: 04/30/2018
Data Release Frequency: Varies

Site Mitigation List
Industrial sites that have had some sort of spill or complaint.

Date of Government Version: 01/01/2018
Date Data Arrived at EDR: 01/17/2018
Date Made Active in Reports: 02/14/2018
Number of Days to Update: 28

Source: Community Health Services
Telephone: 323-890-7806
Last EDR Contact: 01/17/2018
Next Scheduled EDR Contact: 04/30/2018
Data Release Frequency: Varies

City of El Segundo Underground Storage Tank
Underground storage tank sites located in El Segundo city.

Date of Government Version: 01/21/2017
Date Data Arrived at EDR: 04/19/2017
Date Made Active in Reports: 05/10/2017
Number of Days to Update: 21

Source: City of El Segundo Fire Department
Telephone: 310-524-2236
Last EDR Contact: 01/10/2018
Next Scheduled EDR Contact: 04/30/2018
Data Release Frequency: Semi-Annually

City of Long Beach Underground Storage Tank
Underground storage tank sites located in the city of Long Beach.

Date of Government Version: 03/09/2017
Date Data Arrived at EDR: 03/10/2017
Date Made Active in Reports: 05/03/2017
Number of Days to Update: 54

Source: City of Long Beach Fire Department
Telephone: 562-570-2563
Last EDR Contact: 01/22/2018
Next Scheduled EDR Contact: 05/07/2018
Data Release Frequency: Annually
City of Torrance Underground Storage Tank
Underground storage tank sites located in the city of Torrance.

Source: City of Torrance Fire Department
Telephone: 310-618-2973
Last EDR Contact: 01/04/2018
Next Scheduled EDR Contact: 04/23/2018
Data Release Frequency: Semi-Annually

MADERA COUNTY:
CUPA Facility List
A listing of sites included in the county’s Certified Unified Program Agency database. California’s Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Source: Madera County Environmental Health
Telephone: 559-675-7823
Last EDR Contact: 02/14/2018
Next Scheduled EDR Contact: 06/04/2018
Data Release Frequency: Varies

MARIN COUNTY:
Underground Storage Tank Sites
Currently permitted USTs in Marin County.

Source: Public Works Department Waste Management
Telephone: 415-473-6647
Last EDR Contact: 01/02/2018
Next Scheduled EDR Contact: 04/16/2018
Data Release Frequency: Semi-Annually

MERCED COUNTY:
CUPA Facility List
CUPA facility list.

Source: Merced County Environmental Health
Telephone: 209-381-1094
Last EDR Contact: 02/14/2018
Next Scheduled EDR Contact: 06/04/2018
Data Release Frequency: Varies

MONO COUNTY:
CUPA Facility List
CUPA Facility List

Source: Mono County Health Department
Telephone: 760-932-5580
Last EDR Contact: 02/22/2018
Next Scheduled EDR Contact: 06/11/2018
Data Release Frequency: Varies

MONTEREY COUNTY:
### CUPA Facility Listing

CUPA Program listing from the Environmental Health Division.

- **Date of Government Version:** 01/09/2018
- **Source:** Monterey County Health Department
- **Telephone:** 831-796-1297
- **Last EDR Contact:** 02/20/2018
- **Next Scheduled EDR Contact:** 06/04/2018
- **Data Release Frequency:** Varies

### NAPA COUNTY:

#### Sites With Reported Contamination

A listing of leaking underground storage tank sites located in Napa county.

<table>
<thead>
<tr>
<th>Date of Government Version: 01/09/2017</th>
<th>Source: Napa County Department of Environmental Management</th>
</tr>
</thead>
<tbody>
<tr>
<td>Date Data Arrived at EDR: 01/11/2017</td>
<td>Telephone: 707-253-4269</td>
</tr>
<tr>
<td>Date Made Active in Reports: 03/02/2017</td>
<td>Last EDR Contact: 02/22/2018</td>
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<tr>
<td>Number of Days to Update: 50</td>
<td>Next Scheduled EDR Contact: 06/11/2018</td>
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<tr>
<td>Data Release Frequency: No Update Planned</td>
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</tr>
</tbody>
</table>

#### Closed and Operating Underground Storage Tank Sites

Underground storage tank sites located in Napa county.

<table>
<thead>
<tr>
<th>Date of Government Version: 11/22/2017</th>
<th>Source: Napa County Department of Environmental Management</th>
</tr>
</thead>
<tbody>
<tr>
<td>Date Data Arrived at EDR: 11/27/2017</td>
<td>Telephone: 707-253-4269</td>
</tr>
<tr>
<td>Date Made Active in Reports: 12/19/2017</td>
<td>Last EDR Contact: 02/22/2018</td>
</tr>
<tr>
<td>Number of Days to Update: 22</td>
<td>Next Scheduled EDR Contact: 06/11/2018</td>
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<tr>
<td>Data Release Frequency: No Update Planned</td>
<td></td>
</tr>
</tbody>
</table>

### NEVADA COUNTY:

#### CUPA Facility List

CUPA facility list.

- **Date of Government Version:** 11/02/2017
- **Source:** Community Development Agency
- **Telephone:** 530-265-1467
- **Last EDR Contact:** 01/29/2018
- **Next Scheduled EDR Contact:** 05/14/2018
- **Data Release Frequency:** Varies

### ORANGE COUNTY:

#### List of Industrial Site Cleanups

Petroleum and non-petroleum spills.

- **Date of Government Version:** 11/02/2017
- **Source:** Health Care Agency
- **Telephone:** 714-834-3446
- **Last EDR Contact:** 02/05/2018
- **Next Scheduled EDR Contact:** 05/21/2018
- **Data Release Frequency:** Annually

#### List of Underground Storage Tank Cleanups

Orange County Underground Storage Tank Cleanups (LUST).

- **Date of Government Version:** 11/02/2017
- **Source:** Health Care Agency
- **Telephone:** 714-834-3446
- **Last EDR Contact:** 02/05/2018
- **Next Scheduled EDR Contact:** 05/21/2018
- **Data Release Frequency:** Quarterly
List of Underground Storage Tank Facilities
Orange County Underground Storage Tank Facilities (UST).
Date of Government Version: 11/02/2017  
Source: Health Care Agency  
Telephone: 714-834-3446  
Last EDR Contact: 02/07/2018  
Next Scheduled EDR Contact: 05/21/2018  
Data Release Frequency: Quarterly

PLACER COUNTY:
Master List of Facilities
List includes aboveground tanks, underground tanks and cleanup sites.
Date of Government Version: 12/08/2017  
Source: Placer County Health and Human Services  
Telephone: 530-745-2363  
Last EDR Contact: 11/30/2017  
Next Scheduled EDR Contact: 03/19/2018  
Data Release Frequency: Semi-Annually

CUPA Facility List
Plumas County CUPA Program facilities.
Date of Government Version: 10/23/2017  
Source: Plumas County Environmental Health  
Telephone: 530-283-6355  
Last EDR Contact: 01/22/2018  
Next Scheduled EDR Contact: 05/07/2018  
Data Release Frequency: Varies

RIVERSIDE COUNTY:
Listing of Underground Tank Cleanup Sites
Riverside County Underground Storage Tank Cleanup Sites (LUST).
Date of Government Version: 10/11/2017  
Source: Department of Environmental Health  
Telephone: 951-358-5055  
Last EDR Contact: 12/15/2017  
Next Scheduled EDR Contact: 04/02/2018  
Data Release Frequency: Quarterly

Underground Storage Tank Tank List
Underground storage tank sites located in Riverside county.
Date of Government Version: 10/12/2017  
Source: Department of Environmental Health  
Telephone: 951-358-5055  
Last EDR Contact: 12/15/2017  
Next Scheduled EDR Contact: 04/02/2018  
Data Release Frequency: Quarterly

SACRAMENTO COUNTY:
Toxic Site Clean-Up List
List of sites where unauthorized releases of potentially hazardous materials have occurred.
Master Hazardous Materials Facility List
Any business that has hazardous materials on site - hazardous material storage sites, underground storage tanks, waste generators.

SAN BENITO COUNTY:

CUPA Facility List
Cupa facility list

SAN BERNARDINO COUNTY:

Hazardous Material Permits
This listing includes underground storage tanks, medical waste handlers/generators, hazardous materials handlers, hazardous waste generators, and waste oil generators/handlers.

SAN DIEGO COUNTY:

Hazardous Materials Management Division Database
The database includes: HE58 - This report contains the business name, site address, business phone number, establishment 'H' permit number, type of permit, and the business status. HE17 - In addition to providing the same information provided in the HE58 listing, HE17 provides inspection dates, violations received by the establishment, hazardous waste generated, the quantity, method of storage, treatment/disposal of waste and the hauler, and information on underground storage tanks. Unauthorized Release List - Includes a summary of environmental contamination cases in San Diego County (underground tank cases, non-tank cases, groundwater contamination, and soil contamination are included.)
Solid Waste Facilities
San Diego County Solid Waste Facilities.

Source: Department of Health Services
Date of Government Version: 10/31/2015
Date Data Arrived at EDR: 11/07/2015
Date Made Active in Reports: 01/04/2016
Number of Days to Update: 58
Next Scheduled EDR Contact: 05/07/2018
Data Release Frequency: Varies

Environmental Case Listing
The listing contains all underground tank release cases and projects pertaining to properties contaminated with hazardous substances that are actively under review by the Site Assessment and Mitigation Program.

Source: San Diego County Department of Environmental Health
Date of Government Version: 03/23/2010
Date Data Arrived at EDR: 06/15/2010
Date Made Active in Reports: 07/09/2010
Number of Days to Update: 24
Next Scheduled EDR Contact: 03/19/2018
Data Release Frequency: No Update Planned

SAN FRANCISCO COUNTY:
Local Oversight Facilities
A listing of leaking underground storage tank sites located in San Francisco county.

Source: Department Of Public Health San Francisco County
Date of Government Version: 09/19/2008
Date Data Arrived at EDR: 09/19/2008
Date Made Active in Reports: 09/29/2008
Number of Days to Update: 10
Last EDR Contact: 02/01/2018
Next Scheduled EDR Contact: 05/21/2018
Data Release Frequency: Quarterly

Underground Storage Tank Information
Underground storage tank sites located in San Francisco county.

Source: Department of Public Health
Date of Government Version: 11/02/2017
Date Data Arrived at EDR: 11/07/2017
Date Made Active in Reports: 12/19/2017
Number of Days to Update: 42
Next Scheduled EDR Contact: 05/21/2018
Data Release Frequency: Quarterly

SAN JOAQUIN COUNTY:
San Joaquin Co. UST
A listing of underground storage tank locations in San Joaquin county.

Source: Environmental Health Department
Date of Government Version: 12/20/2017
Date Data Arrived at EDR: 12/21/2017
Date Made Active in Reports: 02/01/2018
Number of Days to Update: 42
Last EDR Contact: 12/13/2017
Next Scheduled EDR Contact: 04/02/2018
Data Release Frequency: Semi-Annually

SAN LUIS OBISPO COUNTY:
CUPA Facility List
Cupa Facility List.

Source: San Luis Obispo County Public Health Department
Date of Government Version: 11/16/2017
Date Data Arrived at EDR: 11/17/2017
Date Made Active in Reports: 12/18/2017
Number of Days to Update: 31
Next Scheduled EDR Contact: 06/04/2018
Data Release Frequency: Varies

SAN MATEO COUNTY:
Business Inventory
List includes Hazardous Materials Business Plan, hazardous waste generators, and underground storage tanks.

Date of Government Version: 12/12/2017
Date Data Arrived at EDR: 12/14/2017
Date Made Active in Reports: 01/11/2018
Number of Days to Update: 28

Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 12/06/2017
Next Scheduled EDR Contact: 03/26/2018
Data Release Frequency: Annually

Fuel Leak List
A listing of leaking underground storage tank sites located in San Mateo county.

Date of Government Version: 12/12/2017
Date Data Arrived at EDR: 12/14/2017
Date Made Active in Reports: 01/12/2018
Number of Days to Update: 29

Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 01/22/2018
Next Scheduled EDR Contact: 03/26/2018
Data Release Frequency: Semi-Annually

SANTA BARBARA COUNTY:

CUPA Facility Listing
CUPA Program Listing from the Environmental Health Services division.

Date of Government Version: 09/08/2011
Date Data Arrived at EDR: 09/09/2011
Date Made Active in Reports: 10/07/2011
Number of Days to Update: 28

Source: Santa Barbara County Public Health Department
Telephone: 805-686-8167
Last EDR Contact: 02/15/2018
Next Scheduled EDR Contact: 06/04/2018
Data Release Frequency: Varies

SANTA CLARA COUNTY:

Cupa Facility List
Cupa facility list

Date of Government Version: 11/14/2017
Date Data Arrived at EDR: 11/16/2017
Date Made Active in Reports: 01/04/2018
Number of Days to Update: 49

Source: Department of Environmental Health
Telephone: 408-918-1973
Last EDR Contact: 02/15/2018
Next Scheduled EDR Contact: 06/04/2018
Data Release Frequency: Varies

HIST LUST - Fuel Leak Site Activity Report
A listing of open and closed leaking underground storage tanks. This listing is no longer updated by the county.

Leaking underground storage tanks are now handled by the Department of Environmental Health.

Date of Government Version: 03/29/2005
Date Data Arrived at EDR: 03/30/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 22

Source: Santa Clara Valley Water District
Telephone: 408-265-2600
Last EDR Contact: 03/23/2009
Next Scheduled EDR Contact: 06/22/2009
Data Release Frequency: No Update Planned

LOP Listing
A listing of leaking underground storage tanks located in Santa Clara county.

Date of Government Version: 03/03/2014
Date Data Arrived at EDR: 03/05/2014
Date Made Active in Reports: 03/18/2014
Number of Days to Update: 13

Source: Department of Environmental Health
Telephone: 408-918-3417
Last EDR Contact: 02/22/2018
Next Scheduled EDR Contact: 06/11/2018
Data Release Frequency: Annually
Hazardous Material Facilities
Hazardous material facilities, including underground storage tank sites.

Date of Government Version: 11/01/2017  
Source: City of San Jose Fire Department
Telephone: 408-535-7694
Last EDR Contact: 02/01/2018
Next Scheduled EDR Contact: 05/21/2018
Data Release Frequency: Annually

SANTA CRUZ COUNTY:

CUPA Facility List
CUPA facility listing.

Date of Government Version: 01/21/2017  
Source: Santa Cruz County Environmental Health
Telephone: 831-464-2761
Last EDR Contact: 02/15/2018
Next Scheduled EDR Contact: 06/04/2018
Data Release Frequency: Varies

SHASTA COUNTY:

CUPA Facility List
Cupa Facility List.

Date of Government Version: 06/15/2017  
Source: Shasta County Department of Resource Management
Telephone: 530-225-5789
Last EDR Contact: 02/15/2018
Next Scheduled EDR Contact: 06/04/2018
Data Release Frequency: Varies

SOLANO COUNTY:

Leaking Underground Storage Tanks
A listing of leaking underground storage tank sites located in Solano county.

Date of Government Version: 12/14/2017  
Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 12/08/2017
Next Scheduled EDR Contact: 03/19/2018
Data Release Frequency: Quarterly

Underground Storage Tanks
Underground storage tank sites located in Solano county.

Date of Government Version: 12/14/2017  
Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 12/08/2017
Next Scheduled EDR Contact: 03/19/2018
Data Release Frequency: Quarterly

SONOMA COUNTY:

Cupa Facility List
Cupa Facility list
Leaking Underground Storage Tank Sites
A listing of leaking underground storage tank sites located in Sonoma county.

Date of Government Version: 01/04/2018
Source: Department of Health Services
Telephone: 707-565-6556
Last EDR Contact: 01/04/2018
Next Scheduled EDR Contact: 04/09/2018
Data Release Frequency: Quarterly

STANISLAUS COUNTY:

CUPA Facility List
Cupa facility list

Date of Government Version: 11/01/2017
Source: Stanislaus County Department of Environmental Protection
Telephone: 209-525-6751
Last EDR Contact: 01/16/2018
Next Scheduled EDR Contact: 04/30/2018
Data Release Frequency: Varies

SUTTER COUNTY:

Underground Storage Tanks
Underground storage tank sites located in Sutter county.

Date of Government Version: 12/01/2017
Source: Sutter County Department of Agriculture
Telephone: 530-822-7500
Last EDR Contact: 12/01/2017
Next Scheduled EDR Contact: 03/19/2018
Data Release Frequency: Semi-Annually

TEHAMA COUNTY:

CUPA Facility List
Cupa facilities

Date of Government Version: 11/16/2017
Source: Tehama County Department of Environmental Health
Telephone: 530-527-8020
Last EDR Contact: 02/01/2018
Next Scheduled EDR Contact: 05/21/2018
Data Release Frequency: Varies

TRINITY COUNTY:

CUPA Facility List
Cupa facility list

Date of Government Version: 10/23/2017
Source: Department of Toxic Substances Control
Telephone: 760-352-0381
Last EDR Contact: 01/22/2018
Next Scheduled EDR Contact: 05/07/2018
Data Release Frequency: Varies

TULARE COUNTY:
CUPA Facility List
Cupa program facilities
Date of Government Version: 09/27/2017
Date Data Arrived at EDR: 09/28/2017
Date Made Active in Reports: 10/16/2017
Number of Days to Update: 18
Source: Tulare County Environmental Health Services Division
Telephone: 559-624-7400
Last EDR Contact: 02/15/2018
Next Scheduled EDR Contact: 05/21/2018
Data Release Frequency: Varies

TUOLUMNE COUNTY:
CUPA Facility List
Cupa facility list
Date of Government Version: 10/24/2017
Date Data Arrived at EDR: 10/25/2017
Date Made Active in Reports: 11/16/2017
Number of Days to Update: 22
Source: Division of Environmental Health
Telephone: 209-533-5633
Last EDR Contact: 01/22/2018
Next Scheduled EDR Contact: 05/07/2018
Data Release Frequency: Varies

VENTURA COUNTY:
Business Plan, Hazardous Waste Producers, and Operating Underground Tanks
The BWT list indicates by site address whether the Environmental Health Division has Business Plan (B), Waste Producer (W), and/or Underground Tank (T) information.
Date of Government Version: 09/26/2017
Date Data Arrived at EDR: 10/25/2017
Date Made Active in Reports: 12/07/2017
Number of Days to Update: 43
Source: Ventura County Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 01/22/2018
Next Scheduled EDR Contact: 05/07/2018
Data Release Frequency: Quarterly

Inventory of Illegal Abandoned and Inactive Sites
Ventura County Inventory of Closed, Illegal Abandoned, and Inactive Sites.
Date of Government Version: 12/01/2011
Date Data Arrived at EDR: 12/01/2011
Date Made Active in Reports: 01/19/2012
Number of Days to Update: 49
Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 12/26/2017
Next Scheduled EDR Contact: 04/16/2018
Data Release Frequency: Annually

Listing of Underground Tank Cleanup Sites
Ventura County Underground Storage Tank Cleanup Sites (LUST).
Date of Government Version: 05/29/2008
Date Data Arrived at EDR: 06/24/2008
Date Made Active in Reports: 07/31/2008
Number of Days to Update: 37
Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 02/08/2018
Next Scheduled EDR Contact: 05/28/2018
Data Release Frequency: Quarterly

Medical Waste Program List
To protect public health and safety and the environment from potential exposure to disease causing agents, the Environmental Health Division Medical Waste Program regulates the generation, handling, storage, treatment and disposal of medical waste throughout the County.
Date of Government Version: 09/26/2017
Date Data Arrived at EDR: 10/25/2017
Date Made Active in Reports: 12/07/2017
Number of Days to Update: 43
Source: Ventura County Resource Management Agency
Telephone: 805-654-2813
Last EDR Contact: 01/22/2018
Next Scheduled EDR Contact: 05/07/2018
Data Release Frequency: Quarterly
Underground Tank Closed Sites List
Ventura County Operating Underground Storage Tank Sites (UST)/Underground Tank Closed Sites List.

- **Date of Government Version:** 11/27/2017
- **Date Data Arrived at EDR:** 12/13/2017
- **Date Made Active in Reports:** 01/19/2018
- **Number of Days to Update:** 37
- **Source:** Environmental Health Division
- **Telephone:** 805-654-2813
- **Last EDR Contact:** 12/11/2017
- **Next Scheduled EDR Contact:** 03/26/2018
- **Data Release Frequency:** Quarterly

YOLO COUNTY:
Underground Storage Tank Comprehensive Facility Report
Underground storage tank sites located in Yolo county.

- **Date of Government Version:** 01/02/2018
- **Date Data Arrived at EDR:** 01/09/2018
- **Date Made Active in Reports:** 01/19/2018
- **Number of Days to Update:** 10
- **Source:** Yolo County Department of Health
- **Telephone:** 530-666-8646
- **Last EDR Contact:** 01/02/2018
- **Next Scheduled EDR Contact:** 04/16/2018
- **Data Release Frequency:** Annually

YUBA COUNTY:
CUPA Facility List
CUPA facility listing for Yuba County.

- **Date of Government Version:** 11/08/2017
- **Date Data Arrived at EDR:** 11/10/2017
- **Date Made Active in Reports:** 11/16/2017
- **Number of Days to Update:** 6
- **Source:** Yuba County Environmental Health Department
- **Telephone:** 530-749-7523
- **Last EDR Contact:** 01/29/2018
- **Next Scheduled EDR Contact:** 05/14/2018
- **Data Release Frequency:** Varies

**OTHER DATABASE(S)**
Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

**CT MANIFEST:** Hazardous Waste Manifest Data
Facility and manifest data. Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a tsd facility.

- **Date of Government Version:** 11/11/2017
- **Date Data Arrived at EDR:** 11/14/2017
- **Date Made Active in Reports:** 12/18/2017
- **Number of Days to Update:** 34
- **Source:** Department of Energy & Environmental Protection
- **Telephone:** 860-424-3375
- **Last EDR Contact:** 02/14/2018
- **Next Scheduled EDR Contact:** 05/28/2018
- **Data Release Frequency:** No Update Planned

**NJ MANIFEST:** Manifest Information
Hazardous waste manifest information.

- **Date of Government Version:** 12/31/2016
- **Date Data Arrived at EDR:** 04/11/2017
- **Date Made Active in Reports:** 07/27/2017
- **Number of Days to Update:** 107
- **Source:** Department of Environmental Protection
- **Telephone:** N/A
- **Last EDR Contact:** 01/05/2018
- **Next Scheduled EDR Contact:** 04/23/2018
- **Data Release Frequency:** Annually
NY MANIFEST: Facility and Manifest Data
Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a TSD facility.

Date of Government Version: 10/01/2017
Date Data Arrived at EDR: 11/01/2017
Date Made Active in Reports: 11/13/2017
Number of Days to Update: 12
Source: Department of Environmental Conservation
Telephone: 518-402-8651
Last EDR Contact: 01/31/2018
Next Scheduled EDR Contact: 05/14/2018
Data Release Frequency: Quarterly

PA MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2016
Date Data Arrived at EDR: 07/25/2017
Date Made Active in Reports: 09/25/2017
Number of Days to Update: 62
Source: Department of Environmental Protection
Telephone: 717-783-8990
Last EDR Contact: 01/16/2018
Next Scheduled EDR Contact: 04/30/2018
Data Release Frequency: Annually

RI MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2013
Date Data Arrived at EDR: 06/19/2015
Date Made Active in Reports: 07/15/2015
Number of Days to Update: 26
Source: Department of Environmental Management
Telephone: 401-222-2797
Last EDR Contact: 02/21/2018
Next Scheduled EDR Contact: 06/04/2018
Data Release Frequency: Annually

WI MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2016
Date Data Arrived at EDR: 04/13/2017
Date Made Active in Reports: 07/14/2017
Number of Days to Update: 92
Source: Department of Natural Resources
Telephone: N/A
Last EDR Contact: 12/11/2017
Next Scheduled EDR Contact: 03/26/2018
Data Release Frequency: Annually

Oil/Gas Pipelines
Source: PennWell Corporation
Petroleum Bundle (Crude Oil, Refined Products, Petrochemicals, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)) N = Natural Gas Bundle (Natural Gas, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)). This map includes information copyrighted by PennWell Corporation. This information is provided on a best effort basis and PennWell Corporation does not guarantee its accuracy nor warrant its fitness for any particular purpose. Such information has been reprinted with the permission of PennWell.

Electric Power Transmission Line Data
Source: PennWell Corporation
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Sensitive Receptors: There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

AHA Hospitals:
Source: American Hospital Association, Inc.
Telephone: 312-280-5991
The database includes a listing of hospitals based on the American Hospital Association’s annual survey of hospitals.

Medical Centers: Provider of Services Listing
Source: Centers for Medicare & Medicaid Services
Telephone: 410-786-3000
A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services.
Nursing Homes
Source: National Institutes of Health
Telephone: 301-594-6248
Information on Medicare and Medicaid certified nursing homes in the United States.

Public Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics’ primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.

Private Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics’ primary database on private school locations in the United States.

Daycare Centers: Licensed Facilities
Source: Department of Social Services
Telephone: 916-657-4041

Flood Zone Data: This data was obtained from the Federal Emergency Management Agency (FEMA). It depicts 100-year and 500-year flood zones as defined by FEMA. It includes the National Flood Hazard Layer (NFHL) which incorporates Flood Insurance Rate Map (FIRM) data and Q3 data from FEMA in areas not covered by NFHL.
Source: FEMA
Telephone: 877-336-2627

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005 and 2010 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Wetland Inventory
Source: Department of Fish & Game
Telephone: 916-445-0411

Current USGS 7.5 Minute Topographic Map
Source: U.S. Geological Survey

STREET AND ADDRESS INFORMATION

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Assessment of the impact of contaminant migration generally has two principal investigative components:

1. Groundwater flow direction, and
2. Groundwater flow velocity.

Groundwater flow direction may be impacted by surface topography, hydrology, hydrogeology, characteristics of the soil, and nearby wells. Groundwater flow velocity is generally impacted by the nature of the geologic strata.
GROUNDWATER FLOW DIRECTION INFORMATION
Groundwater flow direction for a particular site is best determined by a qualified environmental professional using site-specific well data. If such data is not reasonably ascertainable, it may be necessary to rely on other sources of information, such as surface topographic information, hydrologic information, hydrogeologic data collected on nearby properties, and regional groundwater flow information (from deep aquifers).

TOPOGRAPHIC INFORMATION
Surface topography may be indicative of the direction of surficial groundwater flow. This information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

TARGET PROPERTY TOPOGRAPHY
General Topographic Gradient: General NNW

SURROUNDING TOPOGRAPHY: ELEVATION PROFILES

Source: Topography has been determined from the USGS 7.5' Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified.
HYDROLOGIC INFORMATION
Surface water can act as a hydrologic barrier to groundwater flow. Such hydrologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Refer to the Physical Setting Source Map following this summary for hydrologic information (major waterways and bodies of water).

FEMA FLOOD ZONE

<table>
<thead>
<tr>
<th>Flood Plain Panel at Target Property</th>
<th>FEMA Source Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>06085C0254H</td>
<td>FEMA FIRM Flood data</td>
</tr>
</tbody>
</table>

Additional Panels in search area:

<table>
<thead>
<tr>
<th>FEMA Source Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>FEMA FIRM Flood data</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>FEMA FIRM Flood data</th>
</tr>
</thead>
<tbody>
<tr>
<td>FEMA FIRM Flood data</td>
</tr>
<tr>
<td>FEMA FIRM Flood data</td>
</tr>
</tbody>
</table>

NATIONAL WETLAND INVENTORY

<table>
<thead>
<tr>
<th>NWI Quad at Target Property</th>
<th>Data Coverage</th>
</tr>
</thead>
<tbody>
<tr>
<td>SAN JOSE EAST</td>
<td>YES - refer to the Overview Map and Detail Map</td>
</tr>
</tbody>
</table>

HYDROGEOLOGIC INFORMATION
Hydrogeologic information obtained by installation of wells on a specific site can often be an indicator of groundwater flow direction in the immediate area. Such hydrogeologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Site-Specific Hydrogeological Data*:
- Search Radius: 1.25 miles
- Status: Not found

AQUIFLOW®

Search Radius: 1.000 Mile.

EDR has developed the AQUIFLOW Information System to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted by environmental professionals to regulatory authorities at select sites and has extracted the date of the report, groundwater flow direction as determined hydrogeologically, and the depth to water table.

MAP ID | LOCATION | GENERAL DIRECTION
-------|----------|-------------------
Not Reported | FROM TP | GROUNDWATER FLOW

* ©1996 Site-specific hydrogeological data gathered by CERCLIS Alerts, Inc., Bainbridge Island, WA. All rights reserved. All of the information and opinions presented are those of the cited EPA report(s), which were completed under a Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS) investigation.
GROUNDWATER FLOW VELOCITY INFORMATION
Groundwater flow velocity information for a particular site is best determined by a qualified environmental professional using site specific geologic and soil strata data. If such data are not reasonably ascertainable, it may be necessary to rely on other sources of information, including geologic age identification, rock stratigraphic unit and soil characteristics data collected on nearby properties and regional soil information. In general, contaminant plumes move more quickly through sandy-gravelly types of soils than silty-clayey types of soils.

GEOLOGIC INFORMATION IN GENERAL AREA OF TARGET PROPERTY
Geologic information can be used by the environmental professional in forming an opinion about the relative speed at which contaminant migration may be occurring.

ROCK STRATIGRAPHIC UNIT                     GEOLOGIC AGE IDENTIFICATION

<table>
<thead>
<tr>
<th>Era:</th>
<th>Cenozoic</th>
<th>Category: Stratified Sequence</th>
</tr>
</thead>
<tbody>
<tr>
<td>System:</td>
<td>Quaternary</td>
<td></td>
</tr>
<tr>
<td>Series:</td>
<td>Quaternary</td>
<td></td>
</tr>
<tr>
<td>Code:</td>
<td>Q (decoded above as Era, System &amp; Series)</td>
<td></td>
</tr>
</tbody>
</table>


DOMINANT SOIL COMPOSITION IN GENERAL AREA OF TARGET PROPERTY

The U.S. Department of Agriculture’s (USDA) Soil Conservation Service (SCS) leads the National Cooperative Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps. The following information is based on Soil Conservation Service STATSGO data.

Soil Component Name: BOTELLA
Soil Surface Texture: clay loam
Hydric Status: Soil does not meet the requirements for a hydric soil.
Corrosion Potential - Uncoated Steel: MODERATE
Depth to Bedrock Min: > 60 inches
Depth to Bedrock Max: > 60 inches
GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

Soil Layer Information

<table>
<thead>
<tr>
<th>Layer</th>
<th>Boundary</th>
<th>Soil Texture Class</th>
<th>Classification</th>
<th>Unified Soil</th>
<th>Permeability Rate (in/hr)</th>
<th>Soil Reaction (pH)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>0 inches</td>
<td>clay loam</td>
<td>Silt-Clay Materials (more than 35 pct. passing No. 200), Clayey Soils.</td>
<td>FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), Lean Clay</td>
<td>Max: 0.60 Min: 0.20</td>
<td>Max: 7.30 Min: 5.60</td>
</tr>
<tr>
<td>2</td>
<td>9 inches</td>
<td>silty clay loam</td>
<td>Silt-Clay Materials (more than 35 pct. passing No. 200), Clayey Soils.</td>
<td>FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), Lean Clay</td>
<td>Max: 0.60 Min: 0.20</td>
<td>Max: 7.80 Min: 5.60</td>
</tr>
<tr>
<td>3</td>
<td>41 inches</td>
<td>sandy clay loam</td>
<td>Silt-Clay Materials (more than 35 pct. passing No. 200), Clayey Soils.</td>
<td>COARSE-GRAINED SOILS, Sands, Sands with fines, Clayey sand.</td>
<td>Max: 0.60 Min: 0.20</td>
<td>Max: 7.80 Min: 5.60</td>
</tr>
</tbody>
</table>

OTHER SOIL TYPES IN AREA

Based on Soil Conservation Service STATSGO data, the following additional subordinant soil types may appear within the general area of target property.

- Soil Surface Textures: No Other Soil Types
- Surficial Soil Types: No Other Soil Types
- Shallow Soil Types: No Other Soil Types
- Deeper Soil Types: No Other Soil Types

LOCAL / REGIONAL WATER AGENCY RECORDS

EDR Local/Regional Water Agency records provide water well information to assist the environmental professional in assessing sources that may impact ground water flow direction, and in forming an opinion about the impact of contaminant migration on nearby drinking water wells.

WELL SEARCH DISTANCE INFORMATION

<table>
<thead>
<tr>
<th>DATABASE</th>
<th>SEARCH DISTANCE (miles)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal USGS</td>
<td>1.000</td>
</tr>
<tr>
<td>Federal FRDS PWS</td>
<td>Nearest PWS within 0.001 miles</td>
</tr>
<tr>
<td>State Database</td>
<td>1.000</td>
</tr>
</tbody>
</table>
## GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

### FEDERAL USGS WELL INFORMATION

<table>
<thead>
<tr>
<th>MAP ID</th>
<th>WELL ID</th>
<th>LOCATION FROM TP</th>
</tr>
</thead>
<tbody>
<tr>
<td>No Wells Found</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### FEDERAL FRDS PUBLIC WATER SUPPLY SYSTEM INFORMATION

<table>
<thead>
<tr>
<th>MAP ID</th>
<th>WELL ID</th>
<th>LOCATION FROM TP</th>
</tr>
</thead>
<tbody>
<tr>
<td>No PWS System Found</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Note: PWS System location is not always the same as well location.

### STATE DATABASE WELL INFORMATION

<table>
<thead>
<tr>
<th>MAP ID</th>
<th>WELL ID</th>
<th>LOCATION FROM TP</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>CADW60000004050</td>
<td>1/2 - 1 Mile NNE</td>
</tr>
<tr>
<td>Map ID</td>
<td>Direction</td>
<td>Distance</td>
</tr>
<tr>
<td>--------</td>
<td>-----------</td>
<td>----------</td>
</tr>
<tr>
<td>1</td>
<td>NNE</td>
<td>1/2 - 1 Mile</td>
</tr>
</tbody>
</table>

Objectid: 4050  
Latitude: 37.35313  
Longitude: -121.81158  
Site code: 373531N1218116W001  
State well numbe: 07S01E01G001M  
Local well name: '07S01E01G001'  
Well use id: 1  
Well use descrip: Observation  
County id: 43  
County name: Santa Clara  
Basin code: '2-9.02'  
Basin desc: Santa Clara  
Dwr region id: 80236  
Dwr region: North Central Region Office  
Site id: CADW600000004050
State Database: CA Radon

Radon Test Results

<table>
<thead>
<tr>
<th>Zipcode</th>
<th>Num Tests</th>
<th>&gt; 4 pCi/L</th>
</tr>
</thead>
<tbody>
<tr>
<td>95148</td>
<td>8</td>
<td>0</td>
</tr>
</tbody>
</table>

Federal EPA Radon Zone for SANTA CLARA County: 2

Note: Zone 1 indoor average level > 4 pCi/L.
: Zone 2 indoor average level >= 2 pCi/L and <= 4 pCi/L.
: Zone 3 indoor average level < 2 pCi/L.

Federal Area Radon Information for Zip Code: 95148

Number of sites tested: 1

<table>
<thead>
<tr>
<th>Area</th>
<th>Average Activity</th>
<th>% &lt;4 pCi/L</th>
<th>% 4-20 pCi/L</th>
<th>% &gt;20 pCi/L</th>
</tr>
</thead>
<tbody>
<tr>
<td>Living Area - 1st Floor</td>
<td>0.700 pCi/L</td>
<td>100%</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>Living Area - 2nd Floor</td>
<td>Not Reported</td>
<td>Not Reported</td>
<td>Not Reported</td>
<td>Not Reported</td>
</tr>
<tr>
<td>Basement</td>
<td>Not Reported</td>
<td>Not Reported</td>
<td>Not Reported</td>
<td>Not Reported</td>
</tr>
</tbody>
</table>
TOPOGRAPHIC INFORMATION

USGS 7.5’ Digital Elevation Model (DEM)
Source: United States Geologic Survey
EDR acquired the USGS 7.5’ Digital Elevation Model in 2002 and updated it in 2006. The 7.5 minute DEM corresponds to the USGS 1:24,000- and 1:25,000-scale topographic quadrangle maps. The DEM provides elevation data with consistent elevation units and projection.

Current USGS 7.5 Minute Topographic Map
Source: U.S. Geological Survey

HYDROLOGIC INFORMATION

Flood Zone Data: This data was obtained from the Federal Emergency Management Agency (FEMA). It depicts 100-year and 500-year flood zones as defined by FEMA. It includes the National Flood Hazard Layer (NFHL) which incorporates Flood Insurance Rate Map (FIRM) data and Q3 data from FEMA in areas not covered by NFHL.
Source: FEMA
Telephone: 877-336-2627

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005 and 2010 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Wetland Inventory
Source: Department of Fish & Game
Telephone: 916-445-0411

HYDROGEOLOGIC INFORMATION

AQUIFLOW® Information System
Source: EDR proprietary database of groundwater flow information
EDR has developed the AQUIFLOW Information System (AIS) to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted to regulatory authorities at select sites and has extracted the date of the report, hydrogeologically determined groundwater flow direction and depth to water table information.

GEOLOGIC INFORMATION

Geologic Age and Rock Stratigraphic Unit

STATSGO: State Soil Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Service (NRCS)
The U.S. Department of Agriculture’s (USDA) Natural Resources Conservation Service (NRCS) leads the national Conservation Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps.

SSURGO: Soil Survey Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Service (NRCS)
Telephone: 800-672-5559
SSURGO is the most detailed level of mapping done by the Natural Resources Conservation Service, mapping scales generally range from 1:12,000 to 1:63,360. Field mapping methods using national standards are used to construct the soil maps in the Soil Survey Geographic (SSURGO) database. SSURGO digitizing duplicates the original soil survey maps. This level of mapping is designed for use by landowners, townships and county natural resource planning and management.
LOCAL / REGIONAL WATER AGENCY RECORDS

FEDERAL WATER WELLS

PWS: Public Water Systems
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Public Water System data from the Federal Reporting Data System. A PWS is any water system which provides water to at least 25 people for at least 60 days annually. PWSs provide water from wells, rivers and other sources.

PWS ENF: Public Water Systems Violation and Enforcement Data
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750

USGS Water Wells: USGS National Water Inventory System (NWIS)
This database contains descriptive information on sites where the USGS collects or has collected data on surface water and/or groundwater. The groundwater data includes information on wells, springs, and other sources of groundwater.

STATE RECORDS

Water Well Database
Source: Department of Water Resources
Telephone: 916-651-9648

California Drinking Water Quality Database
Source: Department of Public Health
Telephone: 916-324-2319
The database includes all drinking water compliance and special studies monitoring for the state of California since 1984. It consists of over 3,200,000 individual analyses along with well and water system information.

OTHER STATE DATABASE INFORMATION

California Oil and Gas Well Locations
Source: Department of Conservation
Telephone: 916-323-1779
Oil and Gas well locations in the state.

RADON

State Database: CA Radon
Source: Department of Health Services
Telephone: 916-324-2208
Radon Database for California

Area Radon Information
Source: USGS
Telephone: 703-356-4020
The National Radon Database has been developed by the U.S. Environmental Protection Agency (USEPA) and is a compilation of the EPA/State Residential Radon Survey and the National Residential Radon Survey. The study covers the years 1986 - 1992. Where necessary data has been supplemented by information collected at private sources such as universities and research institutions.

EPA Radon Zones
Source: EPA
Telephone: 703-356-4020
Sections 307 & 309 of IRAA directed EPA to list and identify areas of U.S. with the potential for elevated indoor radon levels.

PHYSICAL SETTING SOURCE RECORDS SEARCHED
OTHER

Airport Landing Facilities: Private and public use landing facilities
   Source: Federal Aviation Administration, 800-457-6656

Epicenters: World earthquake epicenters, Richter 5 or greater
   Source: Department of Commerce, National Oceanic and Atmospheric Administration

California Earthquake Fault Lines: The fault lines displayed on EDR’s Topographic map are digitized quaternary fault lines, prepared in 1975 by the United State Geological Survey. Additional information (also from 1975) regarding activity at specific fault lines comes from California’s Preliminary Fault Activity Map prepared by the California Division of Mines and Geology.

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