Initial Study

HP Warehouse Site - 915 Story Road
(GP03-07-10 & PDC04-045)

Prepared for:

915 Story Road Investments, LLC
10123 North Wolf Rd., Ste. 2030
Cupertino, CA 95014
(408) 723-2177

October 2004

HMH
ENGINEERS

Initial Study

HP Warehouse Site - 915 Story Road

(GP03-07-10 & PDC04-045)

Prepared For:

915 Story Road Investments, LLC
10123 North Wolf Road, Suite 2030
Cupertino, CA 95014
(408) 723-2177

Prepared By:

HMH Engineers
1570 Oakland Road
San Jose, CA 95131
408-487-2200

October 2004

TABLE OF CONTENTS

CHAPTER **PAGE**

1.0 INTRODUCTION 1-1

2.0 PROJECT DESCRIPTION 2-1

3.0 ENVIRONMENTAL CHECKLIST & DISCUSSION OF ENVIRONMENTAL CHECKLIST RESPONSES
1. Aesthetics 3-1
2. Agricultural Resources 3-3
3. Air Quality 3-5
4. Biological Resources 3-9
5. Cultural Resources 3-13
6. Geology and Soils 3-15
7. Hazards and Hazardous Materials 3-19
8. Hydrology and Water Quality 3-23
9. Land Use and Planning 3-29
10. Mineral Resources 3-30
11. Noise 3-31
12. Population and Housing 3-34
13. Public Services 3-36
14. Recreation 3-38
15. Transportation/Traffic 3-39
16. Utilities and Service Systems 3-43
17. Mandatory Findings of Significance 3-47

4.0 REPORT AUTHORS AND CONSULTANTS 4-1

5.0 REFERENCES 5-1

EXHIBITS

Exhibit 1 – Regional Map 2-3
Exhibit 2 –Vicinity Map 2-4
Exhibit 3 – Assessors Parcel Map 2-5
Exhibit 4 – Site Photos 2-6
Exhibit 5 – Site Photos 2-7
Exhibit 6 – Conceptual Site Plan 2-9
Exhibit 7 – Conceptual Grading and Drainage Plan 2-10
Exhibit 8 – Conceptual Elevations 2-11
Exhibit 9 – Landscape Plan 2-12

APPENDICES

Appendix A – 915 Story Road Raptor and Tree Surveys
Appendix B – Cultural Resources Study of the Story Road Commercial Project
Appendix C – Phase I Environmental Site Assessment
Appendix D – Environmental Noise Study
Appendix E – Draft Transportation Impact Analysis

ENVIRONMENTAL DETERMINATION

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

___Aesthetics	___Agriculture Resources	___Air Quality	___Biological Resources
___Cultural Resources	___Geology /Soils	X Hazards & Hazardous Materials	___Hydrology / Water Quality
___Land Use / Planning	___Mineral Resources	___ Noise	___Population / Housing
___Public Services	___Recreation	X Transportation / Traffic	___Utilities / Service Systems
___Mandatory Finding of Significance			

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

___ I find that the proposed project COULD NOT have a significant effect on the environment and a NEGATIVE DECLARATION will be prepared.

X I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

___ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

___ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at lest one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

___ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable legal standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

_____ _____

Signature Date

_____ City of San Jose-Planning Division_____

Printed name For

SECTION 1.0
INTRODUCTION

This Initial Study has been prepared in compliance with the California Environmental Quality Act (CEQA) (Public Resources Code 21000 et seq.) as amended January 1, 2004, and the State CEQA Guidelines (California Administrative Code 15000 et seq.) as amended December 1, 2003. According to Section 15070 of the CEQA Guidelines, "A public agency shall prepare or have prepared a proposed negative declaration or mitigated negative declaration for a project subject to CEQA when:

(a) The Initial Study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment,

(b) The Initial Study identified potentially significant effects but:

1) Revisions in the project plans or proposals made by or agreed to by the applicant before the proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and

2) There is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant impact on the environment.

Section 15382 of the CEQA Guidelines defines "significant effect on the environment" as a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, mineral, flora, fauna, ambient noise, and object of historic aesthetic significance.

An Initial Study is a preliminary analysis prepared by the lead agency to determine whether an EIR or Negative Declaration must be prepared and to identify the significant effects to be analyzed in an EIR (CEQA Guidelines Sec. 15365).

The Initial Study for the proposed project will serve to focus on effects determined to be potentially significant. This document has been prepared as an objective, full-disclosure document to inform agency decision-makers and the general public of the direct and indirect physical environmental effects of the proposed action and any measures to reduce or eliminate potential adverse impacts. Because this Initial Study addresses impacts of both amending the General Plan and rezoning the property to allow a specific development, the specificity of the discussion is appropriate to both levels of analysis. The General Plan Amendment impacts that are evaluated are general in nature, and the corresponding mitigation can only be characterized in terms of General Plan policies or other programmed mitigations measures, such as conformance with ordinances, laws, or adopted policies, that would typically be implemented at the time of a specific future development. The project impacts evaluated include specific mitigation measures that, when implemented, would reduce impacts from the proposed project to less than significant levels.

The environmental checklist is consistent with the State CEQA Guidelines and is used to focus this study on physical and environmental factors that may be further impacted by the proposed project. The checklist indicates one of the following determinations for each specified potential impact under each category of impact included on the checklist:

- "Potentially Significant Impact"
- "Less Than Significant With Mitigation Incorporated"
- "Less Than Significant Impact"
- "No Impact"

SECTION 2.0
PROJECT DESCRIPTION

2.0 PROJECT DESCRIPTION

1. Project Title:	HP Warehouse Site – 915 Story Road General Plan Amendment (GP03-07-10) and Rezoning (PDC04-045)
2. Lead Agency Name and Address:	City of San Jose Department of Planning, Building and Code Enforcement 801 North First Street, Room 400 San Jose, CA 95110
3. Contact Person and Phone Number:	David Tymn, Project Manager (408) 277-4576
4. Project Location:	The project site is located on the north side of Story Road, approximately 750 feet west of McLaughlin Avenue (915 Story Road) in the City of San Jose, within the County of Santa Clara, California.
5. Project Sponsor's Name and Address:	915 Story Road Investments, LLC 10123 North Wolf Road, Suite 2030 Cupertino, CA 95014 (408) 723-2177
6. General Plan Designation:	Industrial Park
7. Zoning:	IP Industrial Park
8. Description of Project:	The project application consists of a General Plan Amendment to change the General Plan Land Use/ Transportation Diagram designation for the site from Industrial Park to General Commercial, and a Planned Development Rezoning from IP Industrial Park District to A(PD) Planned Development District to allow up to 274,370 square feet of commercial uses, and vehicular circulation and common open space.
9. Surrounding Land Uses and Setting:	The proposed project site is located along the Story Road corridor, in an area characterized by mixed commercial and industrial park uses. The primary land uses within the vicinity of the project site are industrial park, neighborhood and pedestrian commercial centers. Single-family residential uses are located north of Highway 280, and single-family and multi-family residential uses are located to the south of

the existing commercial and industrial park uses along Story Road.

2.1 PROJECT LOCATION

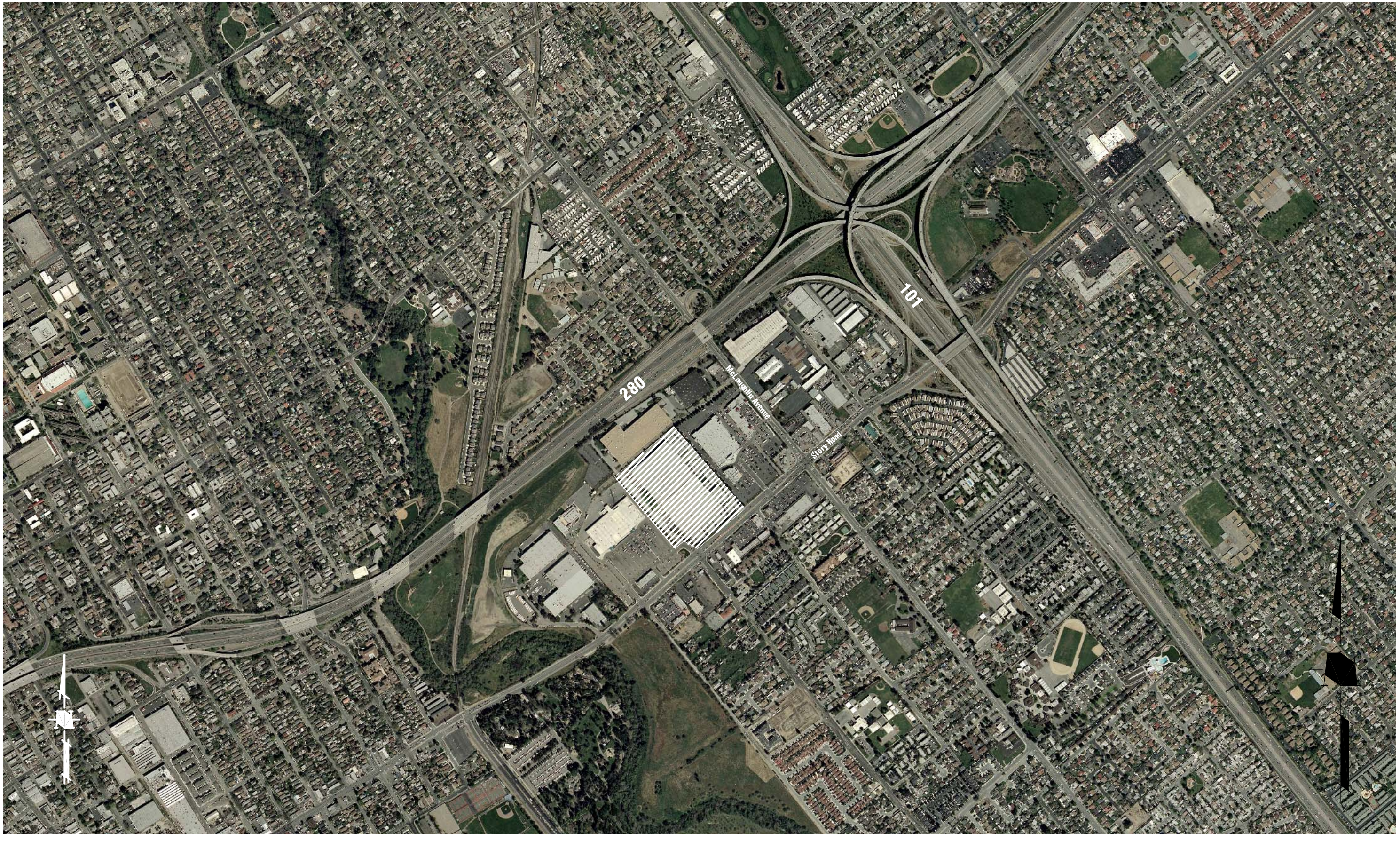
The proposed project site is located within the County of Santa Clara in the City of San Jose (refer to Exhibit 1). The approximate 19.6-acre site consists of two adjacent parcels located along the north side of Story Road, approximately 750 feet west of McLaughlin Avenue (refer to Exhibit 2). The Assessor's Parcel Numbers for the site are 472-11-063 & 065 (refer to Exhibit 3).

2.2 ENVIRONMENTAL SETTING

The project site is currently occupied by vacant 400,000-square foot concrete tilt-up warehouse building and paved parking lot. The site was previously used as a warehouse distribution center by Hewlett Packard. The perimeter of the parking lot is landscaped with lawn, shrubs and mature trees. A more complete description of the quantity, size and species of onsite trees is included in Section 4.0 (Subsection 4, Biological Resources) of this Initial Study. The property is fenced and gated. Photos of the site are provided in Exhibits 5a, 5b and 5c.

The land uses surrounding the project site consist of: retail buildings, including two gasoline stations, to the south across Story Road; a retail strip center to the east; and industrial park buildings to the north and west. Single-family residential neighborhoods are located north of the site, on the north side of Highway 280. Multiple-family residential developments are located south of the commercial developments along Story Road, with single-family residential neighborhoods located farther south. Coyote Creek is located approximately 1,000 feet west of the project site.

Exhibits 1 and 2 provide an aerial view of the existing property and surrounding land uses.



	BY	DATE	REVISIONS
△			
△			
△			
△			
△			
△			

915 Story Road Investments, LLC
10123 North Wolf Road, Suite 2030
Cupertino, CA 95014

Date:	9.30.04
Scale:	NTS
Designed:	JAM
Drawn:	JAM
Checked:	RTH
Proj. Engr:	DRR
File:	3175EX06

HMH ENGINEERS
San Jose (408) 487-2200
Gilroy (408) 846-0707
www.hmh-engineers.com

915 Story Road
Exhibit 1: Regional Map

Sheet 1 Of 1 Sheets

JOB NUMBER 3175-01

	BY	DATE	REVISIONS
△			
△			
△			
△			
△			
△			

915 Story Road Investments, LLC
10123 North Wolf Road, Suite 2030
Cupertino, CA 95014

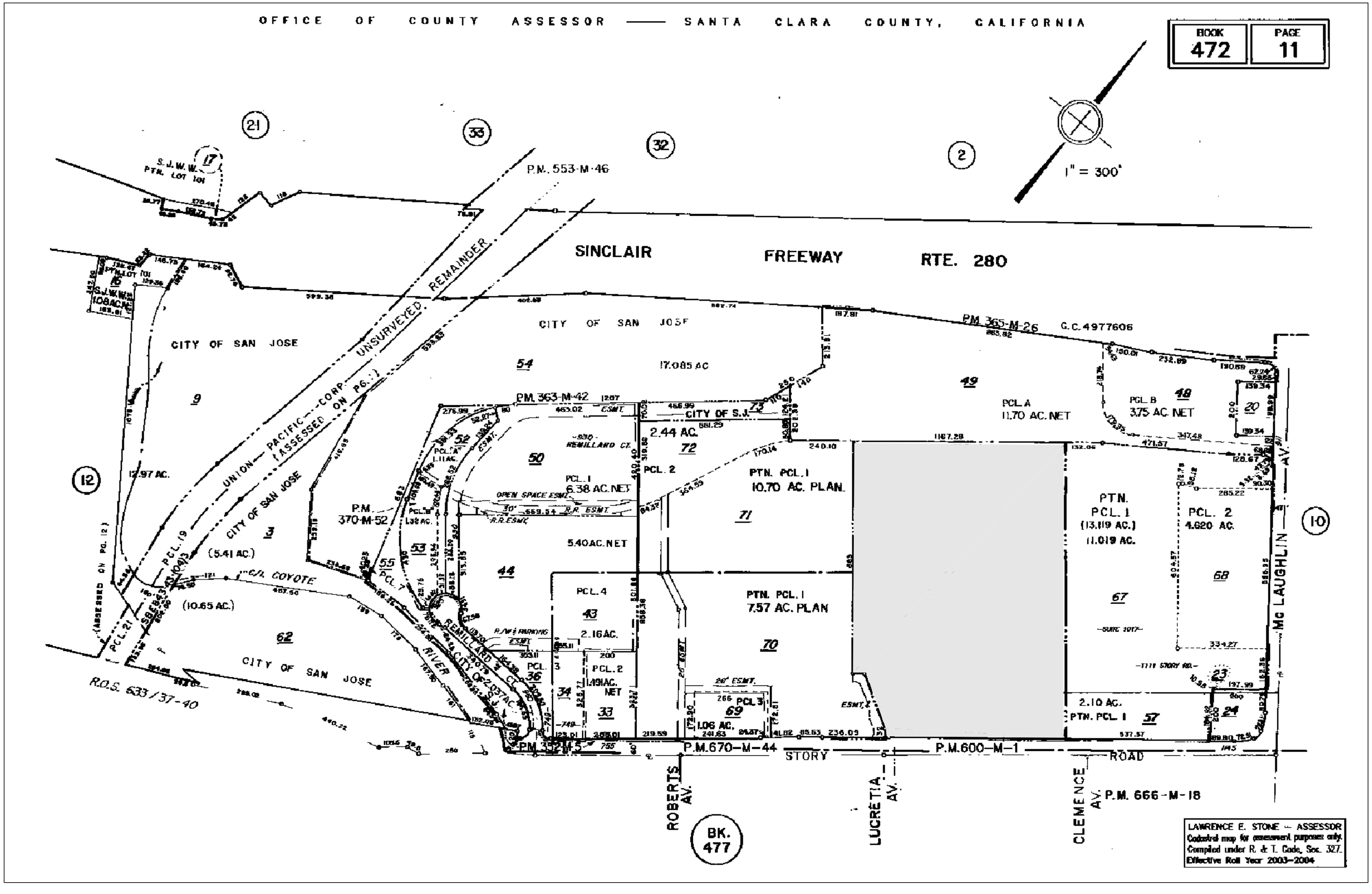
Date:	9.30.04
Scale:	NTS
Designed:	JAM
Drawn:	JAM
Checked:	RTH
Proj. Engr:	DRR
File:	3175EX06

HMH ENGINEERS
San Jose (408) 487-2200
Gilroy (408) 846-0707
www.hmh-engineers.com

915 Story Road
Exhibit 2: Vicinity Map

Sheet 1 Of 1 Sheets

JOB NUMBER 3175-01



BY	DATE	REVISIONS

915 Story Road Investments, LLC
10123 North Wolf Road, Suite 2030
Cupertino, CA 95014

Date:	9.30.04
Scale:	NTS
Designed:	JAM
Drawn:	JAM
Checked:	RTH
Proj. Engr:	DRR
File:	3175EX06

HMH ENGINEERS
San Jose (408) 487-2200
Gilroy (408) 846-0707
www.hmh-engineers.com

915 Story Road
Exhibit 3: Assessor's Parcel Map

Sheet 1 Of 1 Sheets

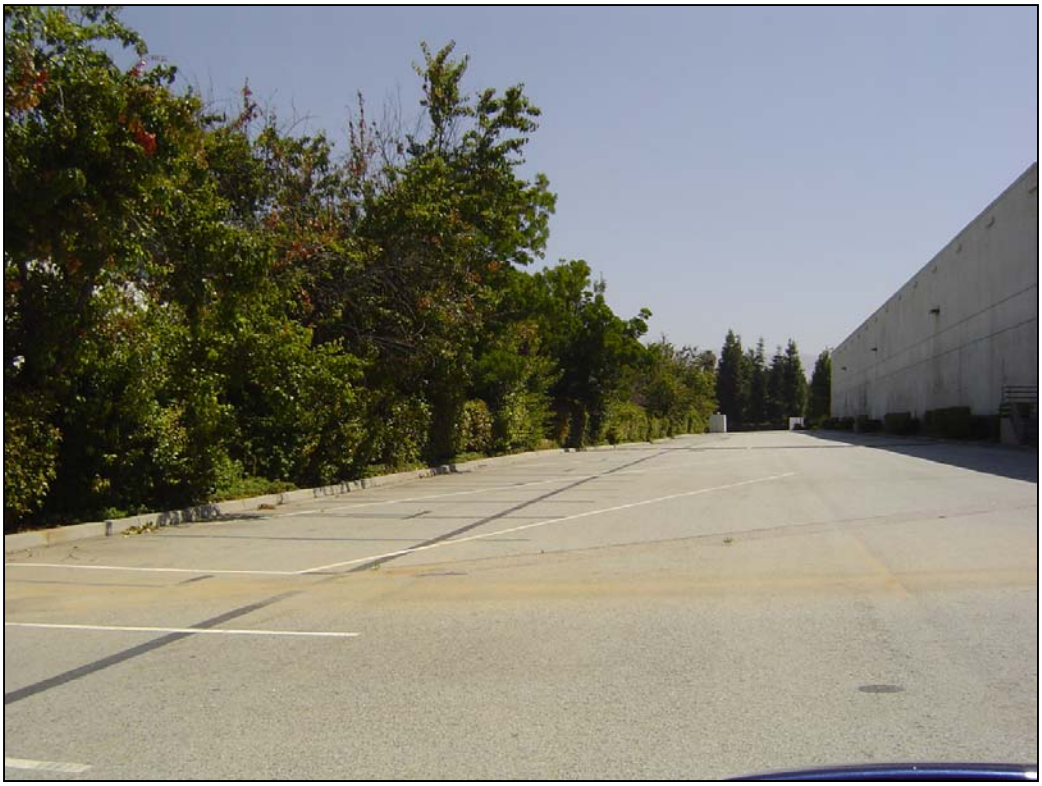
JOB NUMBER 3175-01

Viewing east along the northern boundary of the site.

Viewing north along the eastern boundary of the site

Site Photos

Exhibit 4



Viewing south along the eastern boundary of the site.

Viewing northwest from the existing entrance to the site near Story Road.

Site Photos

Exhibit 5

2.3 PROJECT CHARACTERISTICS

The project applicant is requesting to amend the General Plan Land Use/Transportation Diagram designation for the project site from *Industrial Park* to *General Commercial*, and rezone the site from *IP Industrial Park District* to *A(PD) Planned Development District* to allow commercial uses on the site. Subsequent approvals of a Planned Development Permit and Tentative Condominium Map will be required for the proposed development on the site. The project applicant intends to file these permit applications following the Planning Commission hearing on the proposed General Plan Amendment and Rezoning applications. The potential impacts of the total project, including the subsequent permits, are addressed in this Initial Study.

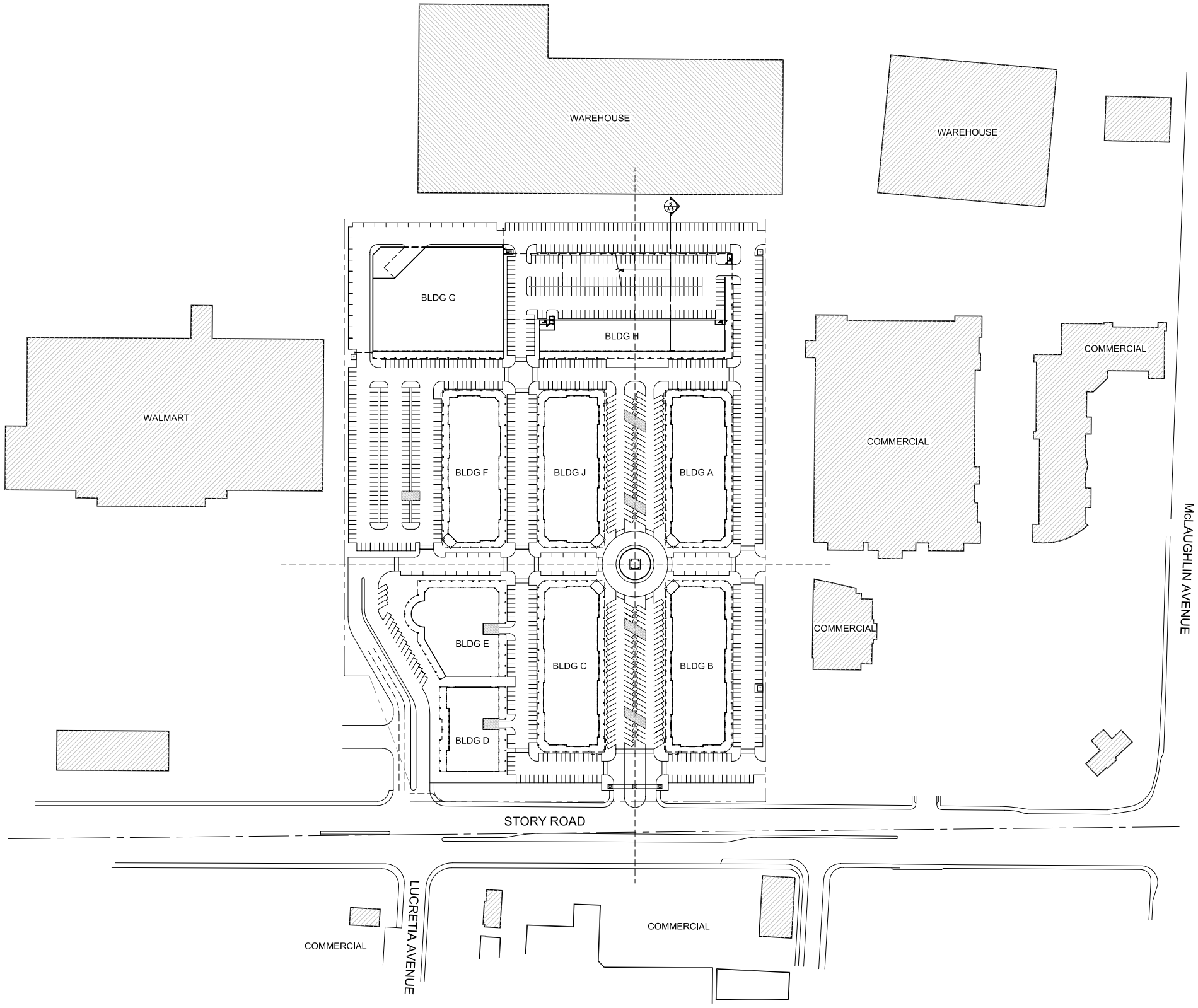
The Site Plan for the project proposes 9 buildings totaling 274,370 gross square feet of office and retail space. Building H, located at the rear of the site, also contains a 3-story, 4-level parking garage. Each building will be divided into individual commercial tenant spaces. The garage provides 674 parking spaces. In addition to the garage, the project provides 1,037 on-site surface parking spaces. The total amount of parking spaces provided is 1,711. Vehicle access to the site will be provided with a main entrance and a secondary entrance on Story Road. The main entrance allows access to the principal circulation spine, which consists of two one-way double-loaded parking aisles with angled parking, and a roundabout that features textured concrete pavers and a fountain and sculpture. The secondary access is located at the southwest corner of the site, and provides ingress from Story Road to the western portion of the site. A shared egress driveway, which also provides access to Story Road from the adjacent Walmart parking lot, will also be constructed. There are parallel one-way driveways that provide parking and access for the other buildings on the site, and aggregated parking areas are located in the northern and northwestern portions of the site, near the parking garage. Pedestrian walkways constructed of special accent paving provide pedestrian access to the buildings from the parking areas.

The site is proposed to be graded so that it will drain from the back of the site to Story Road, via underground storm drain lines. Vegetated swales are proposed adjacent to the parking areas adjacent to the Story Road frontage, and in the parking lot medians. Area drains are provided in the landscaped perimeter areas along the western and northern boundaries of the site.

Landscaping for the site will incorporate existing trees along the site's eastern boundary, and will include new shade trees within the medians of the main circulation spine, and accent trees within all of the driveways and at pedestrian crossings. The proposed landscape plan also includes shrubs and groundcovers throughout the site.

The proposed commercial buildings contain one-, two- and three-story elements, and will reflect contemporary style architecture, incorporating tower elements and parapet walls. The buildings will be articulated with columns, multi-pane windows and awnings. The proposed parking garage will contain four levels.

Exhibits 6, 7, 8 and 9 show the proposed Site Plan, Grading and Drainage Plan, Conceptual Elevations, and Landscape Concept Plan, respectively.



1 SITE PLAN
1:100

NORTH

0 100 150 200 300
(IN FEET)

PROJECT INFORMATION

LOCATION
915 STORY ROAD, SAN JOSE, CA 95125

DEVELOPER
915 STORY ROAD INVESTMENTS, LLC
10123 NORTH WOLF ROAD, SUITE 2030
CUPERTINO, CA 95014

ARCHITECT
YHLA ARCHITECTS
363 13TH STREET, OAKLAND, CA 94612

SITE AREA
19.6 ACRE

GROSS BUILDING AREA (OFFICE AND RETAIL)

BLDG A	28, 010 SF
BLDG B	30, 770 SF
BLDG C	30, 770 SF
BLDG D	15, 600 SF
BLDG E	23, 250 SF
BLDG F	26, 390 SF
BLDG G	48, 710 SF
BLDG H - 1ST FLR - 21, 050 SF 2ND FLR - 26, 640 SF	47, 690 SF
BLDG J	28, 010 SF
TOTAL	279, 200 SF

GROSS BUILDING AREA (GARAGE STRUCTURE)	148, 030 SF

PARKING SPACE PROVISION

REQUIRED

5.0/1000 of Net Building Area (279, 200 SF X 85% X 5.0/1000)	1187

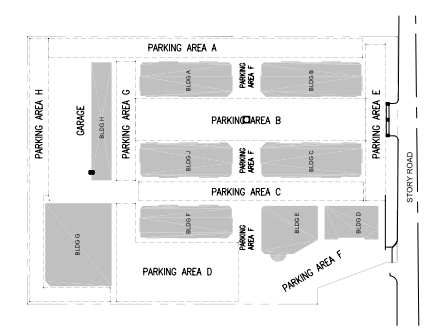
PROVIDED

	NO OF PARKING SPACES
PARKING AREA A	184
PARKING AREA B	193
PARKING AREA C	129
PARKING AREA D	227
PARKING AREA E	71
PARKING AREA F	54
PARKING AREA G	56
PARKING AREA H	123
GARAGE (3 STORIES/4 LEVELS) G/F -152 2/F + RAMP - 189 3/F + RAMP - 191 4/F -143	675
TOTAL	1712

LOADING SPACE PROVISION

	NO OF LOADING AREAS
A 10 BY 30 FT OFF-STREET LOADING SPACE IS REQUIRED BY THE ZONING ORDINANCE FOR THE FIRST 10, 000 SQ. FT. OF BUILDING	1
AN ADDITIONAL STANDRAD LOADING SPACE FOR EACH ADDITIONAL 20, 000 SQ. FT. (279, 200 -10, 000) / 20, 000	14
TOTAL NO OF LOADING AREAS PROVIDED	15

PARKING LOCATION PLAN



LEGEND

T 10' X 10' TRASH ENCLOSURE

LOADING AREA

TWO-STORY BUILDINGS

YHLA Architecture Planning Interior Design
Y. H. Lee Associates

363 13th Street
Oakland, CA 94612
Phone (510) 836-6688
Fax (510) 836-6689

2727 Del Rio Place, Suite D
Davis, CA 95616
Phone (530) 758-4288
Fax (530) 758-4388

STORY ROAD COMMERCIAL CONDOS

San Jose, California

No.	Date	Description
1	-	-
2	-	-
3	-	-
4	-	-
5	-	-
6	-	-

DRAWING TITLE
CONCEPTUAL SITE PLAN AND PROJECT INFORMATION

DRAWN BY
KWH

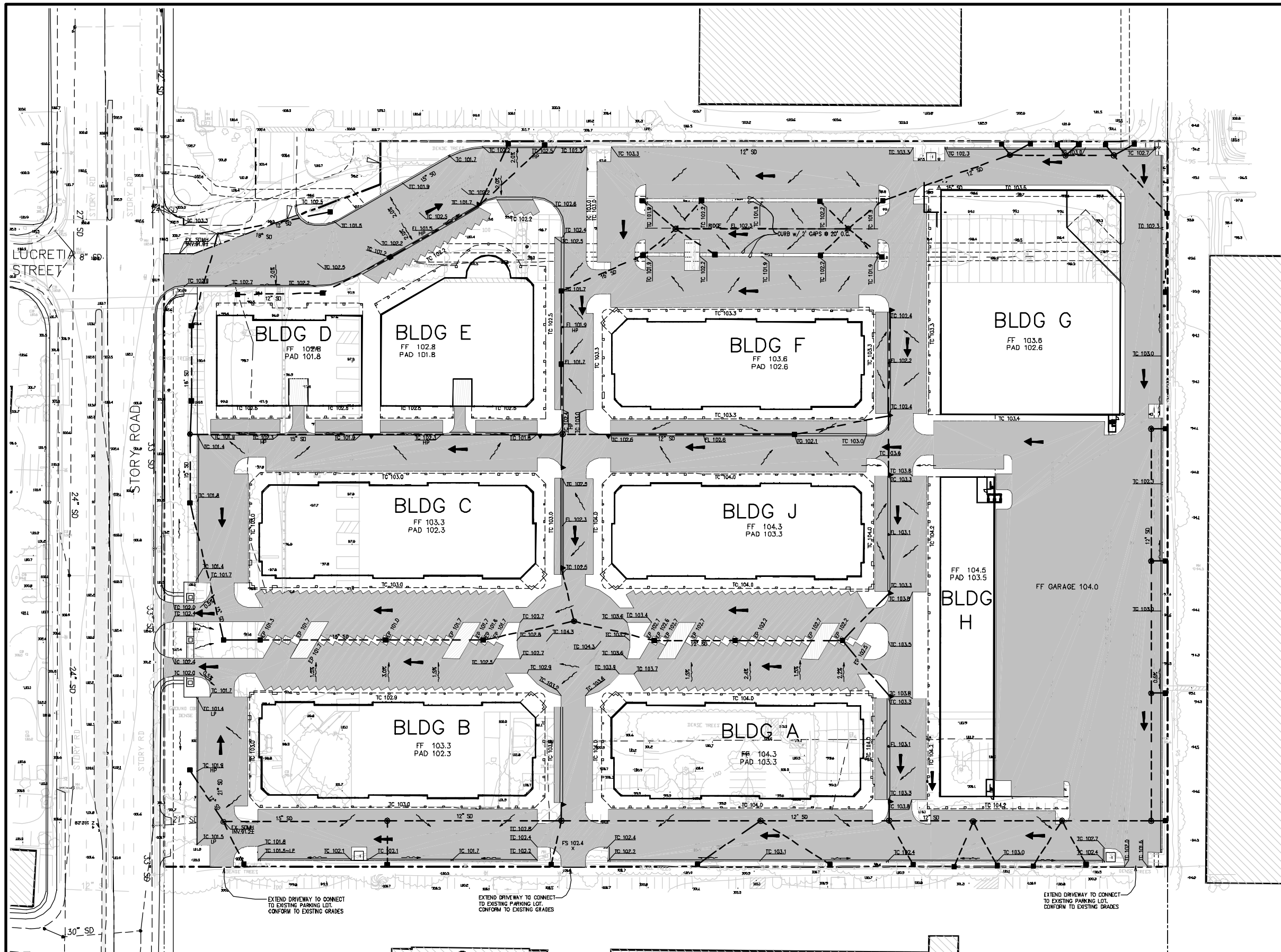
SCALE
AS SHOWN

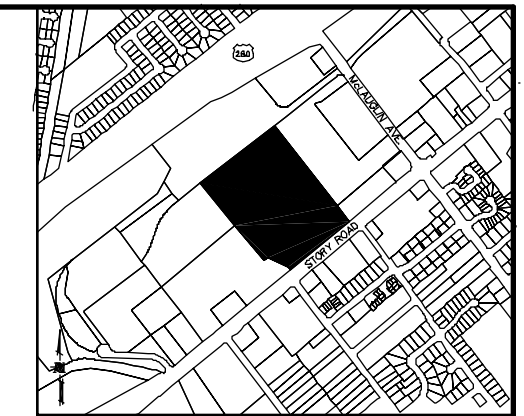
ISSUANCE
SCHEMATIC DESIGN

ISSUANCE DATE
OCT 27, 2004

SHEET NUMBER
A-1

Exhibit 6: Conceptual Site Plan





VICINITY MAP

NOT TO SCALE

LEGEND

- PROJECT BOUNDARY
- CENTER LINE
- STORM DRAIN (EXIST.)
- STORM DRAIN (PROPOSED)
- STORM DRAIN INLET
- FLAT GRATE INLET OR AREA DRAIN
- STORM DRAIN MANHOLE
- STORM DRAIN MANHOLE (EXIST)
- DRAINAGE ARROW
- OVERLAND RELEASE

GRAPHIC SCALE

50 0 25 50 100 200

(In Feet)
1 inch = 50 feet

	BY	DATE	REVISIONS
4			
3			
2			
1	JAM	11.10.04	REVISED PER CITY/CLIENT COMMENTS
2	JAM	9.13.04	REVISED PER CITY/CLIENT COMMENTS
1	JAM	6.30.04	REVISED PER CITY/CLIENT COMMENTS

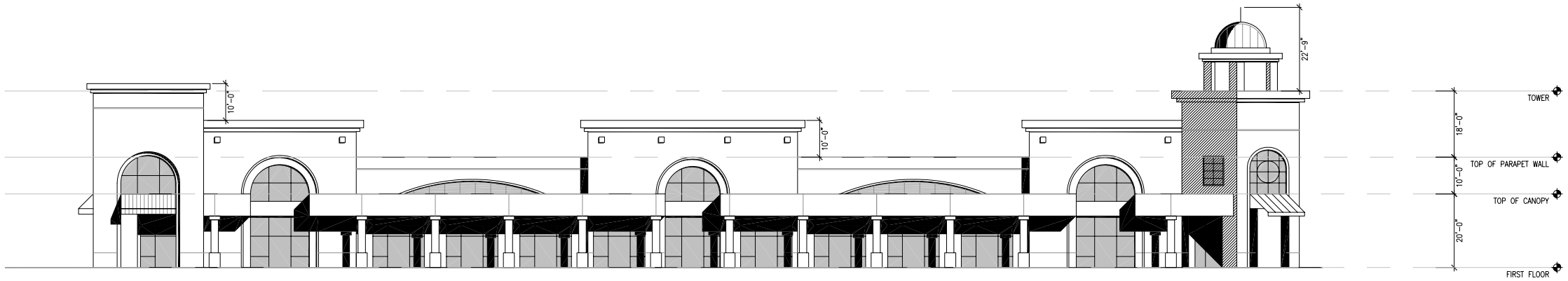
915 Story Road Investments, LLC
10123 North Wolf Road, Suite 2030
Cupertino, CA 95014

DATE:	5.07.04
SCALE:	1"=80'
DESIGNED:	JAM
DRAWN:	JAM
CHECKED:	RTH
PROJ. ENGR.:	DRR
FILE:	3175-01gprz

HMH ENGINEERS
San Jose (408) 487-2200
Gilroy (408) 846-0707
www.hmh-engineers.com

General Development Plan - Exhibit 'C'
PDC04 - 045
Conceptual Grading and Drainage Plan

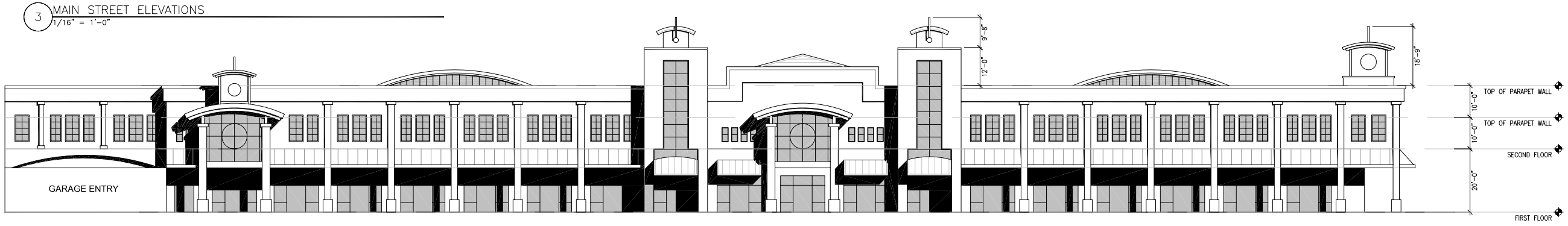
Sheet C-3 Of 9 Sheets
JOB NUMBER 3175-01



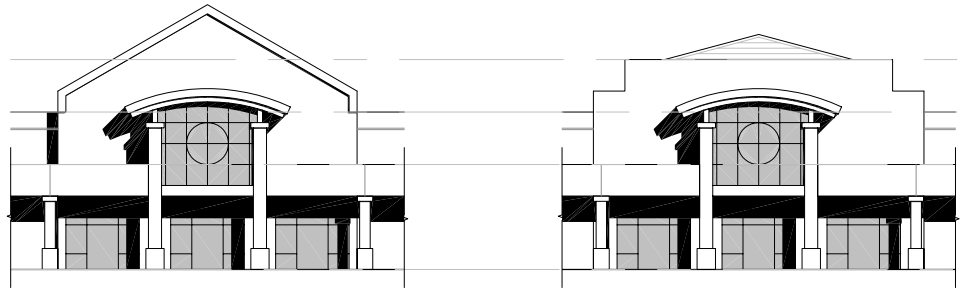
1 BUILDING A. B & C – MAIN STREET ELEVATION
1/16" = 1'-0"

2 BUILDING A, B & C – ELEVATION
1/16" = 1'-0"

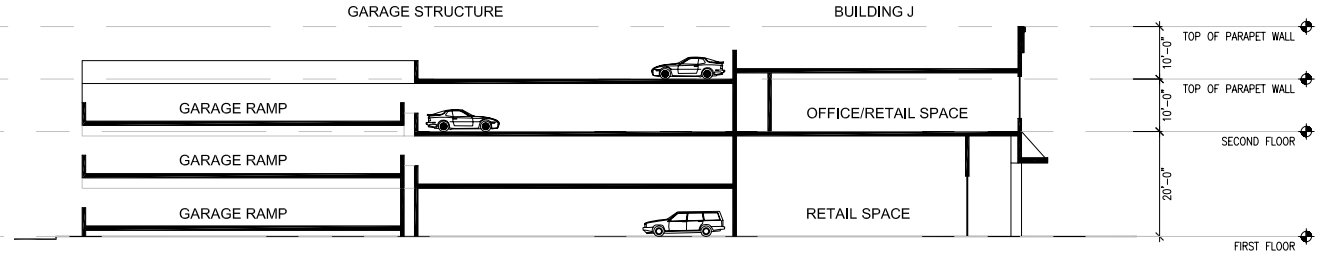
3 MAIN STREET ELEVATIONS
1/16" = 1'-0"



4 BUILDING J – ELELVATION
1/16" = 1'-0"



5 TYPICAL BUILDING ELEVATIONS
1/16" = 1'-0"



6 SECTION AA'
1/16" = 1'-0"

YHLA Architecture Planning Interior Design
Y.H. Lee Associates

363 13th Street
Oakland, CA 94612
Phone (510) 836-6688
Fax (510) 836-6689

2727 Del Rio Place, Suite D
Davis, CA 95616
Phone (530) 758-4288
Fax (530) 758-4388

STORY ROAD COMMERCIAL CONDOS

San Jose, California

No.	Date	Description
1	-	-
2	-	-
3	-	-
4	-	-
5	-	-
6	-	-

DRAWING TITLE
CONCEPTUAL BUILDING SECTIONS/ELEVATIONS

DRAWN BY
KWH

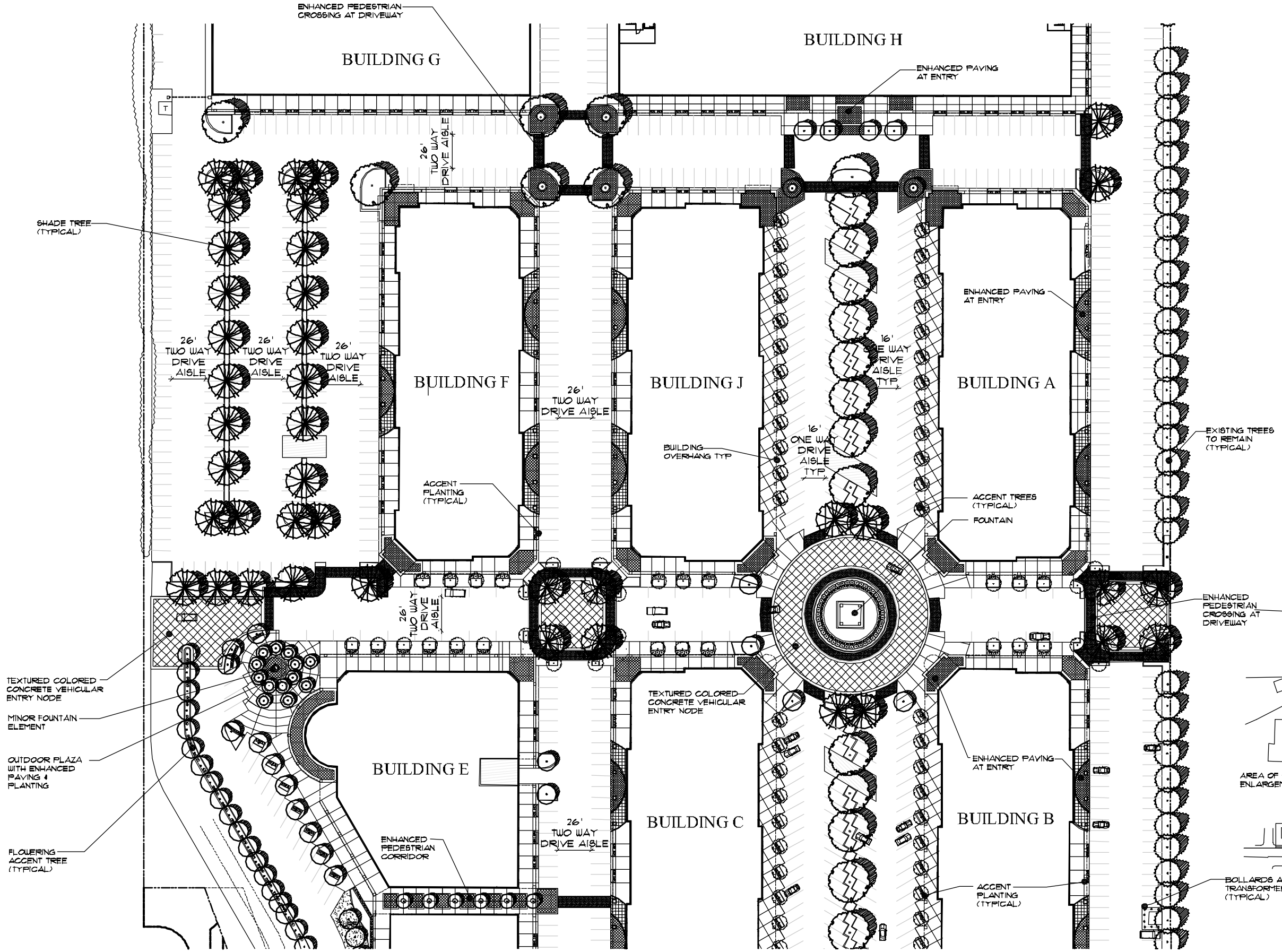
SCALE
AS SHOWN

ISSUANCE
ZONING SUBMITTAL

ISSUANCE DATE
SEPTEMBER 6, 2004

SHEET NUMBER
A-5

Exhibit 8: Conceptual Elevations



Typical Building Landscape Concept

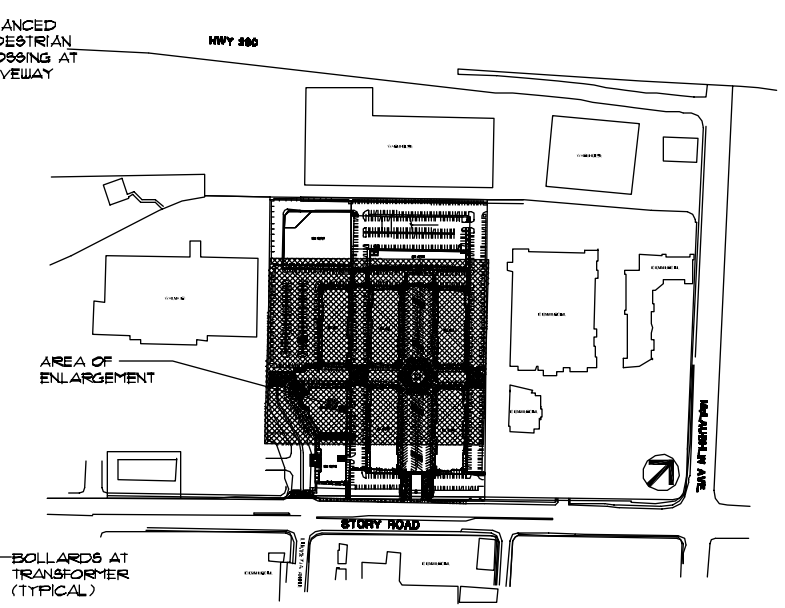
PROPOSED PLANT PALETTE

BOTANICAL NAME	COMMON NAME	MINIMUM CONTAINER SIZE
STREET TREES		
Celtis Sinensis	Chinese Hackberry	15 Gallon
Pistacia Chinensis	Chinese Pistache	15 Gallon
Platanus acerifolia 'Bloodgood'	London Plane Tree	15 Gallon
TREES		
Arbutus 'Marina'	NCN	15 Gallon
Cinnamomum camphora	Camphor Tree	15 Gallon
Lagerstroemia X fauriei	Crape Myrtle	15 Gallon
Prunus cerasifera 'Krauter Vesuvius'	Purple Leaf Plum	15 Gallon
Sequoia sempervirens	Redwood	15 Gallon
SHRUBS		
Dietes vegeta	Fortnight Lily	5 Gallon
Escallonia Newport Dwarf	Dwarf Escallonia	5 Gallon
Hebe sp.	Veronica	5 Gallon
Phormium Tenax	New Zeland Flax	5 Gallon
Rhaphiolepis sp.	Indian Hawthorn	5 Gallon
Pittosporum sp.	NCN	5 Gallon
Photinia Fraseri	Birminghain	5 Gallon
GROUNDCOVERS / PERENNIALS		
Hemerocallis sp.	Daylily	1 Gallon
Lavendula sp.	Lavender	1 Gallon
Rosmarinus officinalis 'Prostratus'	Dwarf Rosemary	1 Gallon
Rosa sp.	Rose	2 Gallon
Trachelospermum Jasminoides	Star Jasmine	1 Gallon
TURF		
Festuca Blend	Dwarf Fescue	Sod

*BARK MULCH: ALL PLANTER AREAS TO RECEIVE A 2" THICK LAYER OF FIR BARK MULCH.

IRRIGATION NOTE

ALL TURF AND SHRUB AREAS TO BE IRRIGATED USING A FULLY AUTOMATIC IRRIGATION SYSTEM UTILIZING LOW PRESSURE IRRIGATION HEADS. ALL IRRIGATION SHALL CONFORM TO THE CITY OF SAN JOSE LANDSCAPE GUIDELINES.



KEY MAP

GRAPHIC SCALE

30 0 15 30 60 120

(In Feet)
1 inch = 40 feet

HMH LANDSCAPE ARCHITECTURE
1570 Oakland Rd.
Suite 200
San Jose, CA 95131
ph. (408) 437 2200
fx. (408) 437 2222
www.hmh-engineers.com

JN: 3115.01 FILE: 3115.01LA05 DATE: 11/8/04
DESIGNED BY: WB DRAWN BY: LMH

LANDSCAPE CONCEPT PLAN

STORY ROAD COMMERCIAL BUSINESS CONDOMINIUMS

SAN JOSE, CALIFORNIA

L1

SECTION 3.0
ENVIRONMENTAL CHECKLIST AND DISCUSSION OF ENVIRONMENTAL CHECKLIST RESPONSES

The following Environmental Checklist Form is from Appendix G of the State CEQA Guidelines and identifies environmental impacts that could occur if the proposed project was constructed. Discussions supporting the impact conclusions immediately follow the checklist. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved.

1. AESTHETICS **Would the project:**	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	■
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	■
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	■	☐
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	☐	☐	■	☐

a) Would the project have a substantial adverse effect on a scenic vista?

NO IMPACT. The project site is located in a suburban area that is developed with a mix of industrial park and commercial/retail uses. The project site contains an industrial warehouse building and associated parking lot. There are no designated scenic vistas on or near the project site. The project would not therefore result in any impacts to scenic vistas.

(Source: 10, 16)

b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

NO IMPACT. The project site does not contain any designated scenic resources consistent with the Scenic Routes Goal and Policies contained in the San Jose 2020 General Plan, nor is it located near a state scenic highway. None of the trees on the project site are designated scenic resources by the General Plan, and they are not included on the City's list of Heritage Trees. The project site does not contain any historic buildings or structures. Therefore, no impacts on the project site would occur as a result of the proposed project.

(Source: 10, 16)

c) Would the project substantially degrade the existing visual character or quality of the site and it's surroundings?

LESS THAN SIGNIFICANT IMPACT. The project site currently contains a vacant industrial warehouse building and associated parking lot, and landscaping consisting of lawn, shrubs and mature trees. The project involves amending the General Plan designation for the project site from *Industrial Park* to *General Commercial,* and rezoning the site from *IP Industrial Park District* to *A(PD) Planned Development District* to allow the demolition of the existing building and the construction of a commercial/retail complex consisting of nine tenant buildings and a parking garage. The proposed development would be consistent with other existing commercial/retail development in the immediate area. It is likely that the proposed new development would change the existing visual character of site with the construction of multiple buildings, driveways and parking aisles. However, the project would be subject to conformance with the following Urban Design Goal and Policies contained in the General Plan:

> Urban Design Goal: Require the highest standards of architectural and site design, and encourage the use of "Green Building" techniques for all development projects, both public and private.
>
> Urban Design Policy 1. The City should continue to apply strong architectural and site design controls on all types of development for the protection and development of neighborhood character and for the proper transition between areas with different types of land uses.
>
> Urban Design Policy 2. Private development should include adequate landscaped areas. Landscaped areas should utilize water efficient plant materials and irrigation systems. Energy conservation techniques such as vegetative cooling and wind shielding should also be utilized. All landscaped areas should include provision for ongoing landscape maintenance.
>
> Urban Design Policy 22. Design guidelines adopted by the City Council should be followed in the design of development projects.
>
> Urban Design Policy 30. To the maximum extent feasible, all new commercial and industrial buildings should be designed for adaptability to other uses in the future.
>
> Urban Design Policy 33. All developments should provide pedestrian friendly design features including, but not limited to, pedestrian pathways connecting public streets to building entrances and other features of the site. In addition, street trees and appropriate pedestrian scale lighting should be installed in developments within Pedestrian Priority Areas. Non-residential development should include street shade, pedestrian-oriented signage, and building entrances along the street frontage. Within the public right-of-way, pedestrian-oriented signage could include "trailblazer" signs.
>
> Urban Design Policy 34. To create a more pleasing pedestrian environment, building frontages should include design elements with a human scale, varied and articulated facades, and entries oriented to public sidewalks or pedestrian pathways. Windows and/or entries should be provided along sidewalks and pathways.

The project would also be subject to conformance with the City's Commercial Design Guidelines, which would ensure compatibility with existing uses on surrounding properties. Less than significant impacts to the visual character or quality of the site and surroundings would result from implementation of the project.

(Source: 10, 16)

d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

LESS THAN SIGNIFICANT IMPACT. The proposed General Plan Amendment and rezoning would modify the land use on the site from industrial park to commercial. The proposed new development would result in an overall decrease in building mass on the site, however, it would increase the number of parked cars on the site. The potential increases in light and glare resulting from the increased number of cars would be mitigated by the installation of new landscaping, building articulation, garage parking of vehicles, etc. Exterior building and parking lot lighting associated with the new development would likely create a greater amount of nighttime lighting than the existing building on the site, however it would not adversely affect views in the area. The project would be required to conform to the City's Commercial Design Guidelines and to the standards of the City's Outdoor Lighting Policy. Therefore, less than significant impacts would occur as a result of the project.

(Source: 10, 16)

CONCLUSION. Implementation of the proposed GPA and rezoning, in conformance with existing General Plan Goals and Policies, Commercial Design Guidelines, and Outdoor Lighting Policy, would not result in significant aesthetic impacts. **(Less than significant impact)**

2. AGRICULTURAL RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland.

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	■
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	■

2. AGRICULTURAL RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland.

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	■

a) Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

NO IMPACT. The project site is classified as "Urban and Built-up Land" by the 2000 Farmland Mapping and Monitoring Map for the County of Santa Clara. The site is surrounded by urban lands and is not located near any agricultural resources. Therefore, no impacts would occur as a result of the project.

(Source: 5)

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

NO IMPACT. The project site is not zoned for agricultural uses, and is not under a Williamson Act contract. Therefore, no impacts would occur as a result of the project.

(Source: 5, 12)

c) Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?

NO IMPACT. The proposed project does not include any changes in the existing environment that could result in the conversion of Farmland to non-agricultural uses. The project would not involve construction on agricultural land. Therefore, no impacts would occur as result of the project.

(Source: 5, 12)

CONCLUSION. Implementation of the proposed or alternative GPA would not result in farmland impacts. (**No impact)**

3. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	■	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	■	☐	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	☐	☐	■	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	■	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	■

a) Conflict with or obstruct implementation of the applicable air quality plan?

LESS THAN SIGNIFICANT IMPACT. The Bay Area Air Quality Management District *(BAAQMD) CEQA Guidelines* (Revised December 1999) state that cumulative air quality impacts would not result if a project is consistent with the most recently adopted Clean Air Plan (CAP), which is the *Bay Area 2000 Clean Air Plan* prepared by the BAAQMD and adopted December 20, 2000. The City's General Plan has implemented the control measures contained in the CAP. Since the project is consistent with the policies and programs of the General Plan (see discussion under Checklist Item 9.c., below), and the General Plan is consistent with the Clean Air Plan, the project would not conflict with or obstruct implementation of the CAP. Therefore, less than significant impacts would occur as a result of the project.

(Source: 3, 4, 10)

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

LESS THAN SIGNIFICANT IMPACT WITH MITIGATION INCOROPORATED. Applicable air quality criteria for evaluation of the project's impacts are federal air pollutant standards established by the U.S. Environmental Protection Agency (EPA) and reported as

National Ambient Air Quality Standards (NAAQS), and the California Ambient Air Quality Standards (CAAQS), which are equal to or more stringent than the federal standards.

The California Air Resources Board (CARB) coordinates and oversees both state and federal air quality control programs in California. Santa Clara County is under the jurisdiction of the Bay Area Air Quality Management District (BAAQMD). The project site is located in the Bay Area Air Basin. The Bay Area Air Basin is currently classified as a "nonattainment" area for the state ozone standard, which means that the level of ozone during a one-hour period exceeds the standard of 0.09 parts per million (ppm) on more than one day per year, excluding those occasions when a violation was caused by an exceptional event, as defined in the criteria. For particulate matter less than 10 micrometers in diameter (PM_{10}), the Bay Area Air Basin is currently designated as a "nonattainment" area for the state standard, and is designated unclassified for particulate matter less than 2.5 microns in diameter ($PM_{2.5}$) pending further monitoring data. All other pollutants are designated as "attainment" or "unclassified" for federal standards and as an "attainment" area for the state standard.

Construction Impacts. Construction activities are generally short-term in duration, but may still cause adverse air quality impacts. Emissions of fine particulate matter (PM_{10} and $PM_{2.5}$) can result from a variety of construction activities, including excavation, grading, demolition, vehicle travel on unpaved surfaces, and vehicle and equipment exhaust. PM_{10} and $PM_{2.5}$ emissions from construction activities can lead to adverse health effects and cause nuisance concerns, such as reduced visibility and the generation of dust. Project construction on the site would likely generate PM_{10} emissions from various construction activities, including demolition of the existing structures on the site, grading, excavation, and the operation of equipment and vehicles.

The *BAAQMD CEQA Guidelines* establishes thresholds of significance for construction and operation (post construction) phases of projects. According to the *BAAQMD CEQA Guidelines*, the BAAQMD's "approach to CEQA analyses of construction impacts is to emphasize implementation of effective and comprehensive control measures rather than detailed quantification of emissions." The determination of significance with respect to construction emissions, according to the *Guidelines*, should be based on a consideration of the control measures to be implemented. Table 2 of the *BAAQMD CEQA Guidelines* contains the feasible control measures for construction emission of PM_{10}.

Implementation of the following project-level Mitigation Measure, based on Table 2 of the BAAQMD CEQA Guidelines, will reduce potential construction impacts to less than significant levels.

> **Mitigation Measure 3-1:** The following controls shall be implemented during all construction phases of the project:
>
> - Water all active construction sites at least twice daily;
> - Cover all trucks hauling soil, sand and other loose materials *or* require all trucks to maintain at least two feet of freeboard;
> - Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at construction sites;
> - Sweep daily (with water sweepers) all paved access roads, parking areas and staging areas at construction sites;
> - Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets;
> - Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for 10 days or more);
> - Enclose, cover, water twice daily or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.) sufficient to prevent visible airborne dust;
> - Limit traffic speeds on unpaved roads to 15 mph;
> - Install sandbags or other erosion control measures to prevent silt runoff to public roadways; and
> - Replant vegetation in disturbed areas as quickly as possible.

(Source: 3, 4, 10)

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

LESS THAN SIGNIFICANT IMPACT. According to the *BAAQMD CEQA Guidelines*, a project would not result in a cumulative air quality impact if it does not individually result in a significant air quality impact, is located in a jurisdiction with a general plan that is consistent with the Clean Air Plan, and is consistent with the general plan. The project would not individually result in a significant air quality impact with the implementation of mitigation measures (see response to Checklist Item 3.b, above). The San Jose General Plan is consistent with the CAP and the proposed project is consistent with the Major Strategies and Goals and Policies of the City's General Plan, as described below.

Major Strategies. The project is consistent with the General Plan's Growth Management Major Strategy, which seeks to promote new growth within the Greenline/Urban Growth Boundary so that new development will be prudently located to achieve the most efficient use of urban facilities and services, and to that end it encourages infill development within urbanized areas where urban facilities and services are already available, thus minimizing the cost of providing urban services. This Major Strategy also emphasizes maintaining the balance between residential, commercial and industrial land uses in order to balance service demands and revenue sources, and stresses that the location of housing is critical to minimizing service costs. This Major Strategy encourages compact, efficient infill development and discourages more costly development at the edge of the City. The project site's location within an existing suburban

commercial corridor, which has adequate public services, public utility capacities, and close proximity to mass transit demonstrates the project's consistency with this Major Strategy.

The Economic Development Major Strategy strives to make San José a more "balanced community" by encouraging more commercial and industrial growth to balance existing residential development, by creating an equitable distribution of job centers and residential areas, and by controlling the timing of development. The strategy states that land uses that generate jobs do not require as many public services and typically generate greater revenue than residential use. The project would be consistent with one of the major purposes of the economic development strategy, which is to improve San Jose's jobs/housing balance and maximize its ability to provide adequate urban services to its residents.

The Sustainable City Major Strategy promotes the importance of conservation and preservation of natural resources in the City in order to improve the quality of air and water and to conserve land, soil, water, energy and ecosystems such as the Bay, forests, riparian corridors, fisheries, grasslands, etc. It points out that the General Plan's continued emphasis on land use related issues such as achieving a relative job/housing balance and orienting development around transit facilities contributes to sustainability by shortening trip lengths and helping to increase the availability and convenience of transit, biking and walking, which conserves energy and improves water and air quality. The project site's location in an established commercial area, within close proximity to residential areas, makes the project consistent with this Major Strategy.

Goals and Policies. The Commercial Land Use Goal seeks to provide a pattern of commercial development which best serves community needs through maximum efficiency and accessibility. The project would be consistent with the Policies supporting these goals, including Commercial Land Use Policies 1 and 2, which encourage new commercial development near existing centers of employment or population, or in close proximity to transit facilities, designed to encourage pedestrian and bicycle access, and which encourage employee intensive uses to locate along multi-modal transit corridors. Policy 2 states that new commercial uses should be located in existing or new shopping centers or in established strip commercial areas.

The proposed General Plan Amendment and development project is in conformance with the General Plan's Growth Management, Economic Development, and Sustainable City Major Strategies, and with the Commercial Land Use Goals and Policies, and is therefore consistent with the CAP. Less than significant cumulative air quality impacts would result from implementation of the project.

(Source3, 4, 10)

d) Expose sensitive receptors to substantial pollutant concentrations?

LESS THAN SIGNIFICANT IMPACT. The proposed project would not be expected to expose sensitive receptors to substantial pollutant concentrations, as there are no residential neighborhoods immediately adjacent to the project site. Mitigation measures outlined in the response to Checklist Item 3.c, above, would reduce potential impacts top less than significant levels. Therefore, less than significant impacts would occur as a result of the project.

(Source: 3, 4, 10, 16)

e) Create objectionable odors affecting a substantial number of people?

NO IMPACT. The proposed project would not generate any objectionable odors during construction or operation. Therefore, no impacts would occur as a result of the project.

(Source: 16)

CONCLUSION. The proposed General Plan Amendment and development project are in conformance with the General Plan's Growth Management, Economic Development, and Sustainable City Major Strategies, and with the Commercial Land Use Goals and Policies. Conformance with the dust control measures contained in Mitigation Measure 3-1, above, would further reduce potential air quality impacts to less than significant levels. **(Less than significant impacts)**

4. BIOLOGICAL RESOURCES **Would the project:**	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	■	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	■
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	■
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	■
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	■	☐	☐

4. BIOLOGICAL RESOURCES **Would the project:**	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	■

a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

LESS THAN SIGNIFICANT IMPACT WITH MITIGATION INCORPORATED. The project site consists of developed parcels located in an urban area of the City of San Jose and is surrounded by existing industrial park and commercial development. The project site contains only biological resources that are typical of an urban and developed setting. These resources include ornamental trees and shrubs. Due to the developed nature of the project area, the potential for wildlife diversity is relatively low.

A raptor and tree survey report was prepared by Live Oak Associates, Inc., based on raptor and tree surveys of the property conducted on July 16 and 20, 2004. The surveys concluded that the project site does not support potential nesting or foraging habitat for burrowing owls, and they were presumed absent from the site. No raptor nests were found in the trees, and they were also determined to be absent from the site at the time of the survey. The report stated that development of the site is not expected to disturb any active raptor nests if the development (including ground disturbance and the removal of large trees) occurs prior to next year's raptor breeding season (February 1 to August 31, 2005). If ground disturbance or tree removal activities don't commence prior to next year's breeding season, then new surveys for stick nests will need to be conducted to confirm that nesting raptors are still absent from the site (a copy of the report is include in Appendix A of this Initial Study). With the incorporation of the following mitigation measure, the project will not have a substantial adverse effect on any species identified as a candidate, sensitive, or special status species.

> **<u>Mitigation Measure 4-1</u>: If possible, construction should be scheduled between October and December (inclusive) to avoid the raptor-nesting season. If this is not possible, pre-construction surveys for nesting raptors shall be conducted by a qualified ornithologist to identify active raptor nests that may be disturbed during project implementation. Between January and April (inclusive) pre-construction surveys shall be conducted no more than 14 days prior to the initiation of construction activities or tree relocation or removal. Between May and August (inclusive), pre-construction surveys shall be conducted no more than thirty (30) days prior to the initiation of these activities. The surveying ornithologist shall inspect all trees in and immediately adjacent to the construction area for raptor nests. If an active raptor nest is found in or close enough to the construction area to be disturbed by these activities, the ornithologist shall, in consultation with the State of California Department of Fish and Game (CDFG), designate a construction-free buffer zone**

(typically 250 feet) around the nest. The applicant shall submit a report indicating the results of the survey and any designated buffer zones to the satisfaction of the City's Environmental Principal Planner prior to the issuance of any grading or building permit.

(Source: 10, 18)

b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

NO IMPACT. The project site and its immediate surroundings are fully developed and do not contain riparian habitat or other sensitive natural communities as defined by the California Department of Fish and Game or U.S. Fish and Wildlife Service. The nearest riparian corridor is Coyote Creek, located approximately 1,000 feet west of the site and is separated from the project site by developed properties. Therefore, no impacts would occur as a result of the project.

(Source: 16, 18)

c) Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

NO IMPACT. The United States Army Corps of Engineers (USACE) regulates the dredge and fill of Waters of the U.S. through Section 404 of the Clean Water Act. This project site is developed and does not contain federally protected waters or wetlands. Therefore, no impacts would occur as a result of the new project.

(Source: 16, 18)

d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

NO IMPACT. The subject project site is fully developed and located in an urban area that is surrounded by industrial and residential land uses. The project site is not located within an established fish or wildlife migratory corridor. Therefore, no impacts would occur as a result of the new project.

(Source: 16, 18)

e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

LESS THAN SIGNIFICANT IMPACT WITH MITIGATION INCORPORATED. The City of San Jose has a tree preservation ordinance that requires that a tree removal permit be obtained for the removal of any tree greater than 56 inches in circumference, measured at 24 inches above grade. The proposed project will result in the removal of trees, which in turn would require mitigation for their removal, such as replanting new trees at a designated replacement ratio.

The tree survey conducted by Live Oak Associates, Inc. indicated that there are 286 trees on the site, 47 of which meet the City's definition of ordinance size, and would require a Tree Removal Permit for removal. Tree species on the site include poplar, Canary Island pine, coast redwood, ash, flowering plum, fan palm, and tree of heaven. None of the trees on the project site are listed on the City's List of Heritage Trees. In addition to the trees, there are several species of ornamental shrubs and groundcover within the landscaped margins of the site.

Although the Landscape Concept Plan calls for the preservation of existing trees along the site's easterly boundary (see Exhibit 9: Landscape Plan), construction of the proposed project would likely result in the removal of up to 41 ordinance-sized trees from the site, which would be considered a significant impact. Conformance with the City's Tree Removal Permit process, as prescribed in the following project-level mitigation measure, would reduce potential impacts to less than significant levels.

> **Mitigation Measure 4-2:** The project will be required to conform to the City's tree preservation ordinance, and will provide replacement trees in conformance with City policy. The species and exact number of trees to be planted on the site will be determined in consultation with the City Arborist and the Department of Planning, Building and Code Enforcement. In the event the developed portion of the site does not have sufficient area to accommodate the required tree mitigation, one or more of the following measures will be implemented at the permit stage:
>
> - An alternative site(s) will be identified for additional tree planting. Alternative sites may include local parks or schools or installation of trees on adjacent properties for screening purposes to the satisfaction of the Director of Planning, Building and Code Enforcement.
> - A donation of $300 per mitigation tree to San Jose Beautiful or Our City Forest for in-lieu off-street planting in the community. These funds will be used for tree planting and maintenance of planted trees for approximately three years. A donation receipt for off-site tree planting will be provided to the Environmental Principal Planner prior to issuance of a development permit.

In addition to the above mitigation, conformance with the following General Plan Policies will reduce potential impacts to less than significant levels:

> Urban Forest Policy 2. Development projects should include the preservation of ordinance-sized, and other significant trees. Any adverse affect on the health and longevity of native oaks, ordinance sized or other significant trees should be avoided through appropriate design measures and construction practices. When tree preservation is not feasible, the project should include appropriate tree replacement. In support of these policies the City should:
>
> - Continue to implement the Heritage Tree program and the Tree Removal Ordinance.
>
> - Consider the adoption of Tree Protection Standards and Tree Removal Mitigation Guidelines.
>
> Urban Forest Policy 3. The City encourages the maintenance of mature trees on public and private property as an integral part of the urban forest. Prior to allowing

the removal of any mature tree, all reasonable measures which can effectively preserve the tree should be pursued.

Urban Forest Policy 5. The City should encourage the selection of trees appropriate for a particular urban site. Tree placement should consider energy saving values, nearby power lines, and root characteristics.

Urban Forest Policy 6. Trees used for new plantings in urban areas should be selected primarily from species with low water requirements.

Urban Design Policy 7. Where appropriate, trees that benefit urban wildlife species by providing food or cover should be incorporated in urban plantings.

(Source: 10, 11, 16, 18)

f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

NO IMPACT. The subject site is not located in an area that is protected by an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state conservation plan. Therefore, no impacts would occur as a result of the new project.

(Source: 10, 18)

CONCLUSION. Implementation of the proposed project, in conformance with the City's tree removal requirements specified in the above mitigation measure, and in conformance with applicable General Plan policies, would not result in significant biological impacts. **(Less than significant impact with mitigation incorporated)**

5. CULTURAL RESOURCES **Would the project:**	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5?	☐	☐	■	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?	☐	☐	■	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	■
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	■	☐

a) Would the project cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?

LESS THAN SIGNIFICANT IMPACT. There are no historical resources located on the project site or in the immediate vicinity that could be affected by the project. There are no structures over 50 years old on the project site. Because the site is located in an archaeologically sensitive zone, a Cultural Resources Study was prepared by Holman & Associates, dated September 15, 2004. The study concluded that the project would probably have no effect on either historic and/or prehistoric archaeological resources, and did not recommend subsurface testing or archaeological monitoring during construction. These conclusions were based on: 1) a literature review conducted by Holman & Associates which found no cultural resources located on or within 500 feet of the site boundaries; and 2) the negative findings of three previous archaeological field inspections conducted on the site.

Adherence to the following General Plan Policy would avoid any possible impacts to cultural resources:

> Historic, Archaeological, and Cultural Resources Policy 9. Recognizing that Native American burials may be encountered at unexpected locations, the City should impose a requirement on all development permits and tentative subdivision maps that upon discovery of such burials during construction, development activity will cease until professional archaeological examination and reburial in an appropriate manner is accomplished.

(Source: 10, 17)

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

LESS THAN SIGNIFICANT IMPACT. See response to Checklist Item 5.a, above.

(Source: 10, 17)

c) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

NO IMPACT. See response to Checklist Item 5.a, above.

(Source: 10, 17)

d) Would the project disturb any human remains, including those interred outside of formal cemeteries?

LESS THAN SIGNIFICANT IMPACT. See response to Checklist Item 5.a, above.

(Source: 10, 17)

CONCLUSION. Implementation of the proposed project, in conformance with existing applicable General Plan Policies, would not result in significant cultural resources impacts. (**Less than significant impact)**

6. GEOLOGY AND SOILS **Would the project:**	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	☐	☐	☐	■
ii) Strong seismic ground shaking?	☐	☐	■	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	■	☐
iv) Landslides?	☐	☐	☐	■
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	■	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	■	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	■	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	■

a) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

NO IMPACT. The San Francisco Bay Area is one of the most seismically active regions in the United States. The significant earthquakes that occur in the Bay Area are generally associated

with earth movement along the well defined, active fault zones of the San Andreas Fault system, which regionally trends in a northwesterly direction. The subject site is not located in a designated Alquist-Priolo Earthquake Fault Zone (known formerly as a Special Studies Zone), or a City of San Jose Geological Hazard Zone. The nearest active fault zones are the Crosley Fault, located approximately 6+ miles northeasterly of the project site, and the Evergreen Fault, located approximately 5+ miles east of the project site. Therefore, the potential for surface rupture or fault offset at the subject site would be considered remote. No impacts would occur as a result of the new project.

(Source: 13, 16)

ii) Strong seismic ground shaking?

LESS THAN SIGNIFICANT IMPACT. The project site and its surroundings may experience intense seismic ground shaking during the next major earthquake on the San Andreas, Hayward, Calaveras or other regional fault systems. The severity of seismic shaking at any given location depends on various factors, including earthquake magnitude, distance to the causative fault, depth to bedrock, physical characteristics of underlying soil and bedrock, and local topography. The San Andreas fault, the Hayward fault, and the Calaveras fault would be the three faults most likely to produce intense seismic ground shaking in the project area. Given the geologic conditions of the region, the new project would not expose people or structures to any greater risks involving seismic ground shaking than would other projects located in a geologically similar setting.

While the potential for strong seismic ground shaking cannot be eliminated, adherence to the Uniform Building Code would mitigate such risk to the extent feasible. As required by the City of San Jose building permit process, the proposed new development would be required to be designed and constructed in accordance with the current Uniform Building Code and other applicable standards and practices of earthquake resistant construction. The California Building Code requires that a qualified professional classify and evaluate soil conditions for design of building foundations at proposed building sites. This would reduce potential impacts from strong ground shaking to a level that is not considered substantial or adverse.

Additionally, conformance with the following General Plan Policies related to development in seismic hazard zones would reduce potential impacts to less than significant levels.

> Earthquake Policy 1. The City should require that all new buildings be designed and constructed to resist stresses produced by earthquakes.
>
> Earthquake Policy 3. The City should only approve new development in areas of identified seismic hazard if such hazard can be appropriately mitigated.
>
> Earthquake Policy 5. The City should continue to require geotechnical studies for development proposals; such studies should determine the actual extent of seismic hazards, optimum location for structures, the advisability of special structural requirements, and the feasibility and desirability of a proposed facility in a specified location.
>
> Soils and Geology Conditions Policy 1. The City should require soils and geologic review of development proposals to assess such hazards as potential seismic hazards, surface ruptures, liquefaction, landsliding, mudsliding, erosion and sedimentation in order to determine if these hazards can be adequately mitigated.

Soils and Geology Conditions Policy 6. Development in areas subject to soils and geologic hazards should incorporate adequate mitigation measures.

(Source: 10, 13, 16)

iii) Seismic-related ground failure, including liquefaction?

LESS THAN SIGNIFICANT IMPACT. Seismic-related ground failure such as liquefaction, and accompanying ground effects such as lurch cracking and lateral spreading occur when loose, cohesionless materials are saturated with groundwater and undergo a temporary loss of strength during an earthquake or other intense ground shaking. During such an event, liquefiable soils acquire a degree of mobility and ground deformation occurs. In extreme cases, the soil particles can become suspended in groundwater, resulting in the deposits exhibiting fluid-like characteristics. The four factors that determine how susceptible a certain area will be to liquefaction are: 1) the age of the underlying geologic materials, 2) type of geologic deposit, 3) depth to ground water, and 4) potential intensity of seismic shaking. For new development, liquefaction can result in cracking, buckling, and other forms of building damage.

The purpose of the City's Geologic Hazard Clearance is to demonstrate that the future development is not potentially endangered by geologic hazards that may affect the site, and that the proposed improvements will adequately mitigate the geologic hazards. Although the project site is located in a State Seismic Hazard Zone for liquefaction, it is not located in a designated City Geologic Hazard Zone and would not therefore be required to obtain Geologic Hazard Clearance from the Public Works Department prior to the issuance of grading permits.

Conformance with the following General Plan Policies related to development in geologic hazard zones would reduce potential impacts to less than significant levels.

Soils and Geology Conditions Policy 1. The City should require soils and geologic review of development proposals to assess such hazards as potential seismic hazards, surface ruptures, liquefaction, landsliding, mudsliding, erosion and sedimentation in order to determine if these hazards can be adequately mitigated.

Soils and Geology Conditions Policy 6. Development in areas subject to soils and geologic hazards should incorporate adequate mitigation measures.

Soils and Geology Conditions Policy 8. Development proposed within areas of potential geological hazards should not be endangered by, nor contribute to, the hazardous conditions on the site or on adjoining properties.

(Source: 10, 13, 16)

iv) Landslides?

NO IMPACT. The project site is not located in a State Landslide Zone. The project would not therefore be required to obtain Geologic Hazard Clearance from the Public Works Department prior to the issuance of grading permits. No impacts would therefore result from implementation of the project.

(Source: 13, 16)

b) Would the project result in substantial soil erosion or the loss of topsoil?

LESS THAN SIGNIFICANT IMPACT. The project will result in demolition and construction activities on the site. The construction could involve the removal of trees and ornamental vegetation, in addition to grading and earth moving activities. These activities would expose underlying soils, which would increase the potential for soil erosion from wind or stormwater runoff. As part of the permitting process, any future developer of the site would be required to prepare an Erosion Control Plan and Storm Water Pollution Prevention Plan (SWPPP). These plans would identify applicable "best management practices" to eliminate erosion potential on the site and would be subject to the review and approval of the Public Works Department.

Additionally, adherence to the following General Plan Policies would reduce potential impacts to less than significant levels.

> Soils and Geology Conditions Policy 1. The City should require soils and geologic review of development proposals to assess such hazards as potential seismic hazards, surface ruptures, liquefaction, landsliding, mudsliding, erosion and sedimentation in order to determine if these hazards can be adequately mitigated.
>
> Soils and Geology Conditions Policy 3. In areas susceptible to erosion, appropriate control measures should be required in conjunction with proposed development.

(Source: 10, 16, 21)

c) Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

LESS THAN SIGNIFICANT IMPACT. According to the City of San Jose Geologic Hazard Maps, the project site is located in a State Liquefaction Zone. Conformance with Building Code standards, as described in the response to Checklist Item 6.a.iii and 6b., above, would reduce potential impacts to a less than significant level.

(Source: 13, 16)

d) Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

LESS THAN SIGNIFICANT IMPACT. The soils underlying the project site are classified as brown clayey silt, silty fine sand, clayey silt, and brown silty clayey sand. Although these would not be considered expansive due to relatively low clay content, the proposed construction would be required to conform with Building Code standards, as described in the response to Checklist Item 6.a.iii and 6b., above, which would reduce potential impacts to a less than significant level.

(Source: 7, 13, 16)

e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?

NO IMPACT. City sanitary sewer service would be provided to the project site for the proposed project. No septic tanks or alternative wastewater disposal systems would be used. Therefore, no impacts would occur as a result of the project.

(Source: 16)

CONCLUSION. Implementation of the proposed project, in conformance with existing Building Code requirements and with applicable General Plan Policies, would not result in significant geological and soil impacts. (**Less than significant impact**)

7. HAZARDS AND HAZARDOUS MATERIALS **Would the project:**	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	■	☐	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	■	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	■
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	■	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	■
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	■
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	■

7. HAZARDS AND HAZARDOUS MATERIALS Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	■

a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

LESS THAN SIGNIFICANT IMPACT WITH MITIGATION INCORPORATED. The proposed project, which consists of commercial/retail uses, would not generate any hazardous wastes. However, construction on the site resulting from the project would involve the demolition of the existing structure, which may involve the transportation and disposal of hazardous materials, such as household hazardous wastes, asbestos, lead paint, and Polychlorinated Biphenyls (PCBs). In addition, past uses of the property may pose potential environmental hazards.

A Phase I Environmental Site Assessment prepared for the site by Ceres Associates, dated August 4, 2004, reported that hazardous materials and above and below ground storage tanks exist on the site. The following is a summary of the findings of the report.

The subject property was used as an orchard and residence from approximately 1939 until the late 1960's or early 1970's. It was occupied by Paul Masson Vineyards from at least 1976 until 1985. From 1990 until the late 1990's, it was used as a distribution facility for Hewlett Packard (HP). Soil sampling conducted after the removal of two underground storage tanks on the site in 1990 did not indicate significant soil contamination, and a closure letter was issued by the San Francisco Bay Regional Water Quality Control Board on September 11, 1997. Hazardous materials stored and used on the site include diesel fuel, waste oil and hydraulic oil. No leaking or staining in the vicinity of the accessible containers was not observed during the current Assessment. Additionally, a wastewater treatment system is still present on the site, and surface staining within the concrete enclosure of the system was observed. If the anticipated use of the site does not include the use of the onsite wastewater treatment system and/or the hydraulic lifts/hoists, those items will need to be properly decontaminated, removed from the property, and disposed of according to regulatory guidelines. Additionally, soil samples may be necessary upon removal to assess the potential for subsurface contamination.

The following project-level Mitigation Measure, based on the recommendations of the Assessment, would reduce potential impacts to less than significant levels. A copy of the Assessment is included in Appendix C of this Initial Study.

<u>Mitigation Measure 7-1:</u>

- Prior to any demolition of the existing building on the site or any construction activity, the project developer shall conduct sampling to assess if asbestos is contained in the construction materials of the building. The California Health and Safety Code requires owners of structures with Asbestos Containing

Materials (ACM) to notify tenants and employees that the building has ACM. A report of the findings of the sampling shall be submitted, to the satisfaction of the Building Official, prior to issuance of any demolition permits for the building. In addition, the project will be required to obtain a Demolition Permit from the City's Building Division, prior to demolishing the existing building on the site. Before a Demolition Permit can be issued by the City, the developer must report the demolition to the Bay Area Air Quality Management District (BAAQMD), and obtain a letter from them. The BAAQMD is the regulating agency for the removal of ACM.

- Prior to any demolition of the existing building on the site or any construction activity, the project developer shall remove and properly dispose of the existing wastewater treatment system and 55-gallon drums currently located on the property. The wastewater treatment area shall be properly decontaminated after the removal of the system. Prior to the issuance of a Planned Development Permit, the decontamination plan shall be reviewed and approved by the Environmental Program Manager of the City of San Jose's Environmental Services Division.
- Prior to any demolition of the existing building on the site or any construction activity, the hydraulic hoists previously installed on the property shall be removed and the soil beneath them sampled for contamination. A report of the findings of the sampling shall be submitted, to the satisfaction of the Building Official, prior to issuance of any demolition permits for the building.

Adherence to the following General Plan Policies would further reduce potential impacts to less than significant levels.

Hazardous Materials Policy 1. The City should require proper storage and disposal of hazardous materials to prevent leakage, potential explosions, fires, or the escape of harmful gases, and to prevent individually innocuous materials from combining to form hazardous substances, especially at the time of disposal.

Hazardous Materials Policy 2. The City should support State and Federal legislation which strengthen safety requirements for the transportation of hazardous materials.

Hazardous Materials Policy 3. The City should incorporate soil and groundwater contamination analysis within the environmental review process for development proposals. When contamination is present on a site, the City should report this information to the appropriate agencies that regulate the cleanup of toxic contamination.

(Source: 3, 7, 10)

b) Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

LESS THAN SIGNIFICANT IMPACT WITH MITIGATION INCORPORATED. Refer to the response to Checklist Item 7.a.

(Source: 7, 10)

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

NO IMPACT. There are no existing or proposed schools within one-quarter mile of the project site.

(Source: 7)

d) Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

LESS THAN SIGNIFICANT IMPACT WITH MITIGATION INCORPORATED. The project site is not included on the State DTSC's Hazardous Waste and Substances Site List (Cortese List). Conformance with Mitigation Measure 7-1, as described in the response to Checklist Item 7.a, above, would reduce potential impacts to less than significant levels.

(Source: 6, 10, 16)

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

NO IMPACT. The project site is not located within an airport land use plan area and is not within two miles of a public airport or public use airport. Therefore, no impacts would occur as a result of the future project.

(Source: 16)

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

NO IMPACT. The project site is not located in the vicinity of a private airstrip. Therefore, no impacts would occur as a result of the project.

(Source: 16)

g) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

NO IMPACT. The proposed project would not impair or physically interfere with the implementation of an adopted emergency response or emergency evacuation plan. No impacts would occur as a result of the project.

(Source: 10, 16)

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

NO IMPACT. The project site is surrounded by industrial park and commercial land uses and is not located in or near an open space area that would be subject to wildland fires. Therefore, no impacts would occur as a result of the project.

(Source: 16)

CONCLUSION. Implementation of the proposed project, in conformance with the soil sampling mitigation measures described in the response to Checklist Item 7.a, above, and in conformance with existing applicable General Plan Policies, would not result in significant hazards or hazardous materials impacts. (**Less than significant impact with mitigation incorporated**)

8. HYDROLOGY AND WATER QUALITY **Would the project:**	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	☐	■	☐	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	■	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	■	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	☐	☐	■	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	■	☐
f) Otherwise substantially degrade water quality?	☐	☐	☐	■

8. HYDROLOGY AND WATER QUALITY Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	■
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	☐	☐	■	☐
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	■	☐
j) Be subject to inundation by seiche, tsunami, or mudflow?	☐	☐	☐	■

a) Would the project violate any water quality standards or waste discharge requirements?

LESS THAN SIGNIFICANT IMPACT WITH MITIGATION INCORPORATED. The proposed project would be subject to the City's requirements for erosion and sediment control and stormwater quality controls for both construction and post-construction phases.

New construction in San Jose is subject to the conditions of the City's NPDES Permit, which was reissued by the Regional Water Quality Control Board in February 2001, with a revision of Provision C.3 (New and Redevelopment Performance Standards) approved in October 2001. Provision C.3 was amended to enhance performance standards for new development and redevelopment projects. Under the amended Provision C.3, the City must now 1) require that certain sizes of new and redevelopment projects include storm water treatment measures; 2) ensure that the treatment measures be designed to treat an optimal volume or flow of storm water runoff from the project site; and 3) ensure that storm water treatment measures are properly installed, operated and maintained.

The City has developed a policy that implements Provision C.3 of the NPDES Permit, requiring new development projects to include specific measures for improving the water quality of urban runoff to the maximum extent feasible. The Post-Construction Urban Runoff Management Policy establishes general guidelines and minimum Best Management Practices (BMPs) for specified land uses, and includes the requirement of regular maintenance to ensure their effectiveness. Implementation of these measures would reduce potential impacts related to water quality standards or waste discharge requirements to less than significant levels. In addition, conformance with the following General Plan Policy would reduce potential impacts to less than significant levels:

> Water Resource Policy 12. For all new discretionary development permits for projects incorporating large paved areas or other hard surfaces (e.g., building roofs), or major expansion of a building or use, the City should require specific construction and post-

construction measures to control the quantity and improve the water quality of urban runoff.

Implementation of the following project-level mitigation measures, consistent with NPDES Permit requirements, will reduce potential construction impacts to surface water quality to less than significant levels:

Mitigation Measure 8-1: The project shall incorporate Best Management Practices (BMPs) into the project to control the discharge of stormwater pollutants including sediments associated with construction activities. Examples of BMPs are contained in the publication *Blueprint for a Clean Bay.* Prior to the issuance of a grading permit, the applicant may be required to submit an Erosion Control Plan to the City Project Engineer, Department of Public Works, Room 308, 801 North First Street, San Jose, California 95110-1795. The Erosion Control Plan may include BMPs as specified in ABAG's *Manual of Standards Erosion & Sediment Control Measures* for reducing impacts on the City's storm drainage system from construction activities. For additional information about the Erosion Control Plan, the NPDES Permit requirements or the documents mentioned above, please call the Department of Public Works at (408) 277-5161.

Mitigation Measure 8-2: Prior to the commencement of any clearing, grading or excavation, the project shall comply with the State Water Resources Control Board's National Pollutant Discharge Elimination System (NPDES) General Construction Activities Permit as follows:

- The applicant shall develop, implement and maintain a Storm Water Pollution Prevention Plan (SWPPP) to control the discharge of stormwater pollutants including sediments associated with construction activities;
- The applicant shall file a Notice of Intent (NOI) with the State Water Resources Control Board (SWRCB).

Mitigation Measure 8-3: The project applicant shall comply with the City of San Jose Grading Ordinance, including erosion and dust control during site preparation and with the City of San Jose Zoning Ordinance requirements for keeping adjacent streets free of dirt and mud during construction. The following specific BMPs will be implemented to prevent stormwater pollution and minimize potential sedimentation during construction:

- Restriction of grading to the dry season (April 15 through October 15);
- Utilize on-site sediment control BMPs to retain sediment on the project site;
- Utilize stabilized construction entrances and/or wash racks;
- Implement damp street sweeping;
- Provide temporary cover of disturbed surfaces to help control erosion during construction;
- Provide permanent cover to stabilize the disturbed surfaces after construction has been completed.

The proposed commercial project will not cause or contribute to any groundwater receiving water quality objectives.

(Source: 10, 16, 21, 22)

b) Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

LESS THAN SIGNIFICANT IMPACT. The proposed project would not directly withdraw groundwater from the site. Rather, the San Jose Water Company would provide domestic water service to the site. Water demand associated with the proposed commercial development on the site would be considered minor and would not require a substantial increase in groundwater pumping.

The site is not in a designated recharge zone, and would therefore not interfere with the recharge of groundwater. Less than significant impacts would occur as a result of the project.

(Source: 16)

c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

LESS THAN SIGNIFICANT IMPACT. There are no waterways on-site that would be altered as a result of the project. However, new commercial construction on the site would temporarily alter existing drainage patterns, and could result in on and off-site erosion and siltation.

Any future development of the site would be subject to a General Construction Permit issued by the State Water Resources Control Board for storm water discharges associated with construction activity. The General Construction Permit requires the preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP), which must identify Best Management Practices (BMPs) to reduce pollutants (including erosion and siltation) in storm water discharges from construction activities. Compliance with the General Construction Permit, preparation of the SWPPP, and implementation of the City's BMPs for stormwater pollution prevention would reduce potential erosion and siltation impacts to a less than significant level. Therefore, impacts related to erosion and siltation would be considered less than significant.

(Source: 16, 21, 22)

d) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

LESS THAN SIGNIFICANT IMPACT. As previously stated, there are no waterways on the site that would be altered as a result of the project. However, construction of the proposed commercial development would temporarily and/or permanently alter existing drainage patterns on the site, and could potentially increase the site's impervious surface area, resulting in an incremental increase in runoff from the site. Given that the site currently has a high percentage of impervious surface area, however, the proposed development, which incorporates vegetated swales and pervious pavers to reduce directly connected impervious surface area, would not be expected to generate significant increases in runoff over the current condition. The proposed drainage plan includes the construction of an adequately sized on-site storm drainage collection

system designed to control on-site and off-site flooding. In addition, the project would be required to conform to the City's Post-Construction Urban Runoff Management Policy as well as the following existing General Plan Goals and Policies, which would mitigate potential impacts to less than significant levels.

> Flooding Policy 7. The City should require new urban development to provide adequate flood control retention facilities.
>
> Level of Service Goal 2. Achieve the following level of service for these City services:
>
> - For storm drainage, to minimize flooding on public streets and to minimize property damage from storm water.
>
> Storm Drainage and Flood Control Policy 12. New projects should be designed to minimize potential damage due to storm waters and flooding to the site and other properties.
>
> *(Source: 10, 16)*

e) Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

LESS THAN SIGNIFICANT IMPACT. As discussed above, the project would not be expected to significantly increase the amount of runoff generated on the site. However, construction can cause erosion and sedimentation, and post-construction commercial development on the site could potentially create sources of polluted runoff from vehicle traffic and parking, roofing materials, landscape maintenance, food service, and other activities associated with commercial uses. Conformance to the NPDES Permit requirements through the City's grading permit process would reduce potential erosion and sedimentation impacts to less than significant levels. Consistent with the City's Post Construction Urban Runoff Management Policy, the project incorporates vegetated swales within the landscaping for parking areas and driveways to reduce pollutants from post-construction stormwater runoff. Grassy swales are proposed in the parking lot medians and in landscaped areas along the Story Road frontage, as shown on the Conceptual Grading and Drainage Plan (Exhibit 7).

There are existing City storm drain lines in Story Road that are expected to have adequate capacity to accommodate runoff generated from the project site. Additionally, adherence to the following General Plan Goals and Policies would reduce potential impacts to less than significant levels.

> Level of Service Goal 2. Achieve the following level of service for these City services:
>
> - For storm drainage, to minimize flooding on public streets and to minimize property damage from storm water.
>
> Level of Service Policy 2. Capital and facility needs generated by new development should be financed by new development. The existing community should not be burdened by increased taxes or by lowered service levels to accommodate the needs created by new growth. The City Council may provide a system whereby funds for

capital and facility needs may be advanced and later repaid by the affected property owners.

Level of Service Policy 12. New projects should be designed to minimize potential damage due to storm waters and flooding to the site and other properties.

(Source: 10, 16, 21, 22)

f) Would the project otherwise substantially degrade water quality?

NO IMPACT. There are no other identified potential impacts to water quality from the project.

(Source: 16, 21, 22)

g) Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

NO IMPACT. The proposed project is a commercial development, and does not propose the construction of any housing.

(Source: 16)

h) Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?

LESS THAN SIGNIFICANT IMPACT. The project site is not located within a flood hazard zone, according to the City of San Jose. The City's Public Works Department requires conformance with federal flood insurance requirements as a condition of approval of new development projects. Conformance with these requirements would reduce potential flooding impacts to less than significant levels.

(Source: 16)

i) Would the project expose people or structures to a significant risk or loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

LESS THAN SIGNIFICANT IMPACT. See response to Checklist Item 8.h., above. There are no levees or dams in the vicinity of the site that would impact the project.

(Source: 16)

j) Would the project be inundated by seiche, tsunami, or mudflow?

NO IMPACT. The project site is not located in an area subject to seiche, tsunami or mudflow. Therefore, no impacts would occur.

(Source: 16)

CONCLUSION. Implementation of the proposed project, in conformance with NPDES Permit and Post-Construction Urban Runoff Management Policy requirements, and in conformance with existing applicable General Plan Goals and Policies, would not result in significant hydrology and water quality impacts. (**Less than significant impact with mitigation incorporated**)

9. LAND USE AND PLANNING **Would the project:**	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	☐	☐	■	☐
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	■	☐
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	■

a) Would the project physically divide an established community?

LESS THAN SIGNIFICANT IMPACT. Projects that have the potential to physically divide an established community include new freeways and highways, major arterial streets, and railroad lines. The proposed land use designation and rezoning would allow the conversion of industrial park (warehouse) uses on the property to commercial uses, consistent with existing commercial and retail development on adjacent and nearby properties, and would therefore not physically divide an established community.

The proposed project will be subject to architectural and site review by the City of San Jose at the Planned Development Permit stage, subsequent to General Plan Amendment and rezoning approval. Such review will include conformance with the City's adopted Commercial Design Guidelines. The Guidelines are intended to ensure that new development is compatible with existing neighborhood character and does not adversely impact neighboring residential uses. Less than significant impacts would occur as a result of the project.

(Source: 10, 12, 16)

b) Would the project conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

LESS THAN SIGNIFICANT IMPACT. The proposed General Plan Amendment and rezoning are consistent with the Growth Management, Economic Development, and Sustainable City Major Strategies of the City's General Plan, which support infill development in appropriate areas

of the City and encourage sustainable practices, as described in the response to Checklist Item 3.c. The project is also consistent with the Commercial Land Use Goal and Policies of the General Plan, which encourage new commercial development near existing centers of employment or population, or in close proximity to transit facilities, designed to encourage pedestrian and bicycle access, and which encourage employee intensive uses to locate along multi-modal transit corridors. Commercial Land Use Policy 2 states that new commercial uses should be located in existing or new shopping centers or in established strip commercial areas.
The proposed General Plan Amendment and rezoning would allow the conversion of existing industrial park uses on the site to commercial development in an area containing established commercial/retail uses, where urban services are available. Major Santa Clara Valley Transportation Authority (VTA) bus lines are located adjacent to the site on Story Road (Route 25) and McLaughlin Avenue (Route 72). Additionally, because the site is located in a developed area that includes existing commercial and industrial park uses, it has access to existing utilities, and as noted in the responses to Section 16 of this Initial Study, the City would be capable of providing those services to the project site.

The project is located within the San Jose Redevelopment Agency's designated Olinder Redevelopment Area, which is one of the Agency's Industrial Project Areas. The proposed project is consistent with the commercial and retail amenity component of the Project Area.

(Source: 10, 16)

c) Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?

NO IMPACT. As noted in the response to Checklist Item 4.f, the project site is not located within the boundaries of an adopted Habitat Conservation Plan or Natural Community Conservation Plan. Therefore, no impacts would occur as a result of the future project.

(Source: 10, 16)

CONCLUSION. Implementation of the proposed project, which is consistent with the existing General Plan and Redevelopment Area policies, goals and objectives, would not result in significant land use impacts. (**Less than significant impact**)

10. MINERAL RESOURCES **Would the project:**	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	■
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	■

a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

NO IMPACT. Pursuant to the mandate of the Surface Mining and Reclamation Act of 1975, the State Mining and Geology Board has designated the Communications Hill Area of San Jose as containing mineral deposits of regional significance. Neither the State Geologist nor the State Mining and Geology Board has classified any other areas in San Jose as containing mineral deposits that are either of statewide significance, or the significance of which requires further evaluation. The subject project site is not located in the Communications Hill Area. Therefore, the project would not result in significant mineral resource impacts.

(Source: 16, 19)

b) Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

NO IMPACT. Other than the Communications Hill Area, the City of San Jose 2020 General Plan does not identify any locally important mineral resources within the City of San Jose. Therefore, the project would not result in impacts related to locally important mineral resources

(Source: 16, 19)

CONCLUSION. Implementation of the proposed project would not result in significant mineral resource impacts. (**No impact**)

11. NOISE **Would the project result in:**	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	■	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	■	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	■	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	■	☐

11. NOISE **Would the project result in:**	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	■
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	■

a) Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

LESS THAN SIGNIFICANT IMPACT. An Environmental Noise Study was conducted for the project by Charles M. Salter Associates, Inc. The purpose of the study, dated September 1, 2004, was to quantify the noise environment at the site and compare it with applicable City standards. A copy of the study is included in Appendix D of this Initial Study.

24-hour noise measurements were taken, and the resulting Day/Night Average Sound Levels (DNL) were compared with the land use compatibility guidelines contained in the Noise Element of the General Plan. The guidelines indicate that a DNL of 60db or lower is considered satisfactory for commercial projects. The short and long-range goals for outdoor use areas are DNL 60 and 55dB, respectively. Where DNL exceeds 60 dB for commercial projects, onsite outdoor activity should be limited to acoustically protected areas, or entirely indoors if the DNL exceeds 76 dB.

The study determined that the project site is exposed to existing and future noise levels that exceed DNL 60dB, and recommends that onsite outdoor activity should be limited to acoustically protected areas, in conformance with the guidelines. The study recommends that if outdoor activities are included in the project, that they be located between buildings or other areas shielded from Story Road and Highway 280. The project, however, does not anticipate the inclusion of outdoor activities, therefore, the potential noise impacts would be less than significant, and no mitigation is required.

Adherence to the following General Plan Policies would further reduce potential impacts to less than significant levels.

> Noise Policy 1. The City's acceptable noise level objectives are 55 DNL as the long-range exterior noise quality level, 60 DNL as the short-range exterior noise quality level, 45 DNL as the interior noise quality level, and 76 DNL as the maximum exterior noise level necessary to avoid significant adverse health effects. These objectives are established for the City, recognizing that the attainment of exterior noise quality levels in the environs of the San José International Airport the Downtown Core Area, and along major roadways

may not be achieved in the time frame of this Plan. To achieve the noise objectives, the City should require appropriate site and building design, building construction and noise attenuation techniques in new residential development.

Noise Policy 12. Noise studies should be required for land use proposals where known or suspected peak event noise sources occur which may impact adjacent existing or planned land uses.

Urban Design Policy 18. To the extent feasible, sound attenuation for development along City streets should be accomplished through the use of landscaping, setback and building design rather than the use of sound attenuation walls. Where sound attenuation walls are deemed necessary, landscaping and an aesthetically pleasing design shall be used to minimize visual impact.

(Source: 8, 10, 16)

b) Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

LESS THAN SIGNIFICANT IMPACT. See response to Checklist Item 11.a, above. There are no known land uses in the vicinity of the project site that would generate substantial groundborne vibration or noise levels.

(Source: 8, 10, 16)

c) Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

LESS THAN SIGNIFICANT IMPACT. See response to Checklist Item 11.a, above. The existing noise levels in the vicinity of the project site currently exceed City standards. Although construction of the project could increase noise levels, this impact would be considered temporary. The proposed commercial development is not expected to substantially or permanently increase the existing noise levels.

(Source: 8, 10, 16)

d) Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

LESS THAN SIGNIFICANT IMPACT. See response to Checklist Item 11.c, above. Adherence to the following General Plan Policies would further reduce potential impacts to less than significant levels.

Noise Policy 1. The City's acceptable noise level objectives are 55 DNL as the long-range exterior noise quality level, 60 DNL as the short-range exterior noise quality level, 45 DNL as the interior noise quality level, and 76 DNL as the maximum exterior noise level necessary to avoid significant adverse health effects. These objectives are established for the City, recognizing that the attainment of exterior noise quality levels in the environs of the San José International Airport the Downtown Core Area, and along major roadways may not be achieved in the time frame of this Plan. To achieve the noise objectives, the

City should require appropriate site and building design, building construction and noise attenuation techniques in new residential development.

Noise Policy 9. Construction operations should use available noise suppression devices and techniques.

Noise Policy 12. Noise studies should be required for land use proposals where known or suspected peak event noise sources occur which may impact adjacent existing or planned land uses.

(Source: 8, 10, 16)

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

NO IMPACT. The project site is not located within an airport land use plan area and is not within two miles of a public airport or public use airport. Therefore, no impacts would occur as a result of the future project.

(Source: 16)

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

NO IMPACT. The project site is not located within the vicinity of a private airstrip. Therefore, no impacts would occur as a result of the project.

(Source: 16)

CONCLUSION. Implementation of the proposed project, in conformance with existing applicable General Plan Policies, would not result in significant noise impacts. (**Less than significant impacts**)

12. POPULATION AND HOUSING **Would the project:**	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	■	☐
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	■
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	■

a) Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

LESS THAN SIGNIFICANT IMPACT. The proposed re-designation and rezoning of the site from industrial park use to commercial uses could potentially induce growth in the immediate area of the site by creating jobs. However, it is not known whether the amount of commercial space allowed under the proposed project could produce more jobs than the amount of space existing on the site under the current General Plan designation of Industrial Park. The project would not induce growth in an area where commercial development is not already allowed, and would not create a significant demand for new infrastructure in an area where infrastructure is not available. In addition, the proposal would not create a precedent for growth outside the City's existing Urban Growth Boundary. Less than significant impacts would occur as a result of the project.

(Source: 10, 16)

b) Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

NO IMPACT. The proposed project would not displace any existing housing on the site. No impacts would occur.

(Source: 16)

c) Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

NO IMPACT. Refer to the response to Checklist Item 12.b.

(Source: 16)

CONCLUSION. Implementation of the project would not result in population and housing impacts. (**Less than significant impact)**

13. PUBLIC SERVICES **Would the project result in:**	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection?	☐	☐	■	☐
b) Police protection?	☐	☐	■	☐
c) Schools?	☐	☐	☐	■
d) Parks?	☐	☐	☐	■
e) Other public facilities?	☐	☐	■	☐

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection?

LESS THAN SIGNIFICANT IMPACT. The project site would be served by the City of San Jose Fire Department. The Department has a performance standard to maintain a four-minute average response time to all emergency calls in the City. Fire Station 3, which is located at 98 Martha Street, would provide initial response to the site. Fire Station 8 is approximately 1.5 miles northwest (driving distance) of the site.

The project would create new commercial uses on the property' resulting in a minor increase in the demand for fire services. The project site is located adjacent to an existing residential neighborhood that is currently served by Fire Station 3, and would not result in substantial adverse physical impacts associated with a need for new facilities in order to maintain acceptable levels of service or performance objectives.

Adherence to the following General Plan Policies would reduce potential impacts to less than significant levels:

> Fire Hazards Policy 5. Anticipated fire response times and fire flows should be taken into consideration as a part of the Development Review process.

Level of Service Policy 16. Utilize the following Citywide level of service measures as benchmarks to be used to evaluate major General Plan land use and policy changes, such as expansions of the Urban Service Area or land use changes from non-residential to residential:

- For fire protection, a 4-minute average response time to all calls.

Level of Service Policy 17. In reviewing major land use or policy changes, the City should consider the availability of police and fire protection, parks and recreation and library services to the affected area as well as the potential impacts of the project on existing service levels.

Level of Service Policy 18. Fire service facilities should be located so that essential services can be most efficiently provided.

(Source: 9, 10, 16)

b) Police protection?

LESS THAN SIGNIFICANT IMPACT. As with fire protection, the project would create new commercial uses on the site, resulting in a minor increase in the demand for police services. The project site is located adjacent to an existing residential neighborhood currently served by the City Police Department. The project would not result in substantial adverse physical impacts associated with a need for new facilities in order to maintain acceptable levels of service or performance objectives.

Adherence to the following General Plan Policies would reduce potential impacts to less than significant levels:

Level of Service Policy 16. Utilize the following Citywide level of service measures as benchmarks to be used to evaluate major General Plan land use and policy changes, such as expansions of the Urban Service Area or land use changes from non-residential to residential:

- For police protection, achieve a response time of six minutes or less for 60 percent of all Priority 1 calls, achieve a response time of eleven minutes or less for 60 percent of all Priority 2 calls.

Level of Service Policy 17. In reviewing major land use or policy changes, the City should consider the availability of police and fire protection, parks and recreation and library services to the affected area as well as the potential impacts of the project on existing service levels.

(Source: 10, 16)

c) Schools?

NO IMPACT. The project is commercial in nature, and would not, therefore, create any impacts on local schools.

(Source: 14, 16)

d) Parks?

NO IMPACT. The project is commercial in nature, and would not, therefore, create any additional demand for parks.

(Source: 10, 16)

e) Other public facilities?

LESS THAN SIGNIFICANT IMPACT. The subject project site is located within an existing urban community that is currently serviced by existing public services and utilities, including gas, electrical, telephone, and cable. Development of the proposed project would result in a minor increase in the demand for these services and utilities. However, the minor increase would not result in significant impacts, since the existing services and utilities are currently located at or near the site. Therefore, less than significant impacts would occur as a result of the project.

(Source: 16)

CONCLUSION. Development of the proposed project, inconformance with the applicable General Plan Policies, would not result in public services impacts. (**Less than significant impact)**

14. RECREATION **Would the project:**	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	■
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☐	■

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

NO IMPACT. See response to Checklist Item 13.d. (Parks), above.

(Source: 16)

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

NO IMPACT. See response to Checklist Item 13.d. (Parks), above.

(Source: 10, 16)

CONCLUSION. Development of the proposed project would not result in significant recreation impacts. (**Less than significant impact)**

15. TRANSPORTATION/TRAFFIC **Would the project:**	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	☐	■	☐	☐
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☐	■	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	■
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	■
e) Result in inadequate emergency access?	☐	☐	☐	■
f) Result in inadequate parking capacity?	☐	☐	☐	■
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	■

a) Would the project cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections?

LESS THAN SIGNIFICANT IMPACT WITH MITIGATION INCORPORATED. A traffic impact analysis was conducted for the project by Hexagon Transportation Consultants, Inc. The potential impacts of the project were evaluated in accordance with the standards set forth by the City of San Jose level of service policy and the Santa Clara Valley Transportation (VTA) Congestion Management Program (CMP). The study included an analysis of AM and PM peak-hour traffic conditions for 27 signalized intersections and 24 directional freeway segments. A

copy of the traffic analysis is included in Appendix E of this Initial Study. The technical Appendices (New Traffic Counts, Approved Trips Inventory, Volume Summary Tables, and Level of Service Calculations) are available upon request.

Traffic generation rates for the proposed project were estimated by applying the City of San Jose recommended trip generation rates for retail uses. From these rates, credit for the replacement of the warehouse space, and a 25 percent pass-by-trip reduction, it was estimated that the project would generate 19,000 net new daily trips, with 330 new trips during the AM peak hour and 1,255 trips during the PM peak hour. Using the specified inbound/outbound splits, the project would produce 168 inbound trips and 162 outbound trips during the AM peak hour and 692 inbound trips and 564 outbound trips during the PM peak hour. The trip distribution pattern for the proposed project and existing warehouse were estimated based on existing travel patterns in the area and the locations of complementary land uses.

The results of the intersection level of service analysis under project conditions show that, according to the City of San Jose level of service standards, the following signalized study intersections would be significantly impacted by the project during the PM peak hour:

- McLaughlin Avenue and Story Road
- Lucretia Avenue and Story Road

At the McLaughlin Avenue and Story Road intersection, the level of service would be LOS D under background conditions, and the added trips as a result of the project would cause the intersection level of service to worsen to an unacceptable LOS E. Based on City of San Jose level of service impact criteria, this constitutes a significant impact.

At the Lucretia Avenue and Story Road intersection, the level of service would be LOS C under background conditions, and the added trips as a result of the project would cause the intersection level of service to worsen to an unacceptable LOS E. Based on City of San Jose level of service impact criteria, this constitutes a significant impact.

None of the other signalized study intersections would be significantly impacted by the project, according to City of San Jose standards.

Implementation of the following project-specific Mitigation Measures, which are based on the recommendations of the report, would reduce the potential impacts at the McLaughlin Avenue/Story Road and Lucretia Avenue/Story Road intersection impacts to less than significant levels.

> **Mitigation Measure 15-1: McLaughlin Avenue and Story Road.** The level of service impact could be mitigated with the addition of a separate eastbound right-turn lane on Story Road. This improvement would require the acquisition of right-of-way along the south side of Story Road, as well as the relocation of utilities and signal poles. This mitigation measure would improve the intersection level of service from LOS E to LOS D.
>
> **Mitigation Measure 15-2: Lucretia Avenue and Story Road.** The level of service impact could be mitigated by changing the lane configuration of the north approach from separate left, through and right-turn lanes, to a double left-turn lane and a shared through/right-turn lane.

This would require changing the signal control on the north and south legs of the intersection from permitted to protected left turns. The protected left turns (8-phase signal) would provide the highest level of pedestrian safety. This mitigation would improve the intersection level of service from LOS E to LOS D.

In addition to the specific intersection level of service improvements described in the above mitigation measures, adherence to the following General Plan Goals and Policies would reduce potential impacts to less than significant levels.

Level of Service Goal 2. Achieve the following level of service for these City services

- For transportation, level of service "D".

Level of Service Policy 2. Capital and facility needs generated by new development should be financed by new development. The existing community should not be burdened by increased taxes or by lowered service levels to accommodate the needs created by new growth. The City Council may provide a system whereby funds for capital and facility needs may be advanced and later repaid by the affected property owners.

Level of Service Policy 5. The minimum overall performance of City streets during peak travel periods should be level of service "D".

- In recognition of the City's Smart Growth strategies and interest in creating and maintaining a livable community, San Jose is planning a balanced, multi-modal transportation system. Livable streets that accommodate vehicular as well as appropriate pedestrian, bicycle, and transit facilities are an important component of this transportation system.
- Development proposals should be reviewed for their measurable impacts on the level of service and should be required to provide appropriate mitigation measures if they have the potential to reduce the level of service to "E" or worse. These mitigation measures typically involve street improvements. When the mitigation for vehicular traffic compromises community livability by removing street trees, reducing front yards, or creating other neighborhood impacts, then improvements to transit, bicycle, or pedestrian facilities may be considered in combination with more appropriate street improvements to meet the level of service standard.
- To strengthen the neighborhood preservation strategy and objectives of the Plan, the City Council may adopt a Council Policy which establishes alternative mitigation measures, including improvements to transit, bicycle, and/or pedestrian facilities, for projects whose required traffic mitigation would result in a unacceptable impact on an affected neighborhood or City street.

Transportation Policy 7. The traffic impacts on regional transportation facilities should be taken into consideration when reviewing major General Plan Land Use Diagram amendments.

(Source: 10, 15, 16)

b) Would the project exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

LESS THAN SIGNIFICANT IMPACT. The traffic analysis determined that Based on the CMP level of service standards, the project would not have a significant impact at any of the study intersections. The results of the CMP freeway level of service analysis showed that none of the freeway segments analyzed would be impacted by the project according to county CMP level of service standards for freeways.

Adherence to the following General Plan Policy would further reduce potential impacts to less than significant levels:

> Transportation Policy 29. The City should continue its participation in interjurisdictional approaches, such as the Santa Clara County Congestion Management Agency, to develop and implement appropriate techniques to improve the regional transportation system.

(Source: 10, 15, 16)

c) Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

NO IMPACT. The project would not have any impact on air traffic. No impacts would occur as a result of the project.

(Source: 15, 16)

d) Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

NO IMPACT. The proposed commercial development would be compatible with the existing commercial development in the immediate vicinity of the site. The internal vehicle circulation system and driveways onto Story Road will be designed in accordance with City of San Jose standards. No impacts would occur as a result of the project.

(Source: 15, 16)

e) Would the project result in inadequate emergency access?

NO IMPACT. The project will be required to be designed in accordance with City of San Jose emergency access standards. Therefore, no impacts would occur as a result of the project.

(Source: 15, 16)

f) Would the project result in inadequate parking capacity?

NO IMPACT. The San Jose Zoning Ordinance requires 1 parking space per 200 square feet of commercial floor area, which for the proposed project would result in a requirement of 1,298 spaces. The Ordinance also would require a minimum of 16 off-street loading spaces for the

project. The project provides a total of 1,667 parking spaces and 16 loading spaces, in conformance with the Ordinance requirements.

Adherence to the following General Plan Policy would further reduce potential impacts:

> Transportation Policy 33. Adequate off-street parking should be required in conjunction with all future developments. The adequacy and appropriateness of parking requirements in the Zoning Code should be periodically re-evaluated.

(Source: 10, 15, 12, 16)

g) Would the project conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle RACKS)?

NO IMPACT. The project site is currently served by the existing Santa Clara Valley Transportation Authority (VTA) transit system. Major VTA bus lines are within walking distance from the site on Story Road and McLaughlin Avenue. Therefore, the location of the project would provide an opportunity for future employees and customers of the proposed commercial businesses to use alternative modes of transportation. No impacts would occur as a result of the project.

Adherence to the following General Plan Policy would further reduce potential impacts:

> Transportation Policy 28. The City should promote participation and implementation of appropriate Transportation Demand Management measures such as carpooling and vanpooling, preferential parking and staggered work hours/flextime, as well as bicycling and walking, by all employers.

(Source: 10, 15, 16, 20)

CONCLUSION. Implementation of the proposed project in conformance with Mitigation Measures 15-1 and 15-2, and in conformance with existing General Plan policies and avoidance measures, would not result in transportation impacts. (**Less than significant impact with mitigation incorporated)**

16. UTILITIES AND SERVICE SYSTEMS **Would the project:**	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	■
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	■	☐

16. UTILITIES AND SERVICE SYSTEMS **Would the project:**	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	■	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	■	☐
e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	■
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	■	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	■

a) Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

NO IMPACT. The future project would be subject to all wastewater treatment requirements of the San Francisco Bay Regional Water Quality Control Board. The project is not be expected to exceed any such requirements. Therefore, no impacts would occur as a result of the project.

(Source: 16)

b) Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

LESS THAN SIGNIFICANT IMPACT. The San Jose Water Company (SJWC) provides water services to the project site. The SJWC water supply is treated at two SJWC water treatment plants and several Santa Clara Valley Water District (SCVWD) water treatment plants. The proposed commercial project would result in a minor increase in the demand for treated drinking water. It is anticipated that the existing water treatment facilities of the SJWC and the SCVWD would have adequate capacity to serve the project. Therefore, the proposed project would not require or result in the construction of new water treatment facilities or the expansion of existing facilities. Therefore, no impacts would occur as a result of the project.

There are existing City of San Jose sanitary sewers in the project vicinity that are available to serve the project. A 10-inch sewer is located in Story Road, adjacent to the site.

The San Jose/Santa Clara Water Pollution Control Plant would provide wastewater treatment services for the project. The project would result in a minor increase in the demand for sewer treatment services. The existing wastewater treatment facility would have the capacity to adequately serve the project, therefore, the project would not require or result in the construction or expansion of a wastewater treatment facility and less than significant impacts would occur as a result of the project.

(Source: 13, 16)

c) Would the project require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

LESS THAN SIGNIFICANT IMPACT. The project site is located in a developed area containing existing City of San Jose storm drain lines. There are existing 33- and 24-inch storm drain lines located in Story Road, adjacent to the site, which are available to serve the project. The project developer will be responsible for providing the necessary infrastructure improvements to accommodate stormwater drainage from the site, in conformance with City policy. In addition, the proposed on-site storm drainage facilities will be required to be designed to meet the specifications and requirements of the City of San Jose Public Works Department. Less than significant impacts would result.

Adherence to the General Plan Level of Service Goals and Policies identified in the responses to Checklist Item 8, would reduce potential impacts to less than significant levels.

(Source: 10, 13, 16)

d) Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

LESS THAN SIGNIFICANT IMPACT. Refer to the Response to Checklist Item 16.b. The project would receive domestic water service from the San Jose Water Company. The water demand associated with the project would be minor and would not require San Jose Water Company to obtain additional water sources or entitlements. Less than significant impacts would occur as a result of the project.

(Source: 16)

e) Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

NO IMPACT. As noted in the response to Checklist Item 16.b, the San Jose/Santa Clara Water Pollution Control Plant would provide wastewater treatment services to the project. The facility has a treatment capacity of 167 million gallons per day. The facility currently operates at approximately 80 percent capacity, processing an estimated 134 million gallons per day (dry weather peak). The project would result in a minor increase in the demand for wastewater treatment services. The existing wastewater treatment facility would have the capacity to adequately serve the project, therefore no impacts would occur as a result of the project.

(Source: 11)

f) Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

LESS THAN SIGNIFICANT IMPACT. According to the Source Reduction and Recycling Element prepared for the City of San Jose and the County-wide Integrated Management Plan, there is sufficient landfill capacity to meet the solid waste disposal demands of Santa Clara County for at least 30 more years. The amount of waste generated by the project would not be considered substantial. Therefore, less than significant impacts would occur as a result of the future project.

(Source: 16, 23)

g) Would the project comply with federal, state, and local statutes and regulations related to solid waste?

NO IMPACT. The proposed commercial project would not create the need for any special solid waste disposal handling, due to the nature off the businesses that will occupy the project buildings. No hazardous waste generating uses are anticipated. The project will comply with the applicable City recycling program requirements. Therefore, no impacts would occur as a result of the project.

(Source: 16)

CONCLUSION. Implementation of the proposed project would not result in utilities and service system impacts. (**Less than significant impact)**

17. MANDATORY FINDINGS OF SIGNIFICANCE

NOTE: If there are significant environmental impacts that cannot be mitigated and no feasible project alternatives are available, then complete the mandatory findings of significance and attach to this initial study a an appendix. This is the first step for starting the environmental impact report (EIR) process.

Does the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	■	☐	☐
b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	■	☐
c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	■

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of rare or endangered plants or animals, or eliminate important examples of the major periods of California history or prehistory?

LESS THAN SIGNIFICANT IMPACT WITH MITIGATION INCORPORATED. The proposed land use change from *Industrial Park* to *General Commercial* and rezoning from *IP Industrial Park District* to *A(PD) Planned Development District* to allow commercial; uses on the site would result in a minor change in the on-site environment. Implementation of Mitigation Measures described in Section 4.0 of this document would reduce potential impacts to less than significant levels. No special-status species or habitat is present on the project site, therefore the project would not reduce the habitat of fish or wildlife species, cause their populations to drop below self-sustaining levels, or restrict their range. There are no known historic or prehistoric

resources on the site. There are no known historic or prehistoric resources on the site, and conformance with General Plan Historic, Archaeological, and Cultural Resources Policies as described in the response to Checklist Item 5.a., above, would reduce potential impacts to undiscovered archaeological resources to less than significant levels.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

LESS THAN SIGNIFICANT IMPACT. When considered in combination with the effects of past projects, current projects, and probable future projects, the incremental impacts of the project would be insubstantial. As discussed in the response to Checklist Item 9.b., above, the project would be consistent with the Growth Management, Economic Development and Sustainable City Major Strategies of the City's General Plan, and with the Commercial Land Goal and Policies. Therefore, the overall incremental contribution of the future project to cumulative impacts would be less than significant. As discussed in the response to Checklist Items 3.c and 9.b, above, the proposed General Plan Amendment and development project would be consistent with the Growth Management, Housing and Sustainable City Major Strategies of the City's General Plan. Therefore, the overall incremental contribution of the future project to cumulative impacts would be less than significant.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

NO IMPACT. No physical environmental issue areas where substantial adverse effects on human beings, either directly or indirectly, have been identified for the project. Therefore, no impacts would occur as a result of the project.

SECTION 4.0
REPORT AUTHORS AND CONSULTANTS

CITY OF SAN JOSE

Akoni Danielson ..... Environmental Principal Planner

Jodie Clark, AICP ..... Environmental Senior Planner

David Tymn ..... Project Manager

HMH ENGINEERS

Ray Hashimoto, AICP ..... Planning Manager

Mike Campbell, AICP ..... Senior Planner

John Moniz ..... Project Manager

CERES ASSOCIATES

Jill Kearney ..... Environmental Specialist

Ryan Meyer ..... Project Manager

CHARLES M. SALTER ASSOCIATES, INC.

Joshua M. Roper ..... Senior Consultant

HEXAGON TRANSPORTATION CONSULTANTS

Brian Jackson ..... Transportation Engineer

HOLMAN & ASSOCIATES

Miley Paul Holman ..... Principal

LIVE OAK ASSOCIATES, INC.

Pamela E. Peterson ..... Asst. Project Manager/Plant and Wetland Ecologist

SECTION 5.0
REPORT REFERENCES

1. Association of Bay Area Governments, *Projections 2002*, 2002.

2. Association of Bay Area Governments, *Projections 2003*, 2003.

3. Bay Area Air Quality Management District, *BAAQMD CEQA Guidelines – Assessing the Air Quality Impacts of Projects and Plans,* April 1996, revised December 1999.

4. Bay Area Air Quality Management District, *Bay Area 2000 Clean Air Plan,* December 20, 2000.

5. California Dept. of Conservation, Division of Land Resource Protection, *Santa Clara County Important Farmland 2000,* 2001.

6. California Department of Toxic Substances Control, DTSC's Hazardous Waste and Substances Site List (Cortese List), http://www.dtsc.ca.gov/database/Calsites/Cortese_List.cfm?county=43.

7. Ceres Associates, *Phase I Environmental Site Assessment, Former Hewlett Packard Facility, 915 Story Road, San Jose, California*, August 4, 2004.

8. Charles M. Salter Associates, Inc., *915 Story Road – San Jose, California Environmental Noise Study*, September 1, 2004.

9. City of San Jose, Fire Department website, http://www.sjfd.org/sta_location.htm.

10. City of San Jose, *Focus on the Future San Jose 2020 General Plan*, adopted August 16, 1994, as amended through December 1998.

11. City of San Jose, *Title 13 of the San Jose Municipal Code (Tree Preservation)*, as amended.

12. City of San Jose, *Title 20 of the San Jose Municipal Code (Zoning Ordinance)*, as amended December 2002.

13. City of San Jose Public Works Department, *Geologic Hazard Maps*.

14. East Side Union School District, personal communication with Allan Garofolo, May 26, 2004.

15. Hexagon Transportation Consultants, Inc., *Story Road Retail Project Draft Transportation Impact Analysis*, September 21, 2004.

16. HMH Engineers, *Planned Development Rezoning fro a Commercial Development at the HP Warehouse Site (915 Story Road), General Development Plan – Exhibit 'C',* June 30, 2004.

17. Holman & Associates Archaeological Consultants, *Cultural Resources Study of the Story Road Commercial Project, San Jose, Santa Clara County, California,* September 15, 2004.

18. Live Oak Associates, Inc., *915 Story Road Raptor and Tree Surveys (PN 653-01),* July 26, 2004.

19. Santa Clara County, *Santa Clara County General Plan, 1995-2010*, December 20, 1994.

20. Santa Clara Valley Transportation Agency (website), http://www.vta.org/schedules/vta_county_map_jan_2004.pdf

21. Santa Clara Valley Urban Runoff Pollution Prevention Program, *NPDES Permit Order No. 01-024*, February 21, 2001.

22. City of San Jose, *Post-Construction Urban Runoff Management Policy,* October 7, 2003.

23. City of San Jose Environmental Services Department, http://www.sjrecycles.org/.

APPENDIX A:

915 Story Road Raptor and Tree Surveys

LIVE OAK ASSOCIATES, INC.

an Ecological Consulting Firm

RECEIVED

JUL 2 8 2004

HMH, INC.

July 26, 2004

John Moniz
HMH Engineers
15700 Oakland Road, Suite 200
San Jose, CA 95131

SUBJECT: 915 Story Road Raptor and Tree Surveys (PN 653-01)

Dear Mr. Moniz:

At your request, Live Oak Associates, Inc. (LOA) has conducted raptor and tree surveys on the approximately 19.6 acre site located at 915 Story Road, west of the intersection of Story and McLaughlin, in San Jose, California. Surveys were conducted on July 16 and 20, 2004, by LOA biologists Pamela Peterson and Davinna Ohlson. The site is currently completely developed with a large vacant commercial building, associated paved areas and mature landscaping.

Tree Surveys

The City of San Jose has a Tree Ordinance (Chapters 13.31 and 13.32 of the Municipal Code, 2004) which regulates the removal of covered trees. It is the purpose of the ordinance to "promote the health, safety, and welfare of the city by controlling the removal of trees in the city, as trees enhance the scenic beauty of the city, significantly reduce the erosion of topsoil, contribute to increased storm water quality, reduce flood hazards and risks of landslides, increase property values, reduce the cost of construction and maintenance of draining systems through the reduction of flow and the need to divert surface waters, contribute to energy efficiency and the reduction of urban temperatures, serve as windbreaks and are prime oxygen producers and air purification systems."

An "ordinance tree" is defined as any native or non-native tree with a circumference of 56 inches (diameter of 18 inches) at 24 inches above the natural grade of slope. For multi-trunk trees, the circumference is measured as the sum of the circumferences of all trunks at 24 inches above the natural grade of slope. A tree removal permit is required from the City prior to the removal of any trees covered under the ordinance. Prior to the issuance of a removal permit, the City requires that a formal tree survey be conducted which indicates the number, species, trunk circumference and location of all trees which will be removed or impacted by the project.

Consistent with the City's ordinance, our survey included recording the species, location, trunk diameter at 24 inches above the natural grade, and an assessment of health for each tree occurring on the site. Additionally, height was estimated visually and recorded to the nearest five

San Jose Office: 6830 Via Del Oro, Suite 205 • San Jose, CA 95119 • Phone: 408-281-5885 • Fax: 408-224-1411
Oakhurst Office: P.O. Box 2697 • 49430 Road 426, Suite B • Oakhurst, CA 93644 • Phone: 559-642-4880 • Fax: 559-642-4883

feet. Each tree surveyed was marked with a numbered aluminum tag. Results of the tree survey are included in Table 1 at the end of this report. Out of a total of 286 trees surveyed on the site, 47 trees have a trunk diameter of 18 inches or larger, and, thus meet the criteria of a tree covered by the City's ordinance. With the exception of one flowering plum (*Prunus* sp. [exact species could not be determined due to the timing of the surveys and the absence of fruit or flowers]) and one fan palm (*Washingtonia filifera*), all ordinance size trees were poplars (*Populus nigra*). Additionally, of the ordinance size trees, 13 were either dead (tree #s: 1, 2, 3, 4, 228, 229, 232, 273, 274) or in very poor health (tree #'s: 5, 86, 227, 275).

Raptor Surveys

Sites that support open habitats and ground squirrel activity in Santa Clara County have the potential to support burrowing owls (*Athene cunicularia*). Additionally, sites containing large trees have the potential to provide nesting habitat for a variety of other raptors that occur regionally. The primary goal of this raptor survey was to ascertain whether or not burrowing owl habitat is present on the site and whether or not burrowing owls are currently using the site, as well as to assess the presence of any other nesting raptors.

On July 16, an initial burrowing owl survey was conducted to determine the presence on the site of suitable owl nesting or foraging habitat. The site, being completely developed with buildings, paved areas and landscaping, does not support the type of open habitats (i.e. grassland, ruderal areas, etc.) preferred by this species for nesting and foraging. Additionally, no ground squirrels or ground squirrel burrows were observed on the site or in any of the adjacent areas (the site is surrounded by other developed lands). Therefore, this site was determined not to support potential nesting or foraging habitat for burrowing owls and they are presumed to be absent. No additional protocol-level surveys were determined to be warranted for burrowing owls at this time.

In addition to assessing the site for burrowing owls, during the tree survey, each tree on the site was examined for the presence of stick nests. No stick nests were found during the surveys and no raptors were observed using the site during the surveys. Therefore, nesting raptors were determined to be absent from the site at this time.

Based on the surveys outlined above, development of the parcel (including ground disturbance and the removal of large trees) is not expected to result in a "take" of owls, nor is it expected to disturb any active raptor nests if such development occurs prior to next year's raptor breeding season (February 1 to August 31, 2005). If ground disturbance or tree removal activities don't commence prior to next year's raptor breeding season, new surveys for stick nests will need to be conducted to confirm that nesting raptors are still absent from the site.

If you have any questions regarding our findings, please feel free to contact me at (408) 265-8253.

Sincerely,

Pamela E. Peterson
Assistant Project Manager/
Plant and Wetland Ecologist

Table 1. Results of the tree surveys for 915 Story Road, San Jose, California, conducted by LOA on July 16 and 20, 2004.

Tree No.	Common Name	Scientific Name	DBH at 24"	Ordinance Size	Height	Health*	Location
1	Poplar	*Populus nigra*	20	Y	75	1	Eastern Perimeter
2	Poplar	*Populus nigra*	19	Y	70	1	"
3	Poplar	*Populus nigra*	18	Y	70	1	"
4	Poplar	*Populus nigra*	18	Y	70	1	"
5	Poplar	*Populus nigra*	19	Y	70	3	"
6	Canary Island Pine	*Pinus canariensis*	14		70	10	"
7	Canary Island Pine	*Pinus canariensis*	14		70	10	"
8	Canary Island Pine	*Pinus canariensis*	14		68	10	"
9	Canary Island Pine	*Pinus canariensis*	12		65	10	"
10	Canary Island Pine	*Pinus canariensis*	12		65	10	"
11	Canary Island Pine	*Pinus canariensis*	14		65	10	"
12	Canary Island Pine	*Pinus canariensis*	9		55	10	"
13	Canary Island Pine	*Pinus canariensis*	13		60	10	"
14	Canary Island Pine	*Pinus canariensis*	7		75	10	"
15	Canary Island Pine	*Pinus canariensis*	9		55	10	"
16	Canary Island Pine	*Pinus canariensis*	12		70	10	"
17	Canary Island Pine	*Pinus canariensis*	12		60	10	"
18	Canary Island Pine	*Pinus canariensis*	14		70	10	"
19	Canary Island Pine	*Pinus canariensis*	14		60	10	"
20	Canary Island Pine	*Pinus canariensis*	13		60	10	"
21	Canary Island Pine	*Pinus canariensis*	13		55	10	"
22	Canary Island Pine	*Pinus canariensis*	12		65	10	"
23	Canary Island Pine	*Pinus canariensis*	11		65	10	"
24	Canary Island Pine	*Pinus canariensis*	14		60	10	"
25	Poplar	*Populus nigra*	15		65	2	"
26	Poplar	*Populus nigra*	24	Y	80	10	"
27	Ash	*Fraxinus oxycarpa*	6		30	10	"
28	Canary Island Pine	*Pinus canariensis*	11		70	10	"
29	Canary Island Pine	*Pinus canariensis*	11		70	10	"
30	Canary Island Pine	*Pinus canariensis*	13		60	10	"
31	Ash	*Fraxinus oxycarpa*	13		40	10	"
32	Canary Island Pine	*Pinus canariensis*	13		70	10	"
33	Canary Island Pine	*Pinus canariensis*	10		65	10	"
34	Canary Island Pine	*Pinus canariensis*	14		70	10	"
35	Canary Island Pine	*Pinus canariensis*	13		65	10	"
36	Canary Island Pine	*Pinus canariensis*	15		70	10	"
37	Canary Island Pine	*Pinus canariensis*	12		65	10	"
38	Canary Island Pine	*Pinus canariensis*	16		70	10	"
39	Coast Redwood	*Sequoia sempervirens*	14		75	10	"
40	Coast Redwood	*Sequoia sempervirens*	13		75	10	"
41	Coast Redwood	*Sequoia sempervirens*	14		75	10	"
42	Ash	*Fraxinus oxycarpa*	4		20	9	Northern Perimeter
43	Flowering Plum	*Prunus* sp.	4		20	5	"
44	Flowering Plum	*Prunus* sp.	9		20	7	"
45	Flowering Plum	*Prunus* sp.	8		20	7	"
46	Ash	*Fraxinus oxycarpa*	8		30	10	"

Table 1. Results of the tree surveys for 915 Story Road, San Jose, California, conducted by LOA on July 16 and 20, 2004.

Tree No.	Common Name	Scientific Name	DBH at 24"	Ordinance Size	Height	Health*	Location
47	Flowering Plum	*Prunus* sp.	9		35	4	"
48	Flowering Plum	*Prunus* sp.	12		35	8	"
49	Ash	*Fraxinus oxycarpa*	4		20	10	"
50	Flowering Plum	*Prunus* sp.	10		20	8	"
51	Flowering Plum	*Prunus* sp.	6		20	6	"
52	Flowering Plum	*Prunus* sp.	16		20	7	"
53	Flowering Plum	*Prunus* sp.	9		30	9	"
54	Ash	*Fraxinus oxycarpa*	10		25	10	"
55	Flowering Plum	*Prunus* sp.	10		35	10	"
56	Flowering Plum	*Prunus* sp.	5		20	6	"
57	Flowering Plum	*Prunus* sp.	7		20	8	"
58	Flowering Plum	*Prunus* sp.	12		30	9	"
59	Flowering Plum	*Prunus* sp.	12		20	8	"
60	Ash	*Fraxinus oxycarpa*	10		20	10	"
61	Flowering Plum	*Prunus* sp.	8		25	7	"
62	Ash	*Fraxinus oxycarpa*	12		30	10	"
63	Flowering Plum	*Prunus* sp.	6		10	8	"
64	Flowering Plum	*Prunus* sp.	22	Y	15	10	"
65	Flowering Plum	*Prunus* sp.	12		17	9	"
66	Ash	*Fraxinus oxycarpa*	9		20	10	"
67	Flowering Plum	*Prunus* sp.	12		30	10	"
68	Flowering Plum	*Prunus* sp.	6		20	1	"
69	Flowering Plum	*Prunus* sp.	12		20	9	"
70	Flowering Plum	*Prunus* sp.	10		20	8	"
71	Flowering Plum	*Prunus* sp.	5		15	10	"
72	Flowering Plum	*Prunus* sp.	10		15	9	Western Perimeter
73	Ash	*Fraxinus oxycarpa*	6		15	10	"
74	Ash	*Fraxinus oxycarpa*	7		20	10	"
75	Ash	*Fraxinus oxycarpa*	9		25	10	"
76	Ash	*Fraxinus oxycarpa*	9		20	10	"
77	Ash	*Fraxinus oxycarpa*	12		35	10	"
78	Ash	*Fraxinus oxycarpa*	10		20	10	"
79	Ash	*Fraxinus oxycarpa*	12		30	10	"
80	Ash	*Fraxinus oxycarpa*	10		25	10	"
81	Ash	*Fraxinus oxycarpa*	10		30	10	"
82	Poplar	*Populus nigra*	24	Y	70	10	"
83	Ash	*Fraxinus oxycarpa*	12		35	10	"
84	Ash	*Fraxinus oxycarpa*	12		35	10	"
85	Ash	*Fraxinus oxycarpa*	7		30	10	"
86	Poplar	*Populus nigra*	30	Y	60	2	"
87	Ash	*Fraxinus oxycarpa*	14		30	10	"
88	Ash	*Fraxinus oxycarpa*	12		30	10	"
89	Ash	*Fraxinus oxycarpa*	4		18	10	"
90	Ash	*Fraxinus oxycarpa*	12		30	10	"
91	Poplar	*Populus nigra*	30	Y	70	10	"
92	Poplar	*Populus nigra*	12		70	10	"
93	Poplar	*Populus nigra*	17		75	10	"
94	Poplar	*Populus nigra*	22	Y	70	9	"
95	Poplar	*Populus nigra*	18	Y	70	10	"

Table 1. Results of the tree surveys for 915 Story Road, San Jose, California, conducted by LOA on July 16 and 20, 2004.

Tree No.	Common Name	Scientific Name	DBH at 24"	Ordinance Size	Height	Health*	Location
96	Poplar	*Populus nigra*	24	Y	70	10	"
97	Poplar	*Populus nigra*	21	Y	70	10	"
98	Privet	*Ligustrum lucidum*	3		15	10	"
99	Privet	*Ligustrum lucidum*	5		15	10	"
100	Poplar	*Populus nigra*	36	Y	70	10	"
101	Canary Island Pine	*Pinus canariensis*	8		15	10	Southern Perimeter
102	Canary Island Pine	*Pinus canariensis*	8		30	10	"
103	Poplar	*Populus nigra*	28	Y	75	10	"
104	Poplar	*Populus nigra*	26	Y	80	10	"
105	Poplar	*Populus nigra*	30	Y	80	10	"
106	Poplar	*Populus nigra*	26	Y	80	10	"
107	Ash	*Fraxinus oxycarpa*	12		50	10	"
108	Poplar	*Populus nigra*	35	Y	75	10	"
109	Poplar	*Populus nigra*	21	Y	75	10	"
110	Poplar	*Populus nigra*	19	Y	75	10	"
111	Poplar	*Populus nigra*	15		70	10	"
112	Poplar	*Populus nigra*	21	Y	75	10	"
113	Ash	*Fraxinus oxycarpa*	13		30	10	"
114	Ash	*Fraxinus oxycarpa*	14		35	10	"
115	Ash	*Fraxinus oxycarpa*	12		30	10	"
116	Ash	*Fraxinus oxycarpa*	10		30	10	East Side of Building
117	Ash	*Fraxinus oxycarpa*	10		30	10	"
118	Ash	*Fraxinus oxycarpa*	10		30	7	"
119	Ash	*Fraxinus oxycarpa*	10		30	9	"
120	Ash	*Fraxinus oxycarpa*	10		30	7	"
121	Flowering Plum	*Prunus* sp.	9		30	10	"
122	Ash	*Fraxinus oxycarpa*	10		35	10	"
123	Ash	*Fraxinus oxycarpa*	10		35	10	"
124	Ash	*Fraxinus oxycarpa*	10		40	10	"
125	Ash	*Fraxinus oxycarpa*	10		35	10	"
126	Ash	*Fraxinus oxycarpa*	12		50	10	"
127	Ash	*Fraxinus oxycarpa*	9		50	10	"
128	Ash	*Fraxinus oxycarpa*	11		50	9	"
129	Ash	*Fraxinus oxycarpa*	8		30	10	"
130	Flowering Plum	*Prunus* sp.	10		45	10	"
131	Flowering Plum	*Prunus* sp.	9		45	10	"
132	Flowering Plum	*Prunus* sp.	10		45	10	"
133	Flowering Plum	*Prunus* sp.	8		45	10	"
134	Flowering Plum	*Prunus* sp.	9		45	10	"
135	Flowering Plum	*Prunus* sp.	9		45	10	"
136	Flowering Plum	*Prunus* sp.	9		45	10	"
137	Flowering Plum	*Prunus* sp.	8		50	8	"
138	Flowering Plum	*Prunus* sp.	8		45	10	"
139	Flowering Plum	*Prunus* sp.	8		50	8	"
140	Flowering Plum	*Prunus* sp.	9		45	10	"
141	Flowering Plum	*Prunus* sp.	6		30	5	"
142	Flowering Plum	*Prunus* sp.	9		45	10	"
143	Flowering Plum	*Prunus* sp.	8		40	10	"
144	Flowering Plum	*Prunus* sp.	8		40	10	"

Table 1. Results of the tree surveys for 915 Story Road, San Jose, California, conducted by LOA on July 16 and 20, 2004.

Tree No.	Common Name	Scientific Name	DBH at 24"	Ordinance Size	Height	Health*	Location
145	Flowering Plum	*Prunus* sp.	8		40	9	"
146	Flowering Plum	*Prunus* sp.	6		35	1	"
147	Canary Island Pine	*Pinus canariensis*	11		50	7	"
148	Canary Island Pine	*Pinus canariensis*	10		50	8	"
149	Canary Island Pine	*Pinus canariensis*	12		50	8	"
150	Canary Island Pine	*Pinus canariensis*	7		25	9	"
151	Canary Island Pine	*Pinus canariensis*	10		40	9	"
152	Canary Island Pine	*Pinus canariensis*	10		35	7	"
153	Canary Island Pine	*Pinus canariensis*	10		30	8	"
154	Ash	*Fraxinus oxycarpa*	6		30	10	"
155	Flowering Plum	*Prunus* sp.	7		25	10	"
156	Flowering Plum	*Prunus* sp.	5		15	6	"
157	Flowering Plum	*Prunus* sp.	5		15	10	"
158	Flowering Plum	*Prunus* sp.	6		20	10	"
159	Ash	*Fraxinus oxycarpa*	4		20	9	"
160	Ash	*Fraxinus oxycarpa*	4		20	9	"
161	Ash	*Fraxinus oxycarpa*	5		25	9	"
162	Ash	*Fraxinus oxycarpa*	5		25	9	"
163	Flowering Plum	*Prunus* sp.	8		25	10	"
164	Flowering Plum	*Prunus* sp.	8		25	10	"
165	Flowering Plum	*Prunus* sp.	6		20	9	"
166	Flowering Plum	*Prunus* sp.	6		15	6	"
167	Flowering Plum	*Prunus* sp.	6		25	10	"
168	Ash	*Fraxinus oxycarpa*	5		20	10	"
169	Flowering Plum	*Prunus* sp.	6		20	10	"
170	Flowering Plum	*Prunus* sp.	6		20	10	"
171	Flowering Plum	*Prunus* sp.	6		20	6	"
172	Flowering Plum	*Prunus* sp.	8		30	10	"
173	Flowering Plum	*Prunus* sp.	8		30	10	"
174	Flowering Plum	*Prunus* sp.	7		30	10	"
175	Flowering Plum	*Prunus* sp.	8		30	10	"
176	Flowering Plum	*Prunus* sp.	8		30	10	"
177	Flowering Plum	*Prunus* sp.	9		30	10	"
178	Ash	*Fraxinus oxycarpa*	9		40	10	"
179	Ash	*Fraxinus oxycarpa*	11		40	10	"
180	Canary Island Pine	*Pinus canariensis*	9		35	8	"
181	Canary Island Pine	*Pinus canariensis*	8		35	8	"
182	Canary Island Pine	*Pinus canariensis*	10		35	8	"
183	Canary Island Pine	*Pinus canariensis*	8		25	8	"
184	Canary Island Pine	*Pinus canariensis*	9		25	8	"
185	Canary Island Pine	*Pinus canariensis*	5		10	5	"
186	Ash	*Fraxinus oxycarpa*	7		25	10	"
187	Ash	*Fraxinus oxycarpa*	7		25	10	"
188	Ash	*Fraxinus oxycarpa*	5		20	10	"
189	Ash	*Fraxinus oxycarpa*	6		30	10	"
190	Flowering Plum	*Prunus* sp.	8		30	7	"
191	Flowering Plum	*Prunus* sp.	7		30	10	"
192	Flowering Plum	*Prunus* sp.	9		30	10	"
193	Flowering Plum	*Prunus* sp.	8		30	10	"

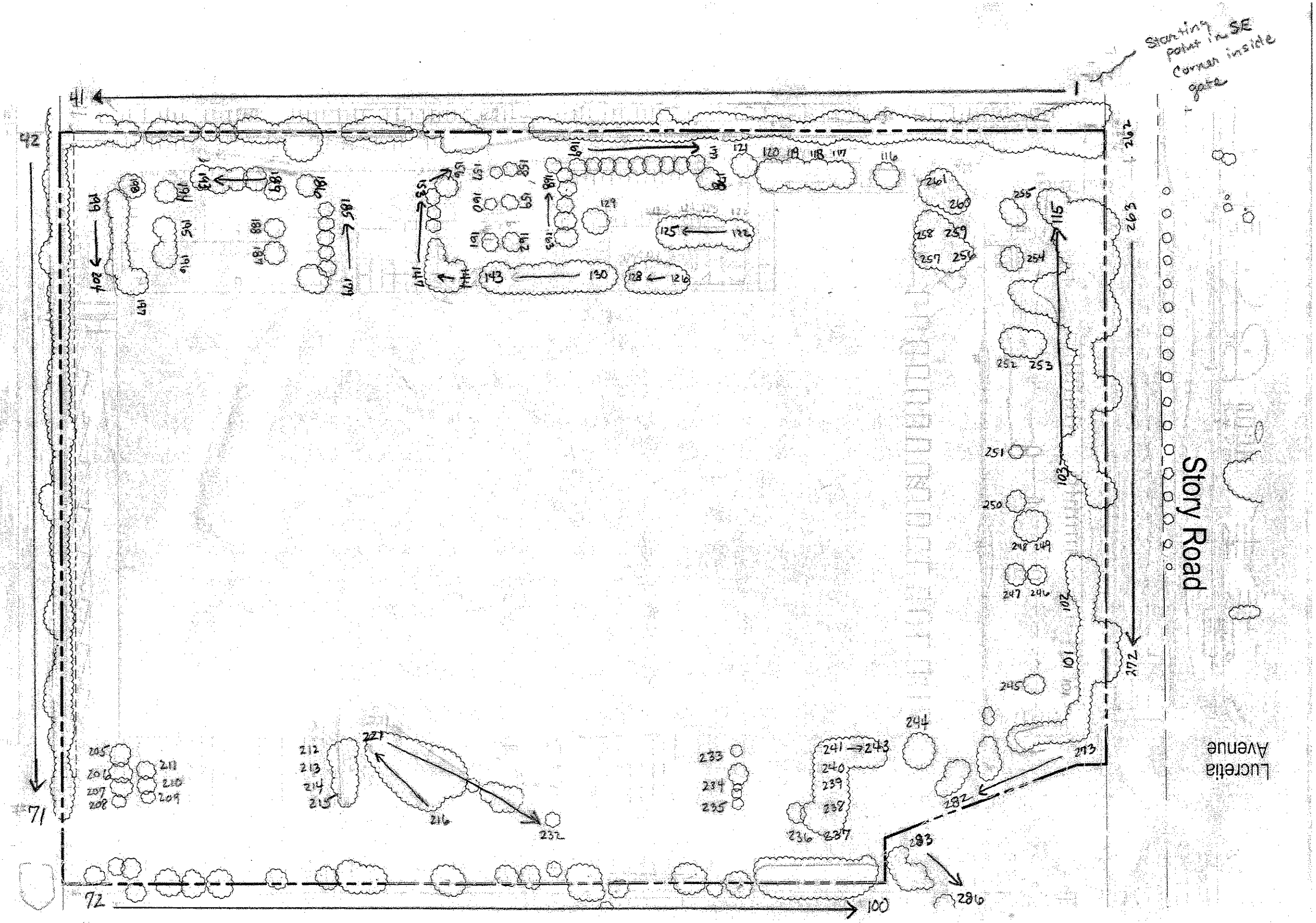
Table 1. Results of the tree surveys for 915 Story Road, San Jose, California, conducted by LOA on July 16 and 20, 2004.

Tree No.	Common Name	Scientific Name	DBH at 24"	Ordinance Size	Height	Health*	Location
194	Ash	*Fraxinus oxycarpa*	7		25	10	"
195	Ash	*Fraxinus oxycarpa*	6		25	10	"
196	Ash	*Fraxinus oxycarpa*	7		25	10	"
197	Flowering Plum	*Prunus* sp.	10		40	10	"
198	Ash	*Fraxinus oxycarpa*	7		15	7	"
199	Canary Island Pine	*Pinus canariensis*	12		40	9	"
200	Canary Island Pine	*Pinus canariensis*	11		40	10	"
201	Canary Island Pine	*Pinus canariensis*	11		35	9	"
202	Canary Island Pine	*Pinus canariensis*	9		30	7	"
203	Canary Island Pine	*Pinus canariensis*	8		30	8	"
204	Canary Island Pine	*Pinus canariensis*	12		40	10	"
205	Flowering Plum	*Prunus* sp.	7		35	8	West Side of Building
206	Flowering Plum	*Prunus* sp.	9		35	10	"
207	Flowering Plum	*Prunus* sp.	9		35	10	"
208	Flowering Plum	*Prunus* sp.	5		25	8	"
209	Flowering Plum	*Prunus* sp.	6		30	9	"
210	Flowering Plum	*Prunus* sp.	7		35	9	"
211	Flowering Plum	*Prunus* sp.	7		35	10	"
212	Poplar	*Populus nigra*	18	Y	70	10	"
213	Poplar	*Populus nigra*	19	Y	70	10	"
214	Poplar	*Populus nigra*	13		70	10	"
215	Poplar	*Populus nigra*	16		70	7	"
216	Poplar	*Populus nigra*	18	Y	70	5	"
217	Poplar	*Populus nigra*	18	Y	70	10	"
218	Poplar	*Populus nigra*	16		70	10	"
219	Poplar	*Populus nigra*	18	Y	70	8	"
220	Poplar	*Populus nigra*	14		70	9	"
221	Poplar	*Populus nigra*	18	Y	70	10	"
222	Poplar	*Populus nigra*	19	Y	70	10	"
223	Poplar	*Populus nigra*	16		70	10	"
224	Poplar	*Populus nigra*	19	Y	70	10	"
225	Poplar	*Populus nigra*	20	Y	70	10	"
226	Poplar	*Populus nigra*	22	Y	70	10	"
227	Poplar	*Populus nigra*	21	Y	70	2	"
228	Poplar	*Populus nigra*	20	Y	60	1	"
229	Poplar	*Populus nigra*	21	Y	60	1	"
230	Poplar	*Populus nigra*	22	Y	65	5	"
231	Poplar	*Populus nigra*	24	Y	65	5	"
232	Poplar	*Populus nigra*	23	Y	65	1	"
233	Poplar	*Populus nigra*	13		70	5	"
234	Poplar	*Populus nigra*	9		60	1	"
235	Poplar	*Populus nigra*	11		60	1	"
236	Coast Redwood	*Sequoia sempervirens*	14		60	10	"
237	Coast Redwood	*Sequoia sempervirens*	12		60	10	"
238	Poplar	*Populus nigra*	23	Y	70	10	"
239	Poplar	*Populus nigra*	16		70	10	"
240	Poplar	*Populus nigra*	22	Y	75	10	"
241	Poplar	*Populus nigra*	25	Y	70	10	"
242	Ash	*Fraxinus oxycarpa*	11		40	10	"

Table 1. Results of the tree surveys for 915 Story Road, San Jose, California, conducted by LOA on July 16 and 20, 2004.

Tree No.	Common Name	Scientific Name	DBH at 24"	Ordinance Size	Height	Health*	Location
243	Ash	*Fraxinus oxycarpa*	11		40	10	"
244	Ash	*Fraxinus oxycarpa*	12		40	10	"
245	Ash	*Fraxinus oxycarpa*	7		20	8	South Side of Building
246	Poplar	*Populus nigra*	16		45	3	"
247	Poplar	*Populus nigra*	12		40	8	"
248	Ash	*Fraxinus oxycarpa*	4		15	8	"
249	Ash	*Fraxinus oxycarpa*	10		30	10	"
250	Ash	*Fraxinus oxycarpa*	7		25	10	"
251	Poplar	*Populus nigra*	14		40	1	"
252	Ash	*Fraxinus oxycarpa*	10		40	10	"
253	Ash	*Fraxinus oxycarpa*	7		25	8	"
254	Ash	*Fraxinus oxycarpa*	7		25	7	"
255	Ash	*Fraxinus oxycarpa*	8		25	7	"
256	Flowering Plum	*Prunus* sp.	14		35	9	"
257	Flowering Plum	*Prunus* sp.	11		35	9	"
258	Flowering Plum	*Prunus* sp.	14		35	10	"
259	Flowering Plum	*Prunus* sp.	12		35	6	"
260	Flowering Plum	*Prunus* sp.	13		30	7	"
261	Flowering Plum	*Prunus* sp.	13		30	9	"
262	Flowering Plum	*Prunus* sp.	15		30	10	Along Story Road
263	Flowering Plum	*Prunus* sp.	12		30	16	"
264	Flowering Plum	*Prunus* sp.	12		30	9	"
265	Flowering Plum	*Prunus* sp.	14		35	10	"
266	Flowering Plum	*Prunus* sp.	13		35	8	"
267	Flowering Plum	*Prunus* sp.	12		35	9	"
268	Ash	*Fraxinus oxycarpa*	14		40	10	"
269	Ash	*Fraxinus oxycarpa*	14		40	10	"
270	Ash	*Fraxinus oxycarpa*	10		35	8	"
271	Ash	*Fraxinus oxycarpa*	15		40	10	"
272	Ash	*Fraxinus oxycarpa*	16		45	10	"
273	Poplar	*Populus nigra*	21	Y	75	1	Outside Southwest Gate
274	Poplar	*Populus nigra*	19	Y	75	1	"
275	Poplar	*Populus nigra*	18	Y	70	2	"
276	Poplar	*Populus nigra*	21	Y	75	10	"
277	Canary Island Pine	*Pinus canariensis*	12		40	9	"
278	Canary Island Pine	*Pinus canariensis*	14		40	10	"
279	Canary Island Pine	*Pinus canariensis*	14		40	10	"
280	Canary Island Pine	*Pinus canariensis*	14		40	10	"
281	Canary Island Pine	*Pinus canariensis*	11		35	10	"
282	Canary Island Pine	*Pinus canariensis*	13		35	10	"
283	Fan Palm	*Washingtonia filifera*	16		10	10	"
284	Fan Palm	*Washingtonia filifera*	19	Y	10	10	"
285	Tree of Heaven	*Ailanthus altissima*	6		20	10	"
286	Flowering Plum	*Prunus* sp.	8		20	10	"

*Health: High = 7-10 = 70-100% healthy foliage, Medium = 4-6 = 40-69% healthy foliage, Low = 2-3 = 1-39% healthy foliage, Dead = 1


Starting point in SE corner inside gate
Story Road
Lucretia Avenue
41
42
71
72
100
101
102
103
115
116
117
118
119
120
121
122
125
126
128
129
130
143
144
147
149
150
151
152
153
154
155
156
157
158
159
160
161
162
163
164
165
166
167
168
169
170
171
172
173
180
181
182
183
184
185
186
187
188
189
190
191
192
193
194
195
196
197
198
199
200
201
202
203
204
205
206
207
208
209
210
211
212
213
214
215
216
221
232
233
234
235
236
237
238
239
240
241
243
244
245
246
247
248
249
250
251
252
253
254
255
256
257
258
259
260
261
262
263
272
273
282
283
286

APPENDIX B:

Cultural Resources Study of the Story Road Commercial Project

holman & ASSOCIATES
Archaeological Consultants
"SINCE THE BEGINNING"
3615 FOLSOM ST. SAN FRANCISCO, CALIFORNIA 94110 415/550-7286

Richard Mindigo
Mindigo & Associates
1984 The Alameda
San Jose, CA 95126

September 15, 2004

Dear Mr. Mindigo:

RE: CULTURAL RESOURCES STUDY OF THE STORY ROAD COMMERCIAL PROJECT, SAN JOSE, SANTA CLARA COUNTY, CALIFORNIA

At your request I have completed a cultural resources review of the above referenced 19.6 acre project area located along Story Road between Lucretia and Clemence Avenues in San Jose, Santa Clara County. No cultural resources were discovered during the literature review nor in the attempted field inspection. This report contains a summary of information gained to date.

PROJECT DESCRIPTION

The proposed project area consists of an already developed parcel of 19.6 acres located on the northwestern side of Story Road near the intersection of Highway 280 (located to the northwest) and Highway 101 (located to the northeast). Located on the San Jose East U.S.G.S. quadrangle, the borders of the property can be described as Story Road on the southeast and developed parcels on the southwest, northwest and northeast. Currently the property contains a warehouse complex surrounded by a combination of parking lots and landscaped areas leaving none of the original ground surface exposed.

ARCHIVAL REVIEW

Prior to the field inspection, this author personally conducted an archaeological literature review at the Northwest Information Center (NWIC) located at Sonoma State University (file no. 04-232 done on September 9, 2004). There are no cultural resources located inside the project borders and none within 500 feet of it. The nearest recorded archaeological site is Scl-374H, a former historic farm complex located to the southwest of the project area in the vicinity of the KLIV radio towers.

The property has been the subject of perhaps as many as three previous archaeological field inspections however, with negative findings. Between 1974 and 1976 Stephen Dietz of ACRS conducted three surveys known as the "280 Business Park" project (no acreage available)-, a 100 acre parcel for Cabot, Cabot and Forbes, and finally a project known as the Olinder

Redevelopment project, all in the same general area (Holman 1984:1). Actual development of the area was put off however: in 1984 this author conducted an archaeological field inspection of the adjacent 18 acre parcel then known as the Cabot, Cabot and Forbes development which borders the current project area on the northeast; no cultural resources were found. In 1991 this author returned to look at the parcel which borders the existing project area on the southwest, again with negative findings. By 1991 the current project area was already developed.

DESCRIPTION OF FIELD INSPECTION

An attempt to conduct a visual inspection of the project area was abandoned after visiting the site and confirming that the entire parcel was covered by buildings, pavement and/or built up landscaping elements.

FINDINGS/RECOMMENDATIONS

Although it is impossible to conduct a visual inspection of the current project area because it is completely covered by the existing facility, this report does not recommend that any further research be done inside the project borders to search for potentially buried or obscured cultural resource deposits. This opinion is based on the results of the archaeological literature review conducted for the project: there have been as many as three archaeological surveys of the parcel prior to the construction of the existing facility which failed to identify cultural resources. Two surveys done by this author on either side of the project area also failed to turn up any cultural resources.

Finally the NWIC literature review also demonstrated that the general area (a radius within a mile of the project area) contained no recorded prehistoric sites; the nearest recorded site was the former ranch complex which was located southwest of the current project area.

The earlier surveys and the lack of recorded prehistoric resources in particular indicate that the general area has extremely low archaeological sensitivity. For this reason it is the opinion of this author that demolition of the existing structures on the property and construction of new buildings will probably have no effect on either historic and/or prehistoric archaeological resources. This report does not recommend a program of mechanical subsurface presence/absence testing inside the current project area, and does not recommend archaeological monitoring of demolition activities, site clearing and future grading and/or trenching operations associated with new construction.

There always remains a low potential that clearing of the property construction related grading operations may turn up evidence of prehistoric cultural resources which were either buried or obscured in the 1970s when the property was first surveyed. Should any of the indicators listed below be uncovered, it is recommended that work be halted within 50 feet of the discovery until a qualified archaeologist has had the opportunity to assess the find. If an intact and potentially significant archaeological deposit is encountered, plans should be submitted to the San Jose Planning Department for its evaluation through a limited program of hand excavation prior to the creation of recommendations for the mitigation of impacts to the

endangered resource areas.

Indicators of prehistoric archaeological deposits include but are not limited to the following: darker than surrounding soils containing evidence of fire (ash, charcoal, fire altered rock and/or earth) concentrations of stone, bone or shellfish, and artifacts of these materials.

Sincerely,

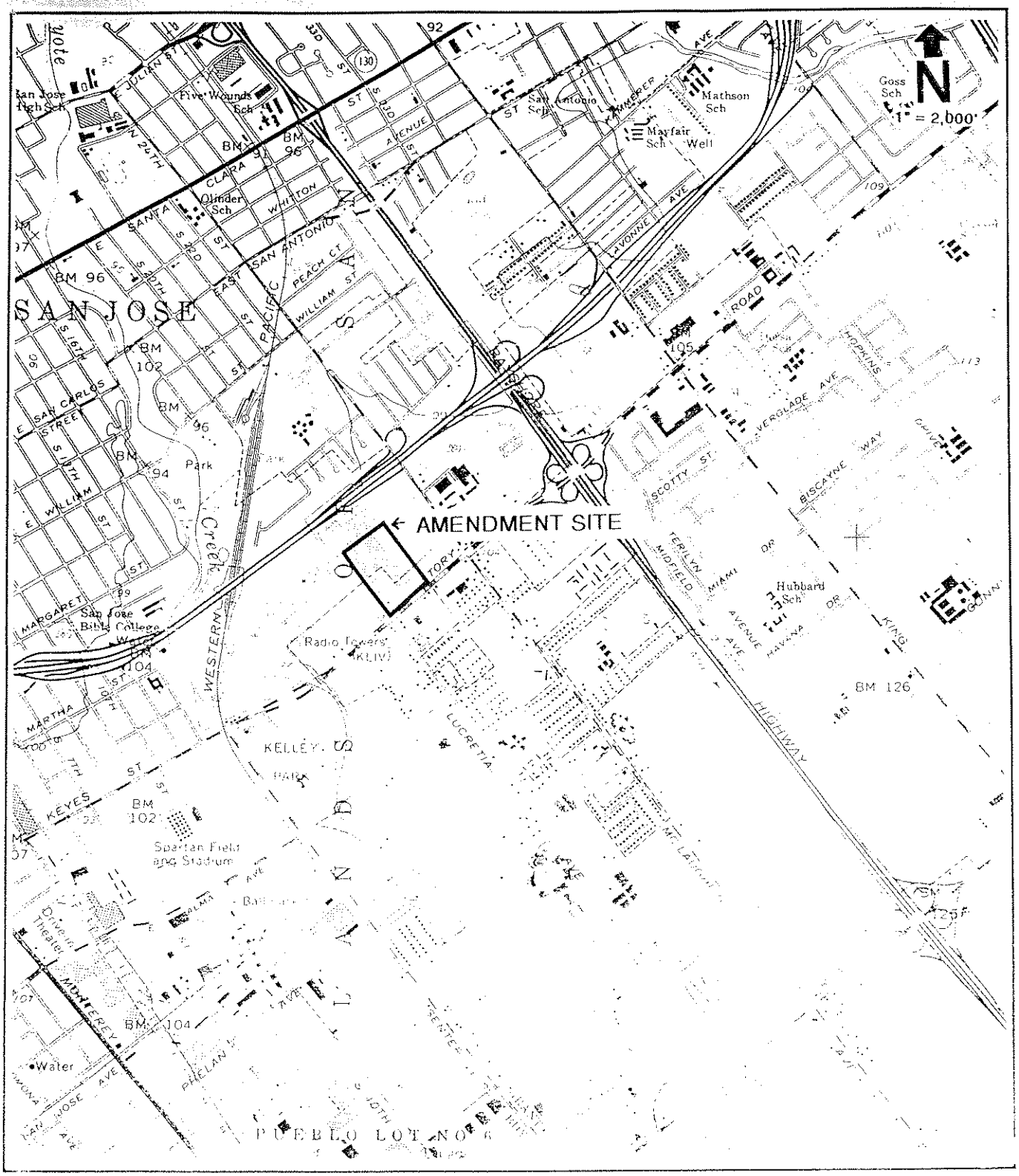
Miley Paul Holman
Holman & Associates

REFERENCES CITED

Holman, Miley

1984 Story and McLaughlin Archaeological Reconnaissance. Letter report, on file, NWIC. File no. S-6507

1991 ARCHAEOLOGICAL FIELD INSPECTION OF THE CROSSROADS PROJECT, SAN JOSE, SANTA CLARA COUNTY, CALIFORNIA. On file, NWIC File no. S-13805



Source: San Jose East Quadrangle (1961, photorevised 1980)

USGS Map

Figure 2

APPENDIX C:

Phase I Environmental Site Assessment of Building 97
Located at 915 Story Road

Cathay Bank

PHASE I
ENVIRONMENTAL SITE ASSESSMENT

Former Hewlett Packard Facility
915 Story Road
San Jose, California

Ceres Associates
Sustaining Environments Worldwide

555 First Street, Suite 303
Benicia, California, 94510
(707) 748-3170 / Fax (707) 748-3171

Ceres Associates Project CA1247-1
August 4, 2004

Prepared for:

Cathay Bank
2010 Tully Road
San Jose, California 95122

PHASE I ENVIRONMENTAL SITE ASSESSMENT
Former Hewlett Packard Facility
915 Story Road
San Jose, California

Project CA1247-1

Prepared by:

Jill Kearney
Environmental Specialist

Reviewed by:

Ryan Meyer, REA 07936
Project Manager

Ceres Associates
555 First Street, Suite 303
Benicia, California 94510
(707) 748-3170 / Fax (707) 748-3171

TABLE OF CONTENTS

PAGE

1.0 SUMMARY, CONCLUSIONS, AND RECOMMENDATIONS 1
- 1.1 SUMMARY
- 1.2 DISCUSSION
- 1.3 RECOMMENDATIONS
- 1.4 DEVIATIONS FROM ASTM E1527 GUIDELINES

2.0 PROPERTY AND SURROUNDING AREA DESCRIPTIONS 4
- 2.1 PROPERTY DESCRIPTION
- 2.2 SURROUNDING AREA DESCRIPTION

3.0 INTERVIEWS, RECORDS, AND HISTORICAL REVIEW 7
- 3.1 INTERVIEWS AND REGULATORY CONTACTS
- 3.2 CHRONOLOGY OF PROPERTY USE
- 3.3 ENVIRONMENTAL DATABASE REVIEW
- 3.4 SOURCES OF DATA

4.0 PHYSICAL SETTING 15
- 4.1 SURFACE DESCRIPTION
- 4.2 SOIL AND GROUNDWATER

5.0 LIMITATIONS 16

PHOTOGRAPHS

Property Photographs

FIGURES

Figure 1 - Property Location Map

Figure 2 - Property Map

APPENDICES

Appendix A - Professional Qualifications

Appendix B - Regulatory Documents and Other Reports

Appendix C - Environmental Database Report

1.0 SUMMARY, CONCLUSIONS, AND RECOMMENDATIONS

At the request of Cathay Bank, Ceres Associates completed a Phase I Environmental Site Assessment (ESA) for 915 Story Road, San Jose, Santa Clara County, California (Property) (*refer to Figure 1 - Property Location Map*). The Phase I ESA was conducted according to the guidelines of ASTM document E1527. The research included a Property and adjacent sites survey, interviews with informed persons, reviews of public records, an environmental database search report, geology and hydrogeology, and historical information, maps, and photographs.

1.1 PROPERTY SUMMARY AND CONCLUSIONS

The Property is approximately 20 acres in size and has been developed with one approximately 400,000 square-foot building that is currently vacant. The building includes office and warehouse space. The Property building was used as a distribution center for Hewlett Packard products for nearly ten years. The Property was also used as a distribution center for Paul Masson Vineyards for approximately ten years. The Property was used as agricultural fields and orchards from at least 1939 until sometime in the late 1960's or early 1970's. Two underground storage tanks were removed from the Property in 1990, soil sampling conducted following removal did not indicate significant soil contamination. A closure letter was issued by the San Francisco Bay Regional Water Quality Control Board on September 11, 1997. Hazardous material stored and used on the Property include diesel fuel, waste oil, and hydraulic oil (*refer to Figure 2 - Property Map*).

HAZARDOUS SUBSTANCES AND STORAGE TANKS

Hazardous materials observed on the Property include hydraulic oil, motor oil, and diesel fuel. A waste-water treatment system is located on the Property; the machine is stored on the concrete floor in the warehouse and is surrounded by a four inch concrete berm.

Two underground storage tanks were removed from the Property in 1990. Based upon analytical data obtained during the removal of the tanks, a closure letter was issued on September 11, 1997 by the San Francisco Bay Regional Water Quality Control Board for these tanks.

REGULATORY REVIEW AND PREVIOUS REPORTS

A file review was conducted with Santa Clara County Environmental Health Department. The agency provided information for the Property including a Hazardous Waste Generator Permit Application dated March 11, 1997, an Official Notice of Inspection dated June 24, 1998 and a

Hazardous Materials Business Plan dated July 21, 1998. A file review was also conducted with the San Jose City Fire Department. Major violations were not found during the file reviews conducted with these agencies.

Ceres Associates reviewed available files at the Santa Clara Valley Water District with regards to two underground storage tanks formerly located on the Property *(refer to Section 3.1 Interviews and Regulatory Contacts)*. A closure letter was issued for these tanks on September 11, 1997 by the San Francisco Bay Regional Water Quality Control Board.

ASBESTOS

Suspected asbestos-containing materials (ACM) were noted during the Property survey. The building on the Property appears to be of the age and construction that suggests the possibility that construction materials may contain asbestos fibers.

SURROUNDING AREA SUMMARY AND CONCLUSIONS

In general, areas in the immediate vicinity are developed with commercial retail buildings followed by residential areas. Industrial buildings are located further northeast of the Property, across McLaughlin Road and northwest of the Property, followed by Highway 280. A retail strip center is located southwest of the Property, followed by industrial areas, then Coyote Creek and undeveloped land. Kelley Park, undeveloped land, is located south of the Property. Two gasoline stations are located across Story Road to the southeast, and an abandoned fenced gasoline station is located east of the Property, at the intersection of Story Road and McLaughlin Road. Hazardous materials were not observed on adjacent sites.

1.2 DISCUSSION

The Property was used as an orchard and residence from at least 1939 until sometime in the late 1960's or early 1970's. From at least 1976 until 1985, the Property was occupied by Paul Masson Vineyards. From 1990 until the late 1990's, the Property was used as a distribution facility for Hewlett Packard.

Two underground storage tanks were removed from the Property in 1990, soil sampling conducted following removal did not indicate significant soil contamination. A closure letter was issued by the San Francisco Bay Regional Water Quality Control Board on September 11, 1997. Hazardous materials stored and used on the Property include diesel fuel, waste oil, and hydraulic oil. Leaking or staining in the vicinity of accessible containers was not observed. Additionally, a waste-water treatment system is still present on-site. Surface staining within the concrete enclosure of the system was observed.

If the anticipated use of the Property does not include the necessary use of the waste-water treatment system and/or the hydraulic lifts/hoists, these items will need to be properly decontaminated, removed from the Property, and disposed of according to regulatory guidelines. Additionally, upon removal, soil samples may be necessary to assess for potential subsurface contamination.

1.3 RECOMMENDATIONS

We have performed a Phase I Environmental Site Assessment in conformance with the scope and limitations of ASTM Practice E 1527 of 915 Story Road, San Jose, Santa Clara County, California (APN 472-11-076), the Property. Any exceptions to, or deletions from, this practice are described in Section 1.1 of this report. This assessment has revealed no evidence of recognized environmental conditions in connection with the Property except for the following: (ASTM E1527, Section 11.6)

- Prior to renovation or demolition, sampling should be conducted to assess if asbestos is contained in the construction materials of the building. The California Health and Safety Code requires owners of structures with ACM to notify tenants and employees that the building has ACM. A detailed proposal for this work can be forwarded to Cathay Bank, upon request.

- Ceres Associates recommends the removal and proper disposal of the waste-water treatment system and the 55-gallon drums currently located on the Property. The waste water treatment area should be properly decontaminated after the removal of the system. A detailed proposal for this work can be forwarded to Cathay Bank, upon request.

- If the hydraulic hoists previously installed on the Property are not to be used, Ceres Associates recommends removing these hoists and sampling the soil beneath them for potential contamination. A detailed proposal for this work can be forwarded to Cathay Bank, upon request.

1.4 DEVIATIONS FROM ASTM E1527 GUIDELINES

- Because of the limited availability of historical sources, the Property history could not be documented to a time prior to agricultural use, in 1939. ASTM E1527 guidelines consider agriculture as development. Based on our historical research in the area of the Property, it is likely that prior to agricultural use, the Property was undeveloped.

The summary, conclusions, and recommendations are subject to the limitations provided in section 5.0 of this report.

2.0 PROPERTY AND SURROUNDING AREA DESCRIPTIONS

2.1 PROPERTY DESCRIPTION

A walking survey of the Property was made on July 28, 2004, by Jill Kearney of Ceres Associates, accompanied by Mike Mylar, of Hewlett Packard. The Property was observed for evidence of hazardous substances that may have an affect on the environmental quality of the Property. Ceres Associates observed the Property for evidence of aboveground and underground storage tanks, surface staining, hazardous materials, and other indications of environmental concern. If conditions were observed that indicated potential environmental concerns, Ceres Associates marked their relative locations on a map drawn in the field (*refer to Figure 2 - Property Map*).

The Property is located at 915 Story Road, San Jose, Santa Clara County, California, and is legally described by its assessor's parcel number 472-11-076. The Property is approximately 20 acres in size and is developed with one building of concrete tilt-up construction. The Property building has approximately 400,000 square-feet of floor space and is currently vacant; it was previously used as a distribution center for Hewlett Packard products. An asphalt-paved parking lot surrounds the building on all sides; the perimeter of the parking lot is landscaped with lawn, trees and shrubs. The Property is fenced and gated. Interior building materials observed include painted and textured drywall, carpet, linoleum floor tiles, acoustic ceiling tiles, and concrete floors.

The southeast portion of the Property building was used as offices and meeting rooms, the remainder of the building was used as a warehouse and distribution center. A northern warehouse portion was sporadically used, according to Mr. Mylar, while the warehouse in the southern portion of the building was considered the main warehouse. Drains were observed in a section of rooms in the center of the two warehouse areas; a white powdery substance was observed coating the floor and standing water was observed in the depressions of the drains. Mr. Mylar noted that the powdery substance is most likely fire extinguisher residue as a result of vandalism, and the standing water is most likely a result of rain damage due to a leaky roof.

Products were received at the west side of the building, assembled and packaged, then sent on conveyors to the shipping section in the southwest portion the building; the walls of both of these sections are lined with loading bays with roll-up doors. According to Mr. Mylar, there were several hydraulic hoists located in the building, some were above-ground, while some were below-ground. Mr. Mylar also noted that the facility used conveyors, robotics, and forklifts to move merchandise from one portion of the warehouse to another. The forklifts were maintained onsite, waste oil and hydraulic oil were stored in a room in the northern portion of the Property. At the time of the Property survey, the warehouse was empty, except for an unidentified apparatus in the

center of the southern warehouse (perhaps the remains of a robotic arm), a wastewater treatment system, and four 55-gallon drums. The drums are stored on wooden pallets and on the concrete floor in a room in the northern warehouse; two drums appeared to be empty. The two drums that appeared to be full were labeled hydraulic oil and motor oil. The waste-water treatment system is located in this room, the system is stored on the concrete floor and surrounded by a four inch concrete berm.

A storage container is located in the northeast corner of the Property; according to Mr. Mylar, the container is used to store emergency supplies and will be moved next week. A diesel powered emergency generator is located along the northeast wall of the building, fueled by an approximately 250-gallon above-ground diesel tank. The tank is stored in a locked addition to the building and was inaccessible at the time of the Property survey, as Mr. Mylar did not have keys to the door. (*Refer to Photographs 1 - 12, located in Appendix- Property Photographs.*)

HAZARDOUS MATERIALS AND STORAGE TANKS

Four 55-gallon drums are stored on wooden pallets and on the concrete floor in the northern portion of the warehouse, two of these drums appeared to be empty. The two drums that appeared to be full were labeled hydraulic oil and motor oil. A waste-water treatment system is located in this room; the machine is stored on the concrete floor and surrounded by a four inch concrete berm. The concrete inside the berm was observed to be stained and coated with a reddish-colored residue.

One approximately 250-gallon above-ground storage tank containing diesel fuel is located on the Property. The tank is used to power an emergency generator and is located on a concrete pad in an enclosed, locked addition to the building. Ceres Associates was not able to access this locked room.

Two underground storage tanks, one approximately 600-gallon waste oil and one approximately 1,000-gallon diesel tank, were removed from the Property in 1990. Results of soil sampling conducted following removal of the tanks indicated that "no detectable levels of hydrocarbons specified for analysis were found at or above lower detection limits, except for total oil and gas which were below 100 ppm by weight (100mg/kg.)" A closure letter was issued on September 11, 1997 by the San Francisco Bay Regional Water Quality Control Board for these tanks.

HEATING AND COOLING

The source of heating and cooling energy is from natural gas and electricity piped to the Property from P.G.&E.

POTABLE WATER

Potable water is provided to the Property by the City of San Jose.

POLYCHLORINATED BIPHENYLS (PCBs)

Transformers were observed on the Property, based on the suspected age of the transformers, it is possible these transformer contains PCBs. Leaks or stains were not observed on or around the transformers.

ASBESTOS

Suspected asbestos-containing materials (ACM) were noted during the Property survey. Based on the construction date prior to 1976, there is a possibility that some of the construction materials in the building may contain asbestos fibers.

ENVIRONMENTAL LIENS

Environmental liens were not found for the Property.

2.2 SURROUNDING AREA DESCRIPTION

The Property is located at 915 Story Road, San Jose, California. The Property is bound immediately to the southeast by Story Road; across Story Road to the east and southeast are retail buildings, including two gasoline stations, followed by residential areas. A retail strip center is located northeast of the Property, followed by McLaughlin Road, then industrial buildings. A fenced, abandoned gasoline station is located at the corner of McLaughlin Road and Story Road. The Property is bound to the northwest by a drainage ditch, then commercial and industrial buildings, followed by Highway 280. Beyond Highway 280 are residential areas. A retail strip center is located southwest of the Property, followed by industrial areas, then Coyote Creek and undeveloped land. Kelley Park is located along Coyote Creek, south of the Property. The surrounding areas are generally retail, commercial and residential in nature. Hazardous materials were not observed on adjacent sites.

3.0 INTERVIEWS, RECORDS, AND HISTORICAL REVIEW

3.1 INTERVIEWS AND REGULATORY CONTACTS

- Ceres Associates interviewed Mike Mylar, an employee of Hewlett Packard, for information regarding past uses of the Property and the use, storage, or disposal of hazardous materials on the Property. Mr. Mylar has been employed by Hewlett Packard for 22 years as an Emergency Preparedness and Response Manager. According to Mr. Mylar, the Property has been used as a distribution center for Hewlett Packard since the late 1990's; prior to this time, the Property was occupied by Frito Lay. Mr. Mylar did not know the use of the Property before it was occupied by Frito Lay. Mr. Mylar noted that hazardous materials stored and used on the Property include waste oil, hydraulic oil, and diesel fuel. Mr. Mylar noted that while Hewlett Packard was operating at the Property, it is possible that other chemicals were stored onsite, but he was unaware of the names or quantities.

- Ceres Associates contacted the Santa Clara County Environmental Health Department with a request to review files for the Property. The agency provided information for the Property including a Hazardous Waste Generator Permit Application dated March 11, 1997, an Official Notice of Inspection dated June 24, 1998 and a Hazardous Materials Business Plan dated July 21, 1998. The Hazardous Waste Generator Permit Application noted that the facility generated 30 gallons of aqueous parts cleaner, 458 pounds of hazardous waste liquid (sludge), and 1,000 to 1,700 gallons of waste oil and diesel annually. Treatment/disposal methods are listed as shipped off-site for recycling/treatment/disposal. The Notice of Inspection required submission of an updated contingency plan, that hazardous waste management training records be submitted for all employees, and that the waste water recycling area be inspected daily. Corrective actions taken were reported on the notice. The Hazardous Materials Business Plan notes that acutely hazardous materials are not present onsite.

- Ceres Associates contacted the Santa Clara Valley Water District with a request to review files for the Property. According to documents provided by the Santa Clara Valley Water District, an underground storage tank unauthorized release form was submitted to the City of San Jose Fire Department reporting the release of an unknown amount of "tetrachloroethene" and oil and grease at 915 Story Road. Two underground storage tanks, one approximately 600-gallon waste oil and one approximately 1,000-gallon diesel tank, were removed. Environmental Innovations conducted soil sampling following removal of the tanks and reported "no detectable levels of hydrocarbons specified for analysis were found at or above lower detection limits, except for total oil and gas which were below 100

ppm by weight (100mg/kg.)" A closure letter was issued by the San Francisco Bay Regional Water Quality Control Board for the underground storage tanks formerly located at the Property.

- Ceres Associates contacted the Bay Area Regional Water Quality Control Board with a request to review files for the Property. According to the agency, information for the Property address was not found.

- Ceres Associates contacted the City of San Jose Building Department with a request to conduct a permit search for the Property. The agency provided building permits dated between 1989 and 1998. Permits were issued for the following activities: minor structural alterations, interior alterations, add a mezzanine, install catwalks and overhead vacuum assist equipment, install a storage rack, a hoist support structure, "add lift assist for H-P", install an HVAC unit, a telco closet and drop ceiling, electrical for T1, install door and card, pits for pallet lift pits, pallet lift pits, two radiant heaters, gas line for heaters, "wire recpt", conveyor line, five low pressure sodium light poles, lift support structure, storm drain, electrical conveyor connections, miscellaneous electrical hookup of new assembly area, create two new auto parking lots, move two heaters, install jib crane, jib crane lift, bathroom upgrades, lobby modifications, new break-room, lobby plumbing, install diesel tank for emergency backup system, two lift structures and two jibs, build four concrete pits inside building, relocate existing pallet racks, install two motors, lift support structure in warehouse area, and new concrete pit for material handling equipment.

- Ceres Associates contacted the Bay Area Air Quality Management District with a request to review files for the Property. The agency has not responded to the file review request. If files are available that change the recommendations of the report, an addendum will be issued.

- Ceres Associates contacted the City of San Jose Fire Department with a request to review files for the Property. City of San Jose Fire Department Records of Inspection noted that welding/cutting activities took place at the Property and that hazardous materials were stored on the Property between 1992 and 1996. Violations were not noted on inspection records during this time. In 1999, a permit was issued for the installation of a 250-gallon diesel above-ground storage tank at the Property.

3.2 CHRONOLOGY OF PROPERTY USE

The following historical Property use summary was compiled using the historical data gathered during the various activities of this assessment as referenced in Section 3.4.

1926 Review of a *historic topographic map* did not indicate structures on the Property.

1939 Review of *historic aerial photographs* indicated that the Property and surrounding areas appeared to be developed with agricultural fields.

1950 Review of *historic aerial photographs* indicated that the Property appeared to be developed with an orchard, a residence and agricultural outbuildings. Areas north, east, and south of the Property appeared to be developed with agricultural fields and rural residences. Areas west of the Property appeared to be developed with an orchard and residence, followed by a quarry or mining operation, then Coyote Creek, and residential areas.

1963 Review of *historic aerial photographs* indicated that the Property and surrounding areas appeared to be developed similar to that observed on the 1950 aerial photographs.

1965 Review of *historic aerial photographs* indicated that the Property appeared to be developed with a residence, agricultural outbuildings and an orchard. Surrounding areas appeared to be developed with orchards, agricultural fields, and rural residences. A quarry or mining operation appeared to be developed northwest of the Property.

1975 According to a *Haines Business Directory*, the Property address was not listed.

1976 According to a *Polk's City Directory*, the Property was occupied by Paul Masson Aging cellars - wine cellars.

1977 According to a *Polk's City Directory*, the Property was occupied by Paul Masson Aging cellars - wine cellars.

1981 According to a *Haines Business Directory*, the Property was occupied by Paul Masson Vineyard.

1985 According to a *Haines Business Directory*, the Property was occupied by Paul Masson Vineyard.

1988 According to a *Haines Business Directory*, the Property address was not occupied.

1989 Review of *historic aerial photographs* indicated that the Property appeared to be developed with the current improvement. Areas north of the Property appeared to be developed with commercial and/or industrial parcels, followed by Highway 280, then residential areas. Areas east of the Property appeared to be developed with a retail

center, followed by a gasoline station, McLaughlin Road, then industrial buildings. South of the Property, across Story Road appeared to be developed with a retail center, then residential areas. West of the Property appeared to be an orchard, followed by warehouse/industrial buildings, undeveloped land, then residential areas.

The City of San Jose Building Department issued building permits for minor structural alterations and interior alterations.

1990 The City of San Jose Building Department issued building permits to add a mezzanine.

According to documents provided by the Santa Clara Valley Water District, an underground storage tank unauthorized release form was submitted to the City of San Jose Fire Department reporting the release of an unknown amount of "tetrachloroethene" and oil and grease at 915 Story Road. Two underground storage tanks, one approximately 600-gallon waste oil and one approximately 1,000-gallon diesel tank, were removed. Environmental Innovations conducted soil sampling following removal of the tanks and reported "no detectable levels of hydrocarbons specified for analysis were found at or above lower detection limits, except for total oil and gas which were below 100 ppm by weight (100mg/kg)."

1991 The City of San Jose Building Department issued building permits to install catwalks and overhead vacuum assist equipment.

1992 According to a *Haines Business Directory*, the Property address was occupied by Hewlett Packard.

San Jose City Fire Department Records of Inspection noted that welding/cutting activities took place at the Property and that hazardous materials were stored on the Property and required that the facility maintain flue space between racks in the warehouse area and provide a hazardous material management plan.

The City of San Jose Building Department issued building permits to install overhead vacuum assist equipment, a storage rack, and a hoist support structure.

1993 The City of San Jose Building Department issued building permits to "add lift assist for H-P."

1994 A San Jose City Fire Department Record of Inspection noted that welding/cutting activities took place at the Property and that hazardous materials were stored on the Property. The Record of Inspection did not indicate violations.

The City of San Jose Building Department issued building permits to install an HVAC unit, a telco closet and drop ceiling, and electrical for T1.

1995 The City of San Jose Building Department issued building permits to install the following: door and card, pits for pallet lift pits, pallet lift pits, two radiant heaters, gas line for heaters, "wire recpt", conveyor line, five low pressure sodium light poles, lift support structure, storm drain, electrical conveyor connections, miscellaneous electrical hookup of new assembly area, create two new parking lots, and move two heaters.

1996 A San Jose City Fire Department Record of Inspection noted that welding/cutting activities took place at the Property and that hazardous materials were stored on the Property. The Record of Inspection did not indicate violations.

The City of San Jose Building Department issued building permits to install the following: lift support structure, jib crane, jib crane lift and hoist support structure, and for bathroom upgrades, lobby modifications, new break-room, and lobby plumbing.

1997 The City of San Jose Building Department issued building permits to install the following: diesel tank for emergency backup system, two lift structures and two jibs, build four concrete pits inside building, bathroom upgrades, lobby modifications, new break-room, and relocate existing pallet racks.

A closure letter was issued by the San Francisco Bay Regional Water Quality Control Board for the underground storage tanks formerly located at the Property

1998 The City of San Jose Building Department issued building permits to install the following: two motors, lift support structure in warehouse area, new concrete pit for material handling equipment.

1999 Review of *historic aerial photographs* indicated that the Property appeared to be developed with the current improvement. Areas north of the Property appeared to be developed with industrial and warehouse buildings followed by Highway 280, then residential areas. Northeast of the Property appeared to be developed with industrial buildings, followed by Highway 101, then residential areas. Areas east and south of the Property, across Story Road, appeared to be developed with retail buildings followed by residential areas. Southwest and west of the Property appeared to be developed with industrial land, followed by undeveloped land and residential areas.

The City of San Jose Fire Department issued a permit for the installation of a 250-gallon diesel above-ground storage tank at the Property.

2000 According to a *Haines Business Directory*, the Property address was not occupied.

3.3 ENVIRONMENTAL DATABASE REPORT

Environmental First Search provided a list of sites within designated distances of the Property that are listed by regulatory agencies. Environmental First Search has also provided a map of these sites, which can be found in Appendix C - Environmental Database Report.

The environmental database report does not list sites between ½ mile and one mile of the Property. Three solid waste landfill sites and nine sites with leaking underground storage tanks are listed between ¼ mile and ½ mile of the Property. One CERCLIS site, one RCRA TSD site, one RCRA COR site, three RCRA hazardous waste generators, one state site, one solid waste landfill, two registered underground storage tanks or aboveground storage tanks, and 12 leaking underground storage tanks are listed between ⅛ mile and ¼ mile of the Property. Sites are not listed within ⅛ mile of the Property.

The following pertains to the Property:

13 The Property is listed on the environmental database report as having leaking underground storage tanks. The status is listed as case closed, the database indicates that waste oil was leaked as a result of structure failure and discovered upon tank closure. The case type is listed as soil only and the abatement method is listed as "no action taken - no action has yet been taken at the site." A closure letter was issued November 15, 1997.

The following site is within ¼ mile of the Property:

1 ITT - Jennings Radio, at 970 McLaughlin Avenue, is listed as a State site. The site is located approximately 900 feet northeast of the Property. The status is listed as "Property/site referred to RWQCB." Comments noted on the environmental database are as follows: "Facility drive-by. Drive by okay. Rationale for NFA, no problem based on drive-by." Further information was not included on the database.

This site is also listed as a CERCLIS site. The status is listed as not proposed, the action is reported as "deferred to RCRA." Further information was not included on the database.

This site is also listed as a RCRA corrective action site, a RCRA site and a RCRA hazardous waste generator. The environmental database notes that the facility manufactures electronic capacitors and electrical equipment and supplies. The database reports the following enforcement activity: written informal notice issued on August 17, 1987, initial compliance order issued ay 16, 1988, and June 3, 1988, written informal notice issued November 30,

1988, final compliance order issued June 20, 1989, written informal notice issued January 22, 1990 and April 23, 1990. Violations are reported as generator general requirements, TSD other requirements, financial responsibility requirements, TSD closure/post closure requirements, TSD land ban requirements, generator land ban requirements. The site is listed as a large quantity generator: generates more than 1,000 kg/month of hazardous waste.

Ceres Associates did not find evidence that the above-listed sites have impacted the environmental quality of the Property.

3.4 SOURCES OF DATA

Ceres Associates contacted regulatory agencies and other potentially knowledgeable persons and information sources concerning the Property. Copies of maps, permits, and other documents, if available, are in Appendix B - Regulatory Documents and Other Reports.

The following are the information sources contacted by Ceres Associates for this report:

Information Sources

- City of San Jose Department of Building Inspection, July 28, 2004, permit search
- City of San Jose Fire Department, July 28, 2004, document search
- Santa Clara County, Environmental Health Department, July 28, 2004, file review
- Santa Clara Valley Water District, August 2, 2004, file review
- Bay Area Regional Water Quality Control Board, July 28, 2004, request for file review
- Bay Area Air Quality Management District, July 22, 2004, request for file review
- Environmental First Search, California, Environmental Database Report
- United States Geological Survey (USGS) 7.5 minute topographic series, San Jose East, California Quadrangle, 1926, 1953, 1961 and 1980.
- Sanborn Fire Insurance Maps, dated 1915, updated to 1961; the Property is northeast of the area mapped.
- Haines Business Directories, dated 1975, 1981, 1985, 1988, 1992, 1996, and 2000.
- Polk City Directories, dated 1976 and 1977.

Aerial Photographs

Six sets of stereoscopic historical aerial photographs were reviewed by Ceres Associates using an Abrams Instrument Corporation stereoscope, model CB-1, with a built-in 2 power magnifier, and 4 power binoculars. During review, Ceres Associates looked for evidence of hazardous materials and features that might affect the environmental quality of the Property.

SOURCE:	DATE	SCALE	MEDIUM
United States Department of Agriculture	July 31, 1937	1:24,000	Stereoscopic Aerial Photographs
United States Department of Agriculture	April 1, 1950	1:20,000	Stereoscopic Aerial Photographs
United States Department of Agriculture	September 28, 1963	1:20,000	Stereoscopic Aerial Photographs
United States Department of Agriculture	September 28, 1965	1:4,800	Stereoscopic Aerial Photographs
WAC	June 16, 1989	1:31,680	Stereoscopic Aerial Photographs
WAC	April 14, 1999	1:24,000	Stereoscopic Aerial Photographs

User Supplied Data

- Cathay Bank provided Property location and site contact information so that the site survey could be conducted.

4.0 PHYSICAL SETTING

4.1 SURFACE DESCRIPTION

Direction of Slope: The Property slopes slightly southwest (USGS, San Jose East, California Quadrangle topographic map).

Degree of Slope: The Property is relatively level.

Nearest Surface Water: Coyote Creek lies approximately 1,000 feet southwest of the Property.

Area Topography: The local topography is generally level, sloping slightly southwest toward Coyote Creek. The Property lies at approximately 100 feet above mean sea level (amsl)

4.2 SOIL AND GROUNDWATER

Soil Description: Soil in the area of the Property is described as brown clayey silt to a depth of 15 feet. From 15 feet to approximately 20 feet, soil is silty fine sand. From 20 feet to 25 feet, soil is described as clayey silt. From 20 - 30 feet, soil is brown silty clayey sand. [Based on soil borings taken at nearby site at 990 Story Road.]

Groundwater Depth: Approximately 20-25 feet below ground surface. [Based on site closure summary for the Property issued by the San Francisco Bay Regional Water Quality Control Board.]

Groundwater Flow Direction: Generally southwest. [Based on site closure summary for the Property issued by the San Francisco Bay Regional Water Quality Control Board.]

First Aquifer Use: Unknown.

5.0 LIMITATIONS

This assessment is not intended to be all inclusive, identify all potential concerns, or eliminate the possibility of the Property having environmental impairments. It is possible that variations in soil or groundwater conditions, or unpermitted, undocumented or concealed improvements or alterations to the Property could exist beyond what was found during this ESA. Changes in observed conditions could also occur in the future due to variations in environmental and physical conditions.

Geologic and hydrogeologic data provided in this report are for drawing conclusions, by Ceres Associates, within the context and timing of this report only. This information is preliminary and should not be used for any subsequent purposes.

In today's technology, no amount of assessment can certify that the Property is completely free of hazardous substances. Ceres Associates cannot offer a certification of a "clean" property.

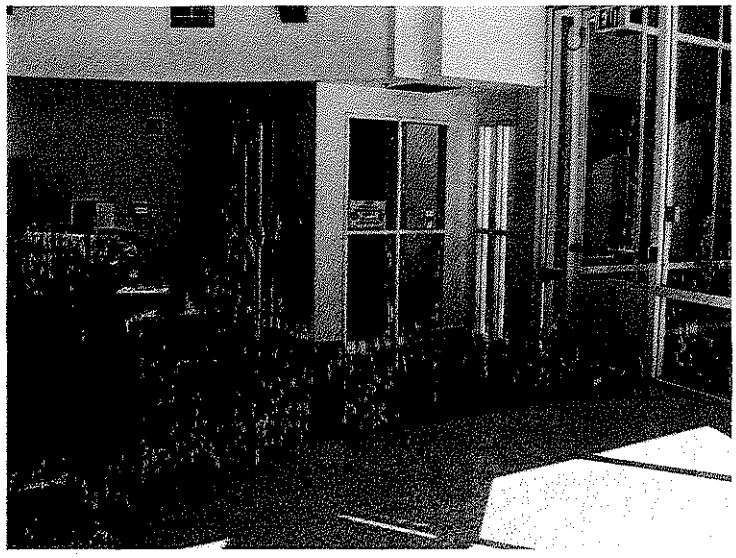
Much of the information on which the conclusions and recommendations of this ESA are based, comes from data provided by others. Ceres Associates is not responsible for the accuracy or completeness of this information. Inaccurate data, or information that was not found or made available to Ceres Associates, may result in a modification of our conclusions and recommendations.

Any estimates of the scope of recommended additional work are based only on the information gathered for this ESA. Associated costs represent a rough estimate, not a proposal, and should only be used for preliminary planning. Actual cost and scope may vary upon refining during proposal preparation, and with changes in economic conditions, or as additional information becomes available.

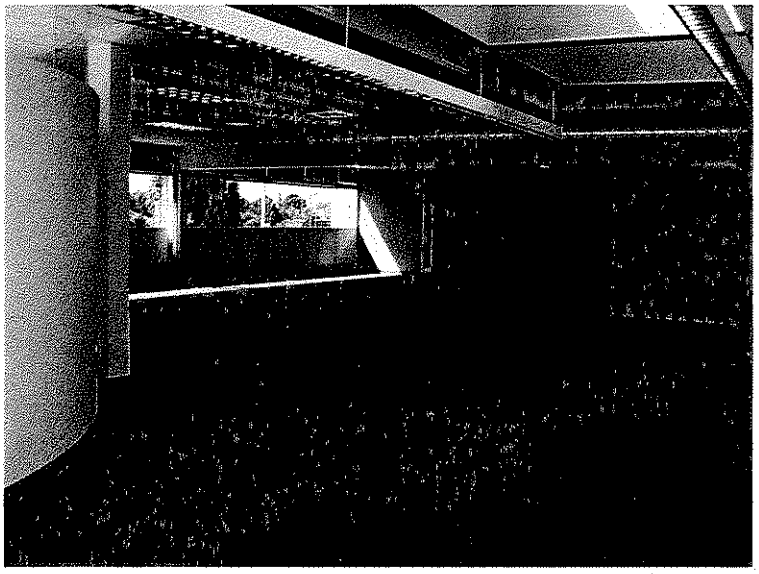
REPORT USE

This report was prepared for the sole use and benefit of Cathay Bank. This report is not a legal opinion and does not offer warranties or guarantees.

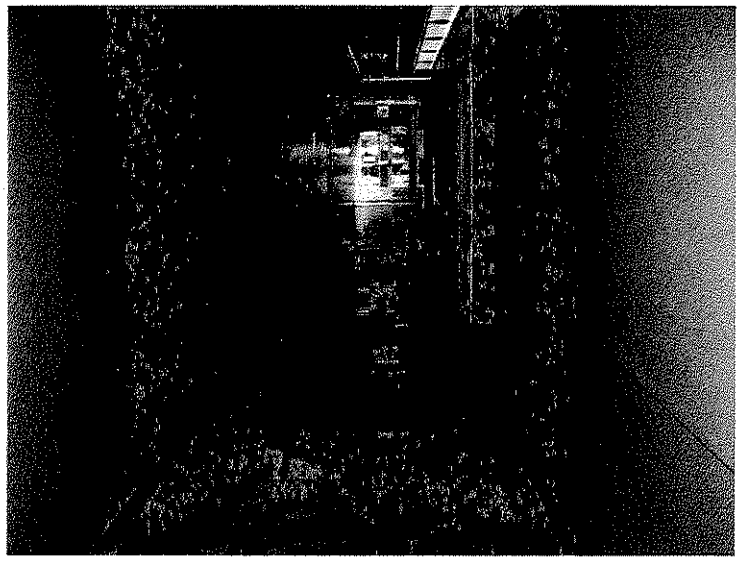
PROPERTY PHOTOGRAPHS



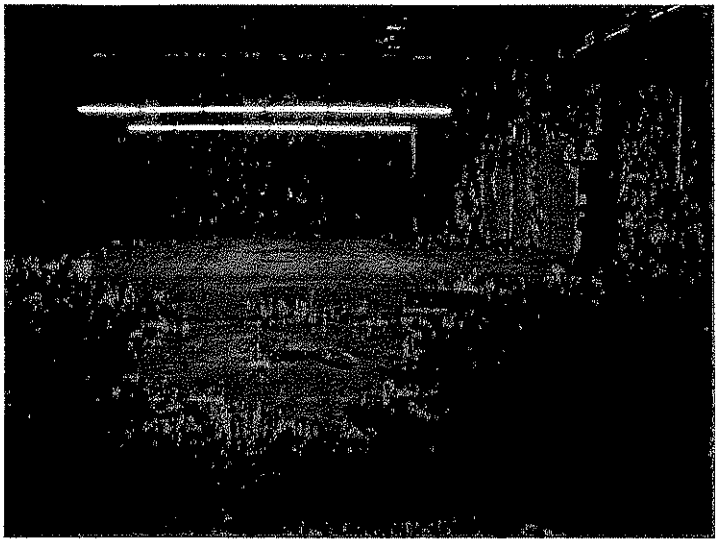
Photograph 1: View of main entry/lobby.



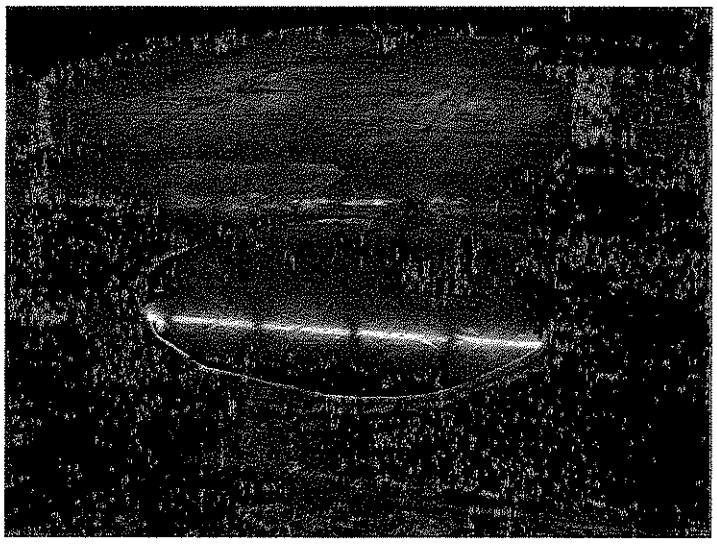
Photograph 2: View of former office area.



Photograph 3: View of hall and water damage.

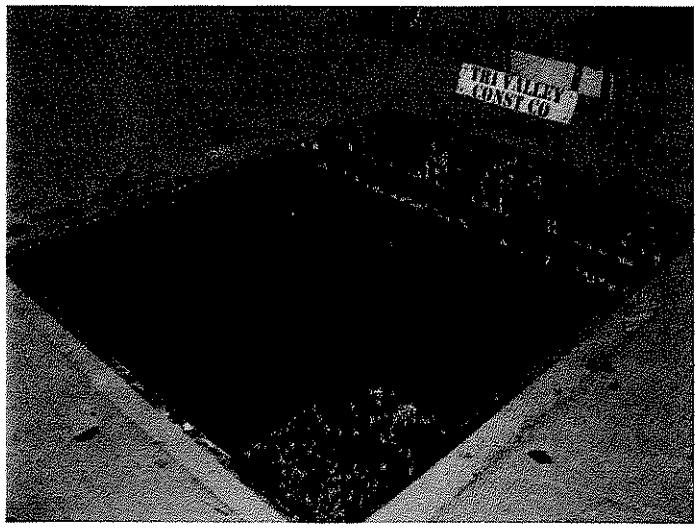


Photograph 4: View of warehouse room with drains.

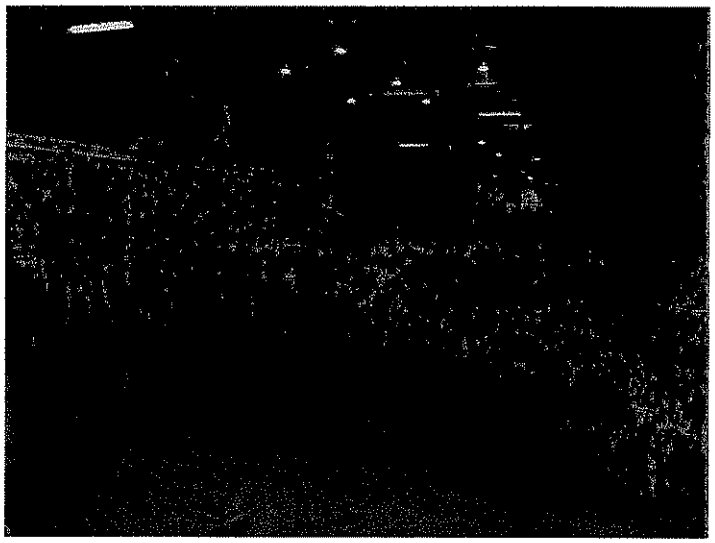


Photograph 5: View of water pooled in drain.

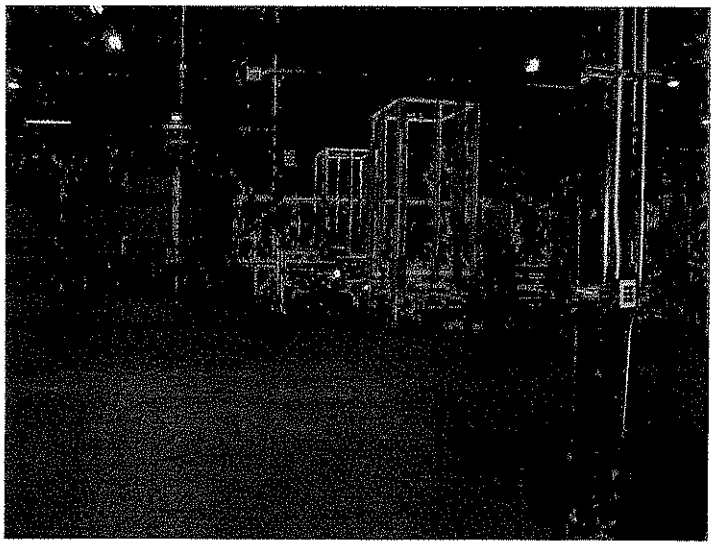
Photograph 6: View of white residue on floor.



Photograph 7: View of pit in the concrete floor, most likely for hydraulic hoist.



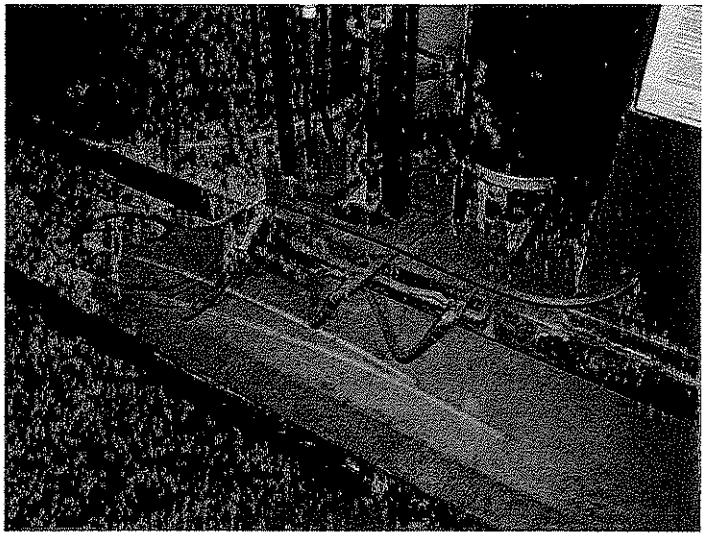
Photograph 8: View of warehouse and roll-up doors



Photograph 9: View of unidentified machinery.

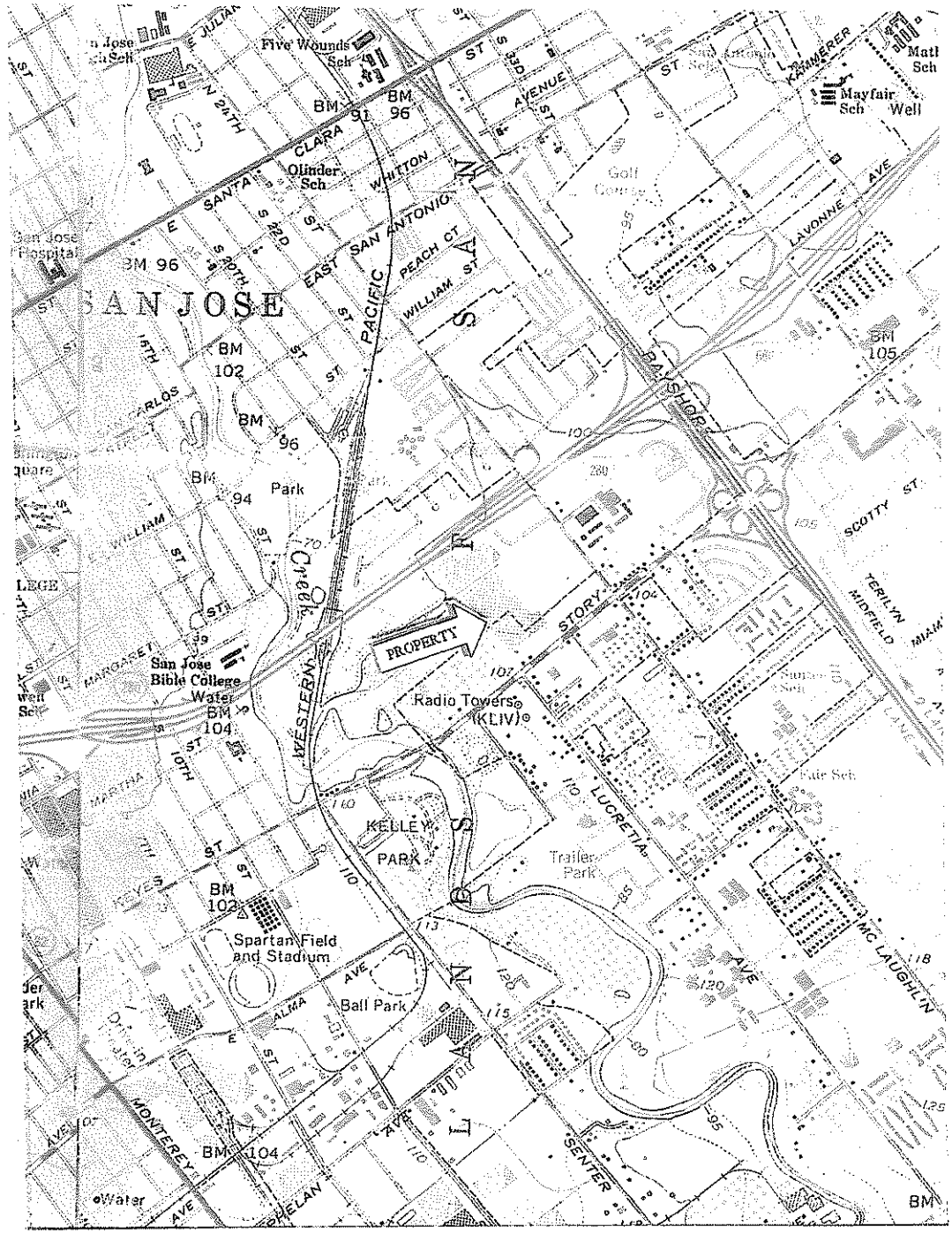
Photograph 10: View of storage of 55-gallon drums containing waste oil and hydraulic oil.

Photograph 11: View of wastewater treatment system.



Photograph 12: View of staining inside storage berm of wastewater treatment system.

FIGURES



N

1 inch equals 2000 feet

Map Taken From:

United States Geological Survey
7.5 Minute Topographic Series
San Jose East, California Quadrangle

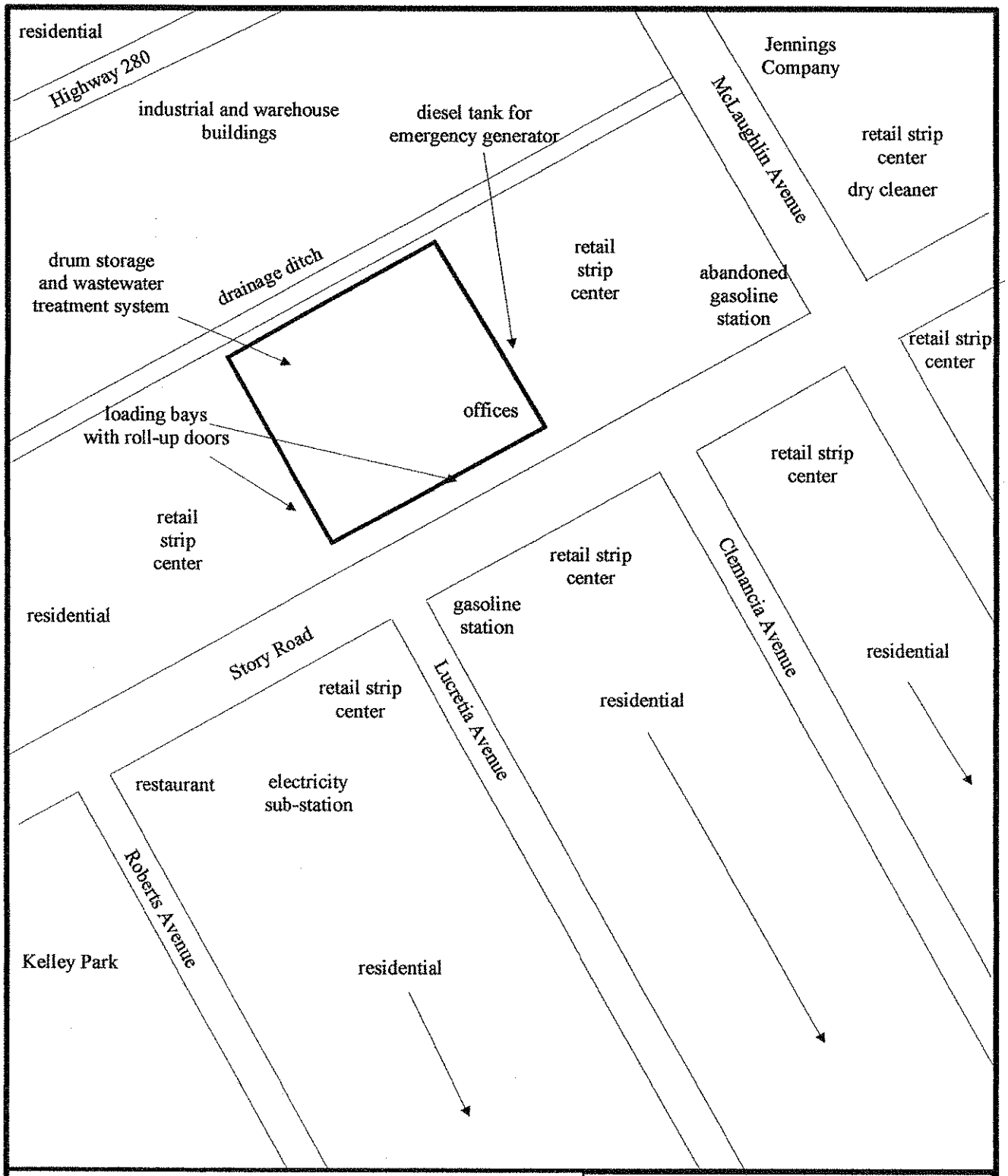
Ceres Associates

Project CA1247-1

Former HP Facility
915 Story Road
San Jose, California

PROPERTY LOCATION MAP

FIGURE 1



Property Boundary

N

Estimated Groundwater Flow Direction

Ceres Associates

Project CA1247-1

Former HP Facility
915 Story Road
San Jose, California

PROPERTY MAP

FIGURE 2

APPENDIX A
PROFESSIONAL QUALIFICATIONS

Ceres Associates Sustaining Environments Worldwide

RESUME

Ryan N. Meyer
Environmental Specialist
Registered Environmental Assessor
AHERA-accredited Building Inspector

Summary of Experience

Mr. Meyer has conducted a broad range of environmental assessments in his time with Ceres Associates. He has conducted Phase I ESAs throughout California and parts of Nevada, on a variety of different kinds of properties and for numerous types of clients. Mr. Meyer has successfully identified sources of environmental concern on several projects. He has conducted the assessment, characterization, remediation, and closure of contaminated sites. Mr. Meyer has successfully garnered agency closure for various sites throughout the San Francisco Bay Area and the Greater Sacramento Region.

In addition, Mr. Meyer has become the company's permitting expert primarily due to his ability to establish relationships with regulators, and his ability to analyze each permitting situation for its expedient need, presenting such to the regulatory authority. He has also shown expertise in obtaining closure for contaminated properties under extreme deadlines. Mr. Meyer obtained a site closure in Sonoma County from the Regional Water Quality Control Board for a minor diesel fuel spill in a three day time frame following the presentation of data to the RWQCB.

Education

B.S., Environmental Resource Science, University of California Davis
A.A., Liberal Studies-English, Columbia College

Certifications

- 40-hour Health & Safety training for hazardous waste operations in accordance with 29 CFR 1910.120, and annual 8-hour updates.
- Certified Asbestos Building Inspector in accordance with Toxic Substances Control Act, Title II (AHERA).
- Emergency Medical Technician I, certified by the Sierra-Sacramento Valley Emergency Medical Services Agency.
- Watershed Management Training, United States Environmental Protection Agency.
- Registered Environmental Assessor (REA I), State of California Department of Toxic Substances and Control.

Career History

2002 - present,	Ceres Associates
2002,	Onsite (environmental consulting)
2000 - 2002,	Outdoor Adventures UC Davis (environmental education, management)
1999 - 2000,	UC Davis Limnology Lab (laboratory/field technician)

Select Environmental Project Experience

Client/Project: Joseph Felix Realty
Location: Petaluma, Sonoma County, California

Manage ongoing site assessment and monitoring at a dry cleaner site. The site has historically discharged solvents to the environment. Conduct quarterly groundwater monitoring at the site and submit written reports to the Regional Water Quality Control Board (RWQCB). Discussions with the RWQCB in more recent monitoring events has led to the removal of 25% of monitoring wells from the sampling program saving our client valuable resources.

Client/Project: JLC Contracting
Location: Fairfield, Solano County, California

Conducted a Phase I ESA for a current bank/office building. Assessment revealed previous uses of the site for vehicle maintenance and potential underground tank usage. Supervised soil and groundwater sampling in area of potential former underground tanks/sumps. Analytical results revealed widespread contamination both on and potentially off-site. Assessment data was accumulated within a standard escrow period and prior to closing.

Client/Project: Barry Swenson Builder
Location: Saratoga, Santa Clara County, California

Prepared a sampling program to meet the requirements of client in preparing an EIR for future development at the site. Mapped electromagnetic fields in close proximity to high voltage transmission lines. Assessed and sampled areas of potential environmental concern related to former uses of the site for maintenance and agricultural purposes. Additionally, collected near surface soil samples to assess for potential lead content from lead-based paint applied to residential structures on the site. Prepared a risk-based assessment of the lead concentrations found in the soil at the site using a regulatory approved system. Determined a "hot spot" was present on the site. Managed the removal of near surface soil from the "hot spot" and conducted confirmation soil sampling. Remediation activities were successful in removing the dangerous lead contaminated soil.

Client/Project: Chinatrust Bank (USA)
Location: Fremont, Alameda County, California

Managed and coordinated a full-facility closure of a former manufacturing facility through the Fremont Fire Department, Hazardous Materials Division. Conducted building decontamination activities, and hazardous materials and waste removal from the facility. Managed electrical and mechanical contracting work to meet requirements of health and safety code per the requirements of the Fire Department. Assessed potential for impact to the local environment through soil and groundwater sampling. Arranged for the removal and recycling of a waste water treatment unit. The Fremont Fire Department requested that an exposure standard be established for nickel. Mr. Meyer conducted significant research into various modes of nickel exposure in the environmental and wrote a report that suggested exposure standards that was adopted by the Fire Department. He also wrote an environmental risk assessment for nickel at the site that was used to establish that the building did not present a health risk to inhabitants.

Client/Project: Napa County Department of Public Works
Location: Yountville, California

Worked as a part of a larger public works project in progressing the permitting process through the Army Corp of Engineers. Through careful and consistent agency contacts/meetings, was able to pass the project through the 404 permitting process in three months instead of the standard six to eight months. Was able to speed the progress of the project, keeping on budget and ahead of time.

Client/Project: Barry Swenson Builder
Location: Campbell, Santa Clara County, California

Performed an AHERA-accredited asbestos survey on three structures slated to be demolished. Building ages were unknown to client and potential asbestos containing materials were also not known. Collected bulk material samples in accordance with standard sampling protocols and submitted to laboratory. Identified asbestos containing building materials that would need abatement prior to sale of the Property, allowing the client to discount the abatement costs from the sale.

Client/Project: Mid-Peninsula Housing Coalition
Location: Union City, Alameda County, California

Managed the assessment of a large multi-use parcel scheduled for demolition. Property was being transferred from the City to the Client after the site was remediated and assessed to determine the extent of adverse impacts upon the local environment. Project included a review of past and ongoing environmental reports including assessments, remediation, asbestos removal, and closure documents. During review, identified potential underground storage tank and possible contamination from early gas station on site that was not identified in previous Phase I ESAs.

Client/Project: Joseph Felix Realty
Location: Petaluma, Sonoma County, California

Oversaw the removal of hydraulic hoists located beneath a former Winston Tire Facility. The Property had been at the center of a legal battle regarding environmental liability issues. An alternative consultant indicated that soil removal would be necessary. Through soil sampling and regulatory contacts a closure letter was issued for the site, protecting our client from unnecessary remediation activities. From first regulatory contact regarding closure to the issuance of the closure letter was less than one week.

At a different location on the same site Mr. Meyer is responsible for the periodic monitoring of eight groundwater monitoring wells in relation to a spill of perchloroethylene from a dry cleaning facility. In addition, Mr. Meyer was responsible for the installation of two of the monitoring wells and a significant amount of the characterization of soil sampling to help define the areal extent of contamination.

Client/Project: General
Location: Throughout California and Nevada

Have managed and conducted Phase I ESAs on numerous types of properties. Work has been conducted primarily in California for small and large commercial banks, attorneys, private land owners, large and small businesses, farmers, developers, government, and real estate professionals. These projects generally resulted in "no further recommendations," however many have suggested additional investigation that has found considerable contamination that altered the process of the real estate transaction.

APPENDIX B
REGULATORY DOCUMENTS AND OTHER REPORTS

al/EPA

San Francisco Bay
Regional Water
Quality Control
Board

01 Webster Street
ite 500
kland, CA 94612
(510) 286-1255
FAX (510) 286-1380

Pete Wilson
Governor

September 11, 1997
File No. 2188.20 (JRW)
RB File No. 43-0687

Mr. Jon Bauer
Hewlett-Packard Company
1501 Page Mill Road, MS5UE
Palo Alto, CA 94304-1126

Subject: Transmittal of the Closure Letter and Site Closure Summary for Hewlett-Packard Story Road Facility, 915 Story Road, San Jose, CA

Dear Mr. Bauer:

Attached please find the uniform underground storage tank closure letter and the site closure summary form for the subject site.

Please contact John West of my staff at (510) 286-1247 if you have any questions regarding this matter.

Sincerely,

Loretta K. Barsamian
Executive Officer

Stephen I. Morse
Chief, Toxics Division

Enclosure: Closure Letter
Site Closure Summary

cc w/att: Dave Deaner & Mike Harper, SWRCB
Linda Dorn, SCVWD
Dan Firth, San Jose Fire Department
Mr. Ken Hoffman, SECOR

al/EPA

San Francisco Bay
Regional Water
Quality Control
Board

01 Webster Street
ite 500
kland, CA 94612
(510) 286-1255
FAX (510) 286-1380

Pete Wilson
Governor

September 11, 1997
File No. 2188.20 (JRW)
RB File No. 43-0687

Mr. Jon Bauer
Hewlett-Packard Company
1501 Page Mill Road, MS5UE
Palo Alto, CA 94304-1126

Subject: Closure Letter and Site Closure Summary for Hewlett-Packard Story Road Facility, 915 Story Road, San Jose, CA

Dear Mr. Bauer:

This letter confirms the completion of site investigation and remedial action for the underground storage tank(s) formerly located at the above described location. Thank you for your cooperation throughout this investigation. Your willingness and promptness in responding to our inquires concerning the former underground storage tank(s) are greatly appreciated.

Based on the information in the above-referenced file and with the provision that the information provided to this agency was accurate and representative of site conditions, no further action related to the underground tank release is required. This notice is issued pursuant to a regulation contained in Section 2721(e) of Title 23 of the California Code of Regulations .

Please contact our office if you have any questions regarding this matter.

Sincerely,

for Loretta K. Barsamian
Executive Officer

SITE CLOSURE SUMMARY

I. AGENCY INFORMATION

Date: September 9, 1997

Agency Name: S.F.B.R.W.Q.C.B.	Address: 2101 Webster Street, Suite 500
City/State/Zip: Oakland, CA 94612	Phone: (510) 286-1255
Responsible Staff Person: John R. West	Title: Environmental Specialist III

II. SITE INFORMATION

Site Facility Name: Hewlett-Packard Company Story Road Facility		
Site Facility Address: 915 Story Road, San Jose, California		
RB Case No.: 43-0687	Local or LOP Case No.:	Priority: 3b1
URF Filing Date:	SWEEPS No.:	

Responsible Parties (include addresses and phone numbers) (415) 857-8805
Jon Bauer
Hewlett-Packard Company
1501 Page Mill Rd., MS5UE
Palo Alto, California 94304-1126

Tank No.	Size in Gallons	Contents	Closed In-Place/Removed?	Date
1	550	Reclaimed Oil	Closed / Removed	01/04/90
2	100	Diesel Fuel	Closed / Removed	01/04/90

III. RELEASE AND SITE CHARACTERIZATION INFORMATION

Cause and Type of Release: None Observed or Documented		
Site characterization complete? Yes	Date Approved By Oversight Agency:	
Monitoring wells installed? No	Number: N/A	Proper screened interval? N/A
Highest GW Depth Below Ground Surface: 20'-25'	Lowest Depth: N/A	Flow Direction: Generally Southwest
Most Sensitive Current Use:		
Most Sensitive Potential Use and Probability of Use: Drinking water with very low probability of use.		
Are drinking water wells affected?	Aquifer Name:	
Is surface water affected?	Nearest/Affected SW Name:	
Off-Site Beneficial Use Impacts (Addresses/Locations):		
Report(s) on file? Yes	Where is report(s) filed? Regional Board	

TREATMENT AND DISPOSAL OF AFFECTED MATERIAL			
Material	Amount (Include Units)	Action (Treatment or Disposal w/Destination)	Date
Tank	N/A	N/A	N/A
Piping	N/A	N/A	N/A
Free Product	N/A	N/A	N/A
Soil	N/A	N/A	N/A
Groundwater	N/A	N/A	N/A
Barrels	N/A	N/A	N/A

MAXIMUM DOCUMENTED POLLUTANT CONCENTRATIONS—BEFORE AND AFTER CLEANUP									
POLLUTANT	Soil (ppm)		Water (ppb)		POLLUTANT	Soil (ppm)		Water (ppb)	
	Before	After	Before	After		Before	After	Before	After
TPH (Gas)	<10	N/A	N/A	N/A	Xylene	<0.015	N/A	N/A	N/A
TPH (Diesel)	<10	N/A	N/A	N/A	Oil & Grease	45.3	N/A	N/A	N/A
Benzene	<0.005	N/A	N/A	N/A	PCE	65**	<0.025	N/A	N/A
Toluene	0.019 *	N/A	N/A	N/A					
Ethylbenzene	<0.005	N/A	N/A	N/A					

Comments (Depth of Remediation, etc.):
* Lower concentration than the method blank

** Considered to be a reporting error by laboratory (explanation provided in Section VI).

IV. CLOSURE

Does completed corrective action protect existing beneficial uses per the Regional Board Basin Plan? Yes

Does completed corrective action protect potential beneficial uses per the Regional Board Basin Plan? Yes

Does corrective action protect public health for current land use? Yes

Site Management Requirements: None

Monitoring Wells Decommissioned: N/A	Number Decommissioned: N/A	Number Retained: N/A

List Enforcement Actions Taken: None

List Enforcement Actions Rescinded: None

V. TECHNICAL REPORTS, CORRESPONDENCE ETC., THAT THIS CLOSURE RECOMMENDATION WAS BASED UPON

Title:	Date:
1) Suspect Contaminated Soil Sampling and Analysis, Environmental Innovations Corporation	Feb. 20, 1990
2) Correspondence between Bruce Scarbrough of SECOR and Michael Cox of Hewlett-Packard Company regarding the 915 Story Road Property, San Jose, California	July 28, 1997
3) Correspondence between Ken Hoffman of SECOR and Michael Cox of Hewlett-Packard Company regarding the 915 Story Road Property, San Jose, California	Sept. 8, 1997
4) Completed Site Closure Summary, SECOR International Inc.	Sept. 9, 1997

VI. ADDITIONAL COMMENTS, DATA, ETC.

PLEASE INCLUDE/ATTACH THE FOLLOWING AS APPROPRIATE:

1) SITE MAP INDICATING TANK PIT LOCATION, MONITORING WELL LOCATION, GROUNDWATER GRADIENT, ETC.; AND,

2) SITE COMMENTS WORTHY OF NOTICE (E.G., AREA OF RESIDUAL POLLUTION LEFT IN PLACE, DEED NOTICES ETC.)

Hewlett-Packard Company (HP), the current owner, began occupancy of the 915 Story Road property in San Jose, California in 1990 and has only used the site for distribution of products, not manufacturing. Therefore, the extent of HP's chemical usage has been extremely limited. The chemical usage of the previous owner, Seagrams, was also limited consisting primarily of two underground storage tanks; one 100-gallon tank used for the storage of diesel fuel and one 550-gallon tank used for reclaimed oil. The tanks were removed from service in January of 1990, prior to HP's occupancy of the site. No incident reports exist indicating spills or leaks from the tanks, or that poor operation or management practices were used during operation of the tanks resulting in soil or groundwater impacts.

Soil samples were collected in and around the location of the tanks during the tank removal operations and analyzed by EPA Method 8010, 8020 and Modified 8015 for TPH as gas and diesel. These samples contained no significant concentrations of petroleum hydrocarbons. Additionally, no halogenated hydrocarbons were detected in the samples, with the exception of potential detections of tetrachloroethene (PCE) in four of the samples at concentrations between 15 mg/kg to 65 mg/kg. The detections of PCE were from soil samples collected adjacent to the former reclaimed oil tank.

In accordance with the RWQCB's recent efforts to obtain closure of the site, a review of the historical results was completed. Based upon this review, the analytical results of the six soil samples indicated that a mistake was likely made by the laboratory regarding the previously reported concentrations of PCE. The concentrations appear to have been mistakenly reported as parts per million (mg/kg) rather than parts per billion µg/kg. The attached letter of correspondence from Bruce Scarbrough of SECOR to Michael Cox of HP provides additional details. To verify this conclusion, a soil sample was collected by SECOR on August 20, 1997 and analyzed by EPA Method 8010. The sample was collected from a depth of three-feet below ground surface and within two feet laterally from the sample with the highest previously reported PCE concentration. No 8010 compounds were detected in the recent sample above the laboratory detection limits.

Permanent closure of the site is warranted at this time. This conclusion is based upon the limited volume and extent of historical chemical usage at the site and the lack of information indicating spills or leaks, and/or poor material handling or management practices were ever present at the site. This forensic information is fully supported by recent and historical analytical results which indicate that the former underground storage tanks did not significantly impact surrounding soils. Additionally, no evidence exists to indicate that historical activities at the site have resulted in a threat to beneficial uses of groundwater.

This document and the related CASE CLOSURE LETTER, shall be retained by the lead agency as part of the official site file.

Environmental Innovations Corp.

Pleasanton, CA
Los Angeles, CA
Honolulu, HI
Las Vegas, NV
Portland, OR
Houston, TX

HEWLETT PACKARD COMPANY

915 STORY ROAD
SAN JOSE, CALIFORNIA

REPORT FOR:

SUSPECT CONTAMINATED SOIL SAMPLING AND ANALYSIS

SUBMITTED TO:

HEWLETT PACKARD CO.
MR. ALLEN HUNTER, PROJECT MANAGER

STUDY AND REPORT BY:

ENVIRONMENTAL INNOVATIONS CORPORATION (EIC)

FEBRUARY 22, 1990

EIC Ref. 255-148

675 Hegenberger Road • Suite 110 • Oakland • California • 94621 • (415) 632-0104 • FAX (415) 632-0474

Environmental Innovations Corp.

RECEIVED
MAR - 5 5 1990
HAZARDOUS
MATERIALS

TABLE OF CONTENTS

SECTION

I. EXECUTIVE SUMMARY

- Introduction
- Summary of Results
- Sample Collection
- Sample Analysis

II. ANALYTICAL RESULT TABLES

III. PHOTOGRAPHIC DOCUMENTATION

IV. APPENDICES

- Laboratory Accreditation
- Sample Chain of Custody
- Map of Sampling Locations

675 Hegenberger Road • Suite 110 • Oakland, California 94621 • (415) 632-0104 • FAX (415) 632-0476

Environmental Innovations Corp.

SECTION II

ANALYTICAL RESULT TABLES

675 Hegenberger Road • Suite 110 • Oakland, California 94621 • (415) 638-1105-04 • FAX (415) 632-0474

Environmental Innovations Corp.

TABLE I

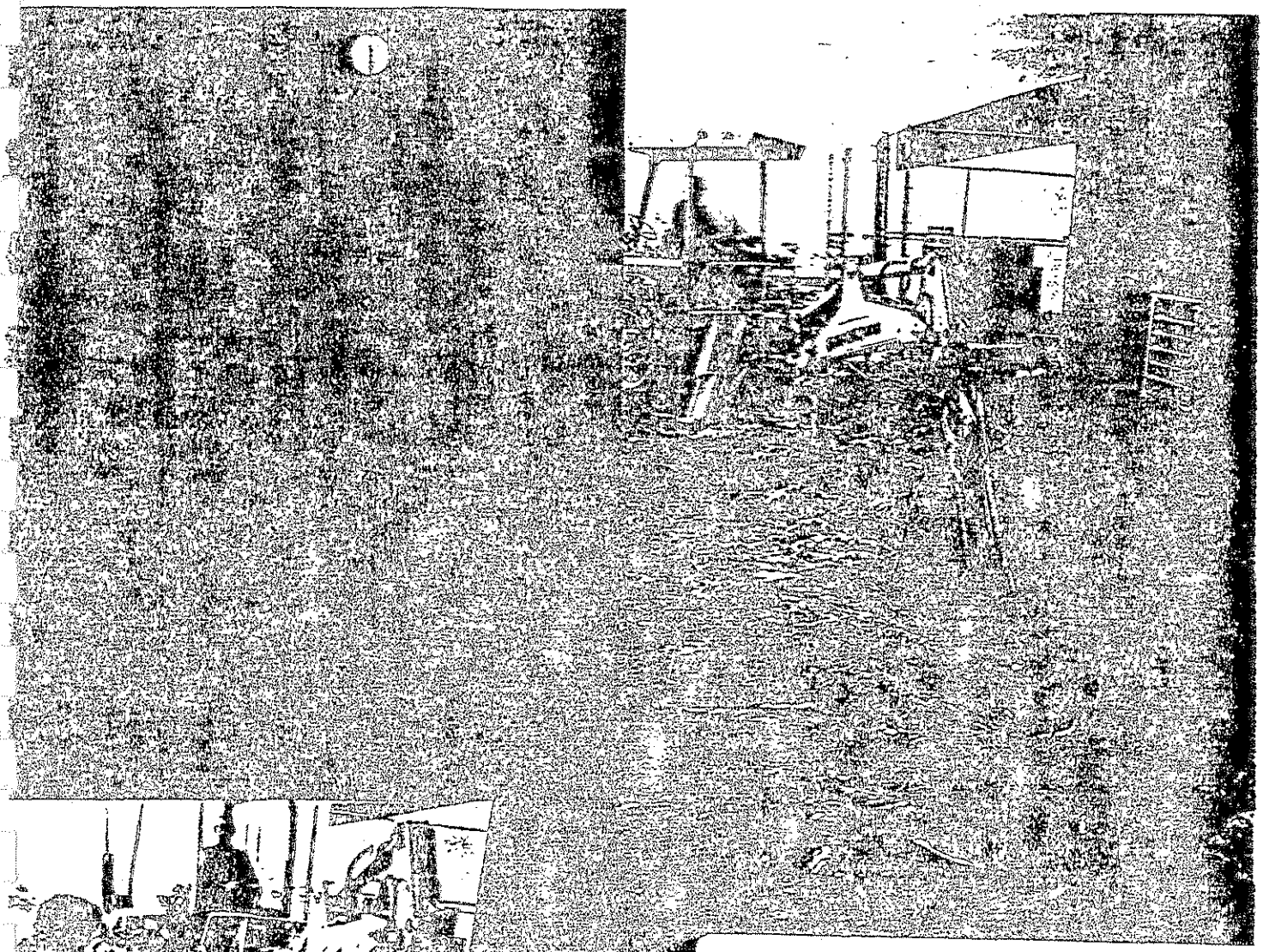
Sample I.D.		<—Reclaim Oil Tank Area—>			<—Diesel Tank—>
		1000 - 1335 - 1	1000 - 1335 - 2	1000 - 1335 - 3	1000 - 1335 - 4
ANALYTICAL RESULTS					
	Units of Measure				
TPH (as gas)	mg/kg	<10	<10	<10	–
TPH (as diesel)	µg/g	<10	<10	<10	–
BTX & E					
Benzene	µg/kg	<5	<5	<5	<5
Toluene	µg/kg	18*	27*	19*	16*
Ethyl benzene	µg/kg	<5	<5	<5	<5
Xylenes	µg/kg	<15	<15	<15	<15
Total oil & grease	mg/kg	45.3	29.5	18.7	–

TABLE II

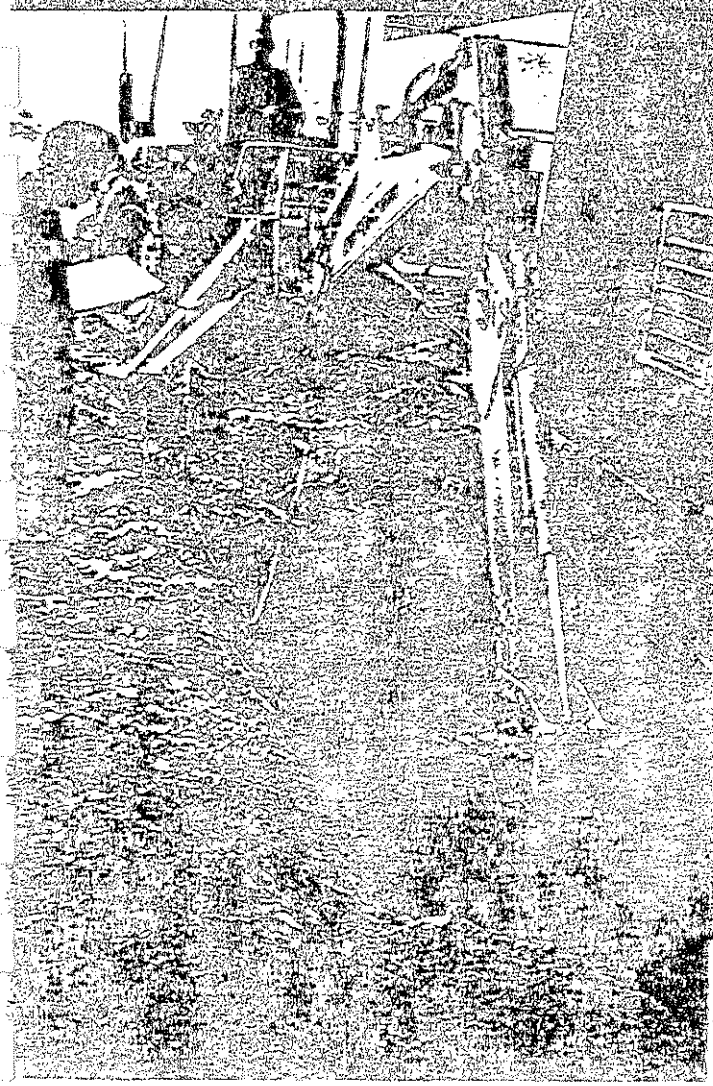
Sample I.D.		Generator Rm. 3895 - 74 - 1	Crane Rm. 3895 - 74 - 2
ANALYTICAL RESULTS			
	Units of Measure		
TPH (as gas)	mg/kg	<10	<10
TPH (as diesel)	µg/g	–	–
BTX & E			
Benzene	µg/kg	<5	<5
Toluene	µg/kg	19*	21*
Ethyl benzene	µg/kg	<5.0	<5.0
Xylenes	µg/kg	<15	<15
Total oil & grease	mg/kg	3.1	1.9

* Less than blank

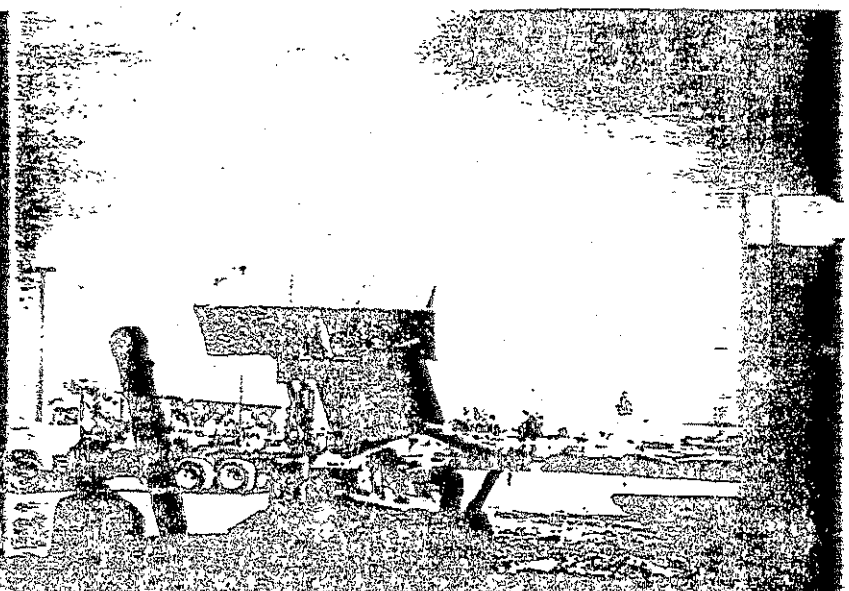
675 Hegenberger Road • Suite 110 • Oakland, California 94621 • (415) 632-0104 • FAX (415) 632-0474



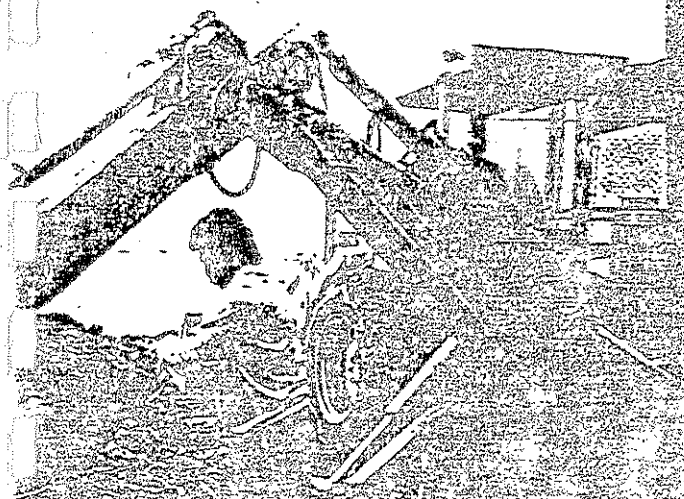
1) Post Tank Removal.
Excavation to Access Sample
Location (550 Gallon Reclaim
Oil Tank).



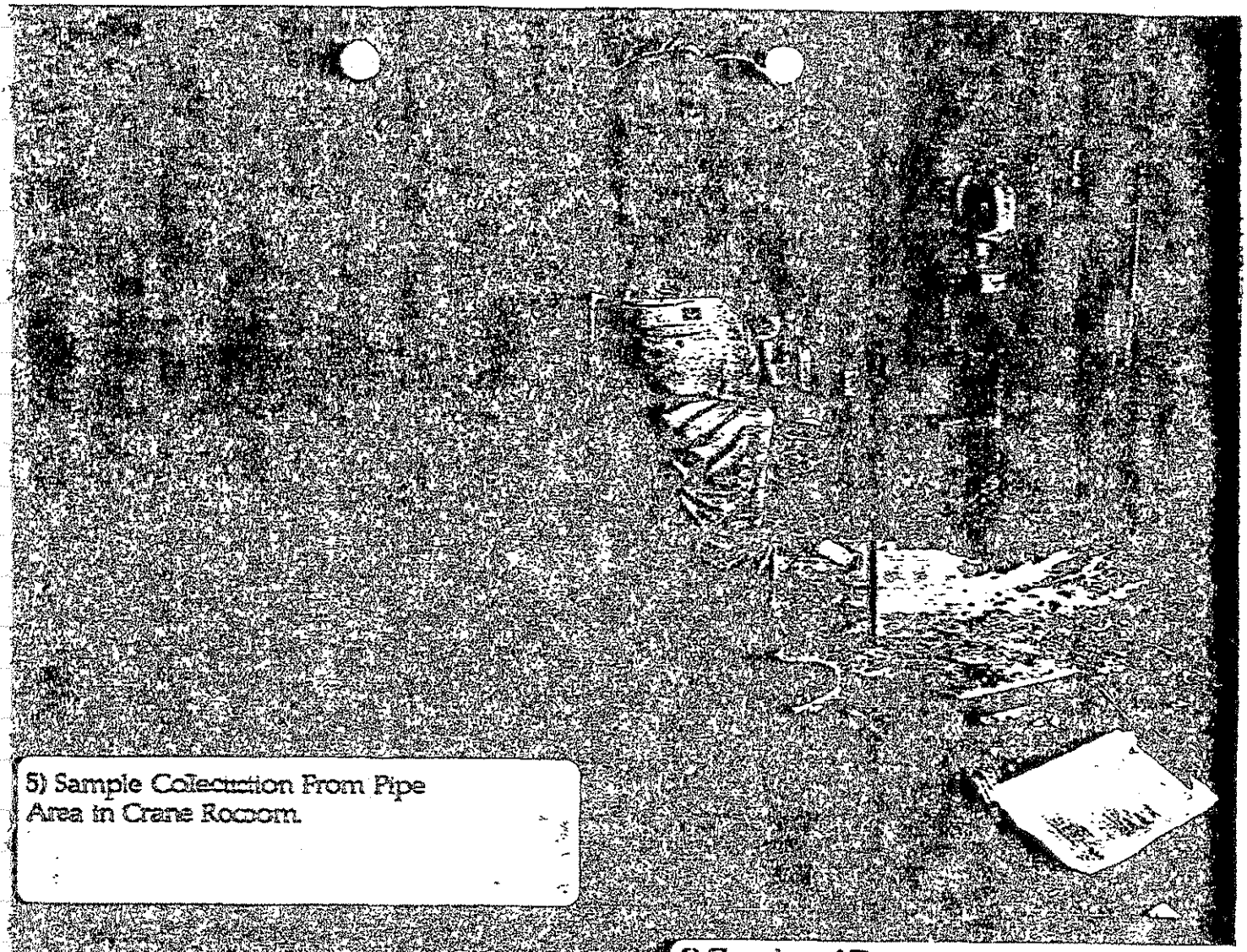
2) Post Tank Removal.
Excavation to Access Sample
Location (550 Gallon Reclaim
Oil Tank)



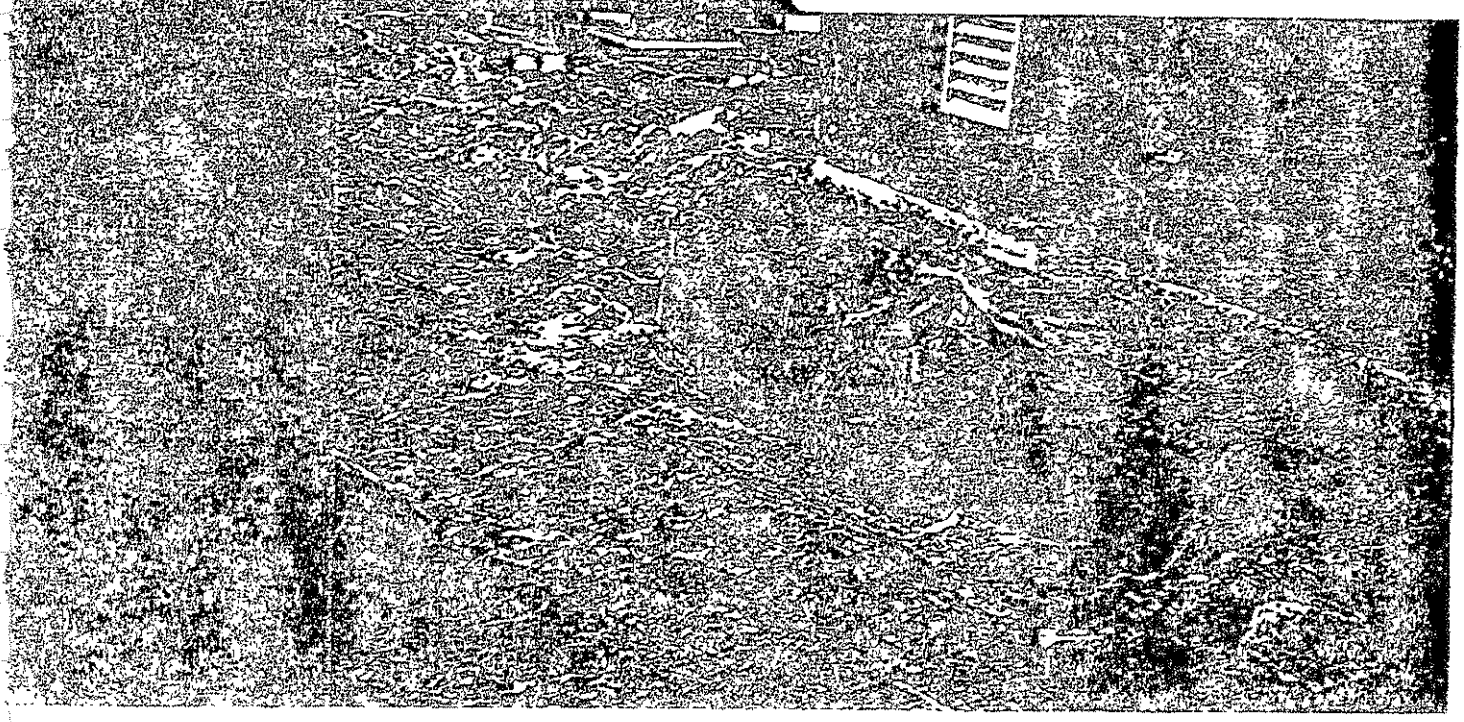
ple Collection From
ated Areas Aided by
ioe.



3) 550 Gallon Reclaim Oil Tank
(Foreground).
100 Gallon Diesel Tank (Background).



5) Sample Collection From Pipe Area in Crane Room.



6) Capping of Pipes.

Environmental Innovations Corp.

SECTION IW

APPENDICES

675 Hegenberger Road • Suite 110 • Oakland, California 94621 • [redacted] • FAX (415) 632-0474

TMA
Thermo Analytical Inc.

TMA/Norcal
2030 Wright Avenue
P.O. Box 4040
Richmond, CA 94804-0040
(415) 235-2633 Fax No. (415) 236-0438

JAN 26 1990

January 24, 1990

E.I.C.
Environmental Innovation
Corporation
675 Hegenberger Road
Suite 110
Oakland, CA 94621

Attention: Phil Bumala
TMA/Norcal I.D.: 3895-7-73

Dear Phil:

Enclosed please find the results of four soil samples received on January 5, 1990, for analyses of halogenated hydrocarbons, total petroleum hydrocarbons as gasoline and diesel, aromatic hydrocarbons (benzene, toluene, xylene, and ethylbenzene), and oil and grease analyses.

The purgeable halocarbons were analyzed by EPA Method 8010 Purge and Trap Gas Chromatography Hall Electrolytic Detector. Aromatic hydrocarbons were analyzed by EPA Method 8020 Purge and Trap Gas Chromatography Photoionization Detector.

Total petroleum hydrocarbons as gasoline were analyzed by Modified EPA Method 8015 using Purge and Trap Gas Chromatography Flame Ionization Detector.

Total petroleum hydrocarbons as diesel were analyzed by Modified EPA Method 8015 using Gas Chromatography Flame Ionization Detector Direct Injection.
Oil and grease analyses were analyzed by EPA Method 418.1 using IR. Oil and grease analyses were performed at our sister company, TMA/ARLI, in Monrovia, CA.

The results are shown in the attached tables. If you have any questions, please call.

Sincerely,

Nahid Mahani

Nahid Mahani
I.H. Laboratory
Director/Program Manager

NM/td
Attachments: 14 pages

TMA/Norcal

EPA METHOD 8020
TARGET ANALYTE RESULTS

Client: E.I.C.
Client Sample ID: NA
TMA/Norcal SAMPLE ID: METHOD BLANK

Date Received: NA
Date Analyzed: 1/9/90

CAS. No	COMPOUND	RESULTS (ug/Kg)	DETECTION LIMITS (ug/Kg)
71-43-2	benzene	< 5	5
108-88-3	toluene	23	5
100-41-4	ethylbenzene	< 5	5
	xylenes	< 15	15

Analyst

Data Release Authorized By

EPA METHOD 8010
TARGET ANALYTE RESULTS

TMA/Norcal

Client: E.I.C.
Client Sample ID: NA
TMA/Norcal SAMPLE ID: METHOD BLANK

Date Received: NA
Date Analyzed: 1/9/90

CAS. No	COMPOUND	RESULTS (mg/Kg)	DETECTION LIMITS (mg/Kg)
75-71-8	Dichlorodifluoromethane	< 50	50
29479-9	Chloromethane	< 10	10
29584-5	Bromomethane	< 30	30
75-01-4	Vinyl Chloride	< 10	10
29480-2	Chloroethane	< 15	15
75-09-2	Dichloromethane	< 10	10
75-69-4	Trichlorofluoromethane	< 20	20
75-35-4	1,1-Dichloroethene	< 10	10
75-34-3	1,1-Dichloroethane	< 10	10
156-60-5	trans-1,2-Dichloroethene	< 10	10
76-66-3	Chloroform	< 10	10
107-06-2	1,2-Dichloroethane	< 10	10
71-55-6	1,1,1-Trichloroethane	< 10	10
56-23-5	Carbon Tetrachloride	< 10	10
75-27-4	Bromodichloromethane	< 10	10
78-87-5	1,2-Dichloropropane	< 10	10
10061-02-6	trans-1,3-Dichloropropene	< 10	10
79-01-6	Trichloroethene	< 10	10
124-48-1	Chlorodibromomethane	< 10	10
79-00-5	1,1,2-Trichloroethane	< 10	10
10061-01-5	cis-1,3-Dichloropropene	< 10	10
110-75-8	2-Chloroethylvinyl ether	< 10	10
75-25-2	Bromoform	< 10	10
79-34-5	1,1,2,2-Tetrachloroethane	< 10	10
127-18-4	Tetrachloroethene	< 10	10
108-90-7	Chlorobenzene	< 10	10
541-73-1	1,3-Dichlorobenzene	< 10	10
95-50-1	1,2-Dichlorobenzene	< 10	10
106-46-7	1,4-Dichlorobenzene	< 10	10
76-13-1	Freon 113	< 10	10

G. Smith
Analyst

Data Release Authorized By

EEPA METHOD 8010
TARGET ANALYTE RESULTS

TMA/Norcal

Client: E.I.C.
Client Sample ID: [illegible]00-1335-1
TMA/Norcal SAMPLE [illegible]: 3895-73-1

Date Received: 1/5/90
Date Analyzed: 1/9/90

CAS. No	COMPOUND	RESULTS (mg/Kg)	DETECTION LIMITS (mg/Kg)
75-71-8	Dich[illegible]rodifluoromethane	< 50	50
29479-9	Chloromethane	< 10	10
29584-5	Bromomethane	< 30	30
75-01-4	Vinyl Chloride	< 10	10
29480-2	Chloroethane	< 15	15
75-09-2	Dichloromethane	< 10	10
75-69-4	Tri[illegible]lorofluoromethane	< 20	20
75-35-4	[illegible],1-Dichloroethene	< 10	10
75-34-3	[illegible],1-Dichloroethane	< 10	10
156-60-5	trans-[illegible],2-Dichloroethene	< 10	10
76-66-3	Chloroform	< 10	10
107-06-2	[illegible],2-Dichloroethane	< 10	10
71-55-6	1,[illegible]-Trichloroethane	< 10	10
56-23-5	Carbon Tetrachloride	< 10	10
75-27-4	Bromodichloromethane	< 10	10
78-87-5	[illegible]-Dichloropropane	< 10	10
10061-02-6	trans-[illegible]-Dichloropropene	< 10	10
79-01-6	Trichloroethene	< 10	10
124-48-1	Chlorodibromomethane	< 10	10
79-00-5	1,[illegible]-Trichloroethane	< 10	10
10061-01-5	cis-[illegible]-Dichloropropene	< 10	10
110-75-8	2-Chloroethylvinyl ether	< 10	10
75-25-2	Bromoform	< 10	10
79-34-5	1,1,2,[illegible]Tetrachloroethane	< 10	10
127-18-4	[illegible]Tetrachloroethene	15	10
108-90-7	Chlorobenzene	< 10	10
541-73-1	[illegible]-Dichlorobenzene	< 10	10
95-50-1	[illegible]-Dichlorobenzene	< 10	10
106-46-7	[illegible]-Dichlorobenzene	< 10	10
76-13-1	Freon 113	< 10	10

C D Smith
Analyst

Data Release Authorized By

TMA/Norcal

EPA METHOD 8020
TARGET ANALYTE RESULTS

Client: E.I.C.
Client Sample ID: 1000-1335-1
TMA/Norcal SAMPLE ID: 3895-73-1

Date Received: 1/5/90
Date Analyzed: 1/9/90

CAS. No	COMPOUND	RESULTS (ug/Kg)	DETECTION LIMITS (ug/Kg)
71-43-2	benzene	< 5	5
108-88-3	toluene	18 *	5
100-41-4	ethylbenzene	< 5	5
	xylenes	< 15	15

* Less than Blank

G. Smith
Analyst

Data Release Authorized By

EPA METHOD 8010
TARGET ANALYTE RESULTS

TMA/Norcal

Client: E.I.C.
Client Sample ID: 1000-[illegible]35-2
TMA/Norcal SAMPLE ID: [illegible]895-73-2

Date Received: 1/5/90
Date Analyzed: 1/9/90

CAS. No	COMPOUND	RESULTS (mg/Kg)	DETECTION LIMITS (mg/Kg)
75-71-8	Dichlorodifluoromethane	< 50	50
29479-9	Chloromethane	< 10	10
29584-5	Bromomethane	< 30	30
75-01-4	Vinyl Chloride	< 10	10
29480-2	Chloroethane	< 15	15
75-09-2	Dichloromethane	< 10	10
75-69-4	Trichlorofluoromethane	< 20	20
75-35-4	1,1-Dichloroethene	< 10	10
75-34-3	1,1-Dichloroethane	< 10	10
156-60-5	trans-1,2-Dichloroethene	< 10	10
76-66-3	Chloroform	< 10	10
107-06-2	1,2-Dichloroethane	< 10	10
71-55-6	1,1,1-Trichloroethane	< 10	10
56-23-5	Carbon Tetrachloride	< 10	10
75-27-4	Bromodichloromethane	< 10	10
78-87-5	1,2-Dichloropropane	< 10	10
10061-02-6	trans-1,3-Dichloropropene	< 10	10
79-01-6	Trichloroethene	< 10	10
124-48-1	Chlorodibromomethane	< 10	10
79-00-5	1,1,2-Trichloroethane	< 10	10
10061-01-5	cis-1,3-Dichloropropene	< 10	10
110-75-8	2-Chloroethylvinyl ether	< 10	10
75-25-2	Bromoform	< 10	10
79-34-5	1,1,2,2-Tetrachloroethane	< 10	10
127-18-4	Tetrachloroethene	17	10
108-90-7	Chlorobenzene	< 10	10
541-73-1	1,3-Dichlorobenzene	< 10	10
95-50-1	1,2-Dichlorobenzene	< 10	10
106-46-7	1,4-Dichlorobenzene	< 10	10
76-13-1	Freon 113	< 10	10

Analyst

Data Release Authorized By

EPA METHOD 8020
TARGET ANALYTE RESULTS

TMA/Norcal

Client: E.I.C.C.
Client Sample ID: 1000-1335-2
TMA/Norcal SAMPLE ID: 3895-73-2

Date Received: 1/5/90
Date Analyzed: 1/9/90

CAS. No	COMPOUND	RESULTS (ug/Kg)	DETECTION LIMITS (ug/Kg)
71-43-2	benzene	< 5	5
108-88-3	toluene	21 *	5
100-41-4	ethylbenzene	< 5	5
	xylenes	< 15	15

* Less than Remark

Analyst

Data Release Authorized By

TMA/Norcal

EPA METHOD 8010
TARGET ANALYTE RESULTS

Client: E.I.C.
Client Sample ID: 1000-1335-3
TMA/Norcal SAMPLE ID: 3895-73-3

Date Received: 1/5/90
Date Analyzed: 1/9/90

CAS. No	COMPOUND	RESULTS (mg/Kg)	DETECTION LIMITS (mg/Kg)
75-71-8	Dichlorodifluoromethane	< 50	50
29479-9	Chloromethane	< 10	10
29584-5	Bromomethane	< 30	30
75-01-4	Vinyl Chloride	< 10	10
29480-2	Chloroethane	< 15	15
75-09-2	Dichloromethane	< 10	10
75-69-4	Trichlorofluoromethane	< 20	20
75-35-4	1,1-Dichloroethene	< 10	10
75-34-3	1,1-Dichloroethane	< 10	10
156-60-5	trans-1,2-Dichloroethene	< 10	10
76-66-3	Chloroform	< 10	10
107-06-2	1,2-Dichloroethane	< 10	10
71-55-6	1,1,1-Trichloroethane	< 10	10
56-23-5	Carbon Tetrachloride	< 10	10
75-27-4	Bromodichloromethane	< 10	10
78-87-5	1,2-Dichloropropane	< 10	10
10061-02-6	trans-1,3-Dichloropropene	< 10	10
79-01-6	Trichloroethene	< 10	10
124-48-1	Chlorodibromomethane	< 10	10
79-00-5	1,1,2-Trichloroethane	< 10	10
10061-01-5	cis-1,3-Dichloropropene	< 10	10
110-75-8	2-Chloroethylvinyl ether	< 10	10
75-25-2	Bromoform	< 10	10
79-34-5	1,1,2,2-Tetrachloroethane	< 10	10
127-18-4	Tetrachloroethene	23	10
108-90-7	Chlorobenzene	< 10	10
541-73-1	1,3-Dichlorobenzene	< 10	10
95-50-1	1,2-Dichlorobenzene	< 10	10
106-46-7	1,4-Dichlorobenzene	< 10	10
76-13-1	Freon 113	< 10	10

C. Smith
Analyst

Data Release Authorized By

EPA METHOD 8020
TARGET ANALYTE RESULTS

TMA/Norcal

Client: E.I.C.
Client Sample ID: 1000-13~~55-2~~3
TMA/Norcal SAMPLE ID: 38~~55-7~~73-3

Date Received: 1/5/90
Date Analyzed: 1/9/90

CAS. No	COMPOUND	RESULTS (ug/Kg)	DETECTION LIMITS (ug/Kg)
71-43-2	benzene	< 5	5
108-88-3	toluene	19 *	5
100-41-4	ethylbenzene	< 5	5
	xylenes	< 15	15

* Less than Blank

Analyst

Data Release Authorized By

EPA METHOD 8020
TARGET ANALYTE RESULTS

TMA/Norcal

Client : E.I.C.
Client Sample ID: 1000-1335-4
TMA/Norcal SAMPLE ID: 3895-73-4

Date Received: 1/8/5/90
Date Analyzed: 1/8/9/90

CAS. No.	COMPOUND	RESULTS (ug/Kg)	DETECTION LIMITS (ug/Kg)
71-43-2	benzene	< 5	5
108-88-3	toluene	16 *	5
100-41-4	ethylbenzene	< 5	5
	xylenes	< 15	15

* Less than Blank

Analyst

Data Release Authorized By

Analysis Results Report
Total Petroleum Hydrocarbons
Soil Matrix

TMA/Norcal

Client: E.I.C.
Sample Delivery Group: 73
Analysis/Method: MOD 8015-P&T

Date Received: 1/5/90
Date Analyzed: 1/9/90
Date Report: 1/16/90

TMA Sample ID	Client ID	Gasoline (mg/Kg)	Detection Limits (mg/Kg)
METHOD BLANK	NA	< 10	10
3895-73-1	1000-1335-1	< 10	10
3895-73-2	1000-1335-2	< 10	10
3895-73-3	1000-1335-3	< 10	10

C D Smith
Analyst

Data Release Authorized By

ANALYSIS RESULTS REPORT
TOTAL PETROLEUM HYDROCARBONS
SOIL MATRIX

Client: ENVIRONMENTAL INNOVATIONS CORP. Date Received: 1/5/90
Sample Delivery Group: 3895-73 Date Analyzed: 1/16/90
Analysis/Method: METHOD. 8015

TMA/Norcal ID	Client ID	Diesel (ug/g)	Detection Limits (ug/g)
3895-73-1	101000-1335-1	<10	10
3895-73-2	101000-1335-2	<10	10
3895-73-3	101000-1335-3	<10	10
3895-73-4	101000-1335-4	<10	10

Renée Doherty
Analyst

Data Release Authorized By

20[illegible] [illegible] Av[illegible]
Richmond, CA 94804

ATTEN Sample Control

CLIENT TMA NORCAL SAMPLES 3
COMPANY TMA/NORCAL
FACILITY Richmond, CA

WORK ID 3895-73
TAKEN By TMA Norcal Staff
TRANS By UPS
TYPE Soil
P.O. # TMA 7692
INVOICE under separate cover

[illegible] B 60 [illegible]
Monrovia, CA 91016

ATTEN Ms. Carole Harris
PHONE 818-357-3247

Robert Mitzner
CERTIFIED BY

CONTACT REM

This report is for the sole and exclusive use of the client to whom it is addressed and represents only those samples herein described. Samples not destroyed in testing are retained a maximum of 30 days unless otherwise requested.

SAMPLE IDENTIFICATION

01 3895-73-1
02 3895-73-2
03 3895-73-3

TEST CODES and NAMES used on this report

418.1G TPHC - Solid (IR)

SAMPLE ID 3895-73-1 LTNE 1 SAMPLE # 01 FRACTIONS: A

Date & Time Collected 01/08/90 Category

418_1S 45.3 mg/Kg

SAMPLE ID 3895-73-2 LTNE 2 SAMPLE # 02 FRACTIONS: A

Date & Time Collected 01/08/90 Category

418_1S 29.5 mg/Kg

SAMPLE ID 3895-73-3 LTSW 1 SAMPLE # 03 FRACTIONS: A

Date & Time Collected 01/08/90 Category

418_1S 18.7 mg/Kg

"Petroleum Hydrocarbons, Total Recoverable"

Methods for Chemical Analysis of Water and Waste, United States EPA Method 418.1, 1982. Detection limit 5 mg/Kg.

HAZARDOUS WASTE TESTING LABORATORY CERTIFICATION LIST

Hazardous Materials Laboratory Section, California Department of Health Services, 2151 Berkeley Way, Berkeley, CA 94704

---

a/Norcal
ermo Analytical Inc.
Wright Avenue
..mond, CA 94804-0040

PHONE: (415)[redacted]2633

LABORATORY CATEGORY: Commercial
CERTIFICATE NUMBER: 208

ORGANIC CHEMICAL TESTING	METHOD NUMBER (DATE CERTIFIED)	(Y = CERTIFIED; N = NOT CERTIFIED)
.1 Halogenated Volatile Organics	8010(12-29-88)	Y
Non-Halogenated Volatile Organics		N
.3 Aromatic Volatile Organics	8020(12-29-88)	Y
.4 Acrolein, Acrylonitrile, Acetonitrile		N
Phenols		N
Phthalate Esters		N
.7 Organochlorine Pesticides	8080(04-10-87)	Y
.8 Polychlorinated Biphenyls (PCBs)	8080(04-10-87)	Y
Nitroaromatics and Cyclic Ketones		N
.10 Polynuclear Aromatic Hydrocarbons		N
.11 Chlorinated Hydrocarbons		N
Organophosphorus Pesticides		N
Chlorinated Herbicides	8150(04-10-87)	Y
.14 Carbamates		N
GC/MS Method for Volatile Organics	8240(04-10-87)	Y
GC/MS Method for Semivolatile Organics	8270(04-10-87)	Y

INORGANIC CHEMICAL TESTING	METHOD NUMBER (DATE CERTIFIED)	(Y = CERTIFIED; N = NOT CERTIFIED)
.1 Antimony	6010(03-23-87) 7040(03-23-87) 7041(03-23-87)	Y
.2 Arsenic	7060(03-23-87) 7061(03-23-87)	Y
Barium	6010(03-23-87) 7080(03-23-87)	Y
Beryllium	6010(03-23-87) 7090(03-23-87)	Y
.5 Cadmium	6010(03-23-87) 7130(03-23-87) 7131(03-23-87)	Y
.6 Chromium(VI)	7196(03-23-87) 7197(03-23-87)	Y
Chromium(total)	6010(03-23-87) 7190(03-23-87) 7191(03-23-87)	Y
.8 Cobalt 219.1(03-23-87) 219.2(03-23-87)	6010(03-23-87)	Y
.9 Copper	6010(03-23-87) 7210(03-23-87) 7211(03-23-87)	Y
.10 Lead	6010(03-23-87) 7420(03-23-87) 7421(03-23-87)	Y
.11 Mercury	7470(04-10-87) 7471(04-10-87)	Y
.12 Molybdenum 246.1(03-23-87)	6010(03-23-87)	Y
.13 Nickel	6010(03-23-87) 7520(03-23-87) 7521(03-23-87)	Y
.14 Selenium	7740(03-23-87) 7741(03-23-87)	Y
.15 Silver	6010(03-23-87) 7760(03-23-87) 7761(03-23-87)	Y
.16 Thallium	6010(03-23-87) 7840(03-03-87) 7841(08-03-87)	Y
.17 Vanadium	6010(03-23-87) 7910(03-23-87)	Y
.18 Zinc	6010(03-23-87) 7950(03-23-87)	Y
.19 Cyanide	9010(03-23-87)	Y
.20 Fluoride 340.2(03-23-87)		Y
.21 Sulfide	9030(03-23-87)	Y

OTHER		
.1 California Waste Extraction Test	(03-23-87)	Y
.2 Physical Property Testing		N
Aquatic Toxicity Testing		N
Bulk Asbestos Testing	(03-23-87)	Y
.7.0 Total Organic Lead	(12-29-88)	Y
.8.0 Total Petroleum Hydrocarbons	(02-21-89)	Y

DEPARTMENT OF HEALTH SERVICES
Environmental Laboratory Accreditation Program
2151 Berkeley Way, Annex 2
Berkeley, CA 94704

TMA/Norcal
10330 Wright Ave.
Richmond, CA 94804
Attn: Dr. Stuemer

Dear Laboratory Director:

We have received your application for environmental laboratory accreditation.

If you have a current Drinking Water or Hazardous Waste Testing Laboratory certificate, the submission of the application to the Department serves to maintain your certificate in good standing until your application is approved or denied.

We are currently evaluating application packages in the order received. We hope to be able to notify your laboratory within four to six weeks of the acceptance of your application or of additional information needed.

If you have any questions, please feel free to contact our staff at (415)540-2800.

Sincerely,

Robert S. Stone

Robert S. Stone, REHS, MPA, Manager
Environmental Laboratory
Accreditation Program

REPORT TMA/NORCAL

TO 2030 Wright Avenue
Richmond, CA 94804

ATTEN Sample Control

CLIENT TMA NORCAL
COMPANY TMA/NORCAL
FACILITY Richmond, CA

SAMPLES 2

WORK ID 3895-74
TAKEN by TMA Norcal Staff
TRANS By UPS
TYPE Soil
P.O. # TMA 7729
INVOICE under separate cover

PREPARED BY Thermo Analytical, Inc.
160 Taylor Street
Monrovia, CA 91016

ATTEN Ms. Carole Harris
PHONE 818-357-3247

Robert MARUREK
CERTIFIED BY

CONTACT REM

This report is for the sole and exclusive use of the client to whom it is addressed and unauthorized use by anyone other than the client to whom it is addressed and represents only those samples herein described. Samples not destroyed in testing are retained a maximum of 30 days unless otherwise requested.

SAMPLE IDENTIFICATION

1 3895-74-1/Generator Room
2 3895-74-2 / Crane Room

TEST CODES and NAMES used on this report

418.1S TPHC - Solid (IR)

SAMPLE ID 3895-74-1/Generator Room SAMPLE # 01 FRACTIONS: A

Date & Time Collected 01/31/90 Category

418_1S 3.1 mg/Kg

SAMPLE ID 3895-74-2 / Crane Room SAMPLE # 02 FRACTIONS: A

Date & Time Collected 01/31/90 Category

418_1S 1.9 mg/Kg

Environmental Innovations Corp.
Analytical Services Division

COPY

CHAIN-OF-CUSTODY RECORD

Sampling Company: EIC
Project Name: HP SITE 915 Story Rd.
Samplers: BSK Engineers

Date: 1/24/90
Proj. Nº: 255-148
P.O. Nº: 1000-1305

Sample ID Nº	Date	Time	Sampling Location	Sampling Media	Suspected Contaminant	Analysis Method	Turn Around Time
1	1/24/90	9:45	Generator Rm.	Soil	UNKNOWN fuel	EPA 8240	
2	1/24/90	10:15	Crane Room	Soil	UNKNOWN fuel	EPA 8240	
	/ /						
	/ /						
	/ /						
	/ /						
	/ /						
	/ /						
	/ /						

Relinquished by:	Date / Time	Received by:	Relinquished by:	Date / Time	Received by:
[illegible]	1/24/90 12:[illegible]	[illegible]			
Relinquished by:	Date / Time	Received by:	Relinquished by:	Date / Time	Received by:
Relinquished by:	Date / Time	Received by:	Rel. to Lab by:	Date / Time	Received by:

WAITING FOR METHODOLOGY

675 Hegenberger Road • Suite 110 • Oakland, California, 94621 • (415) 632-0104 • FAX (415) 632-0474

LAB-2 01/90

CHAIN OF CUSTODY RECORD

COPY

PROJECT NO. 255-148

SITE NAME & ADDRESS: HEWLETT PACKARD, SAN JOSE

WITNESSING AGENCY / INSPECTOR NAME / DATE: SJ Fire Dept. / Andrew Dyer / 1/4/90

	ID NO.	DATE	TIME (hrs)	SOIL	WATER	SAMPLING LOCATION (Ref Drawing #1)	TPH (Gasoline) & B, T, X, & E	TPH (Diesel) & B, T, X & E	Total Oil & Grease	Halogenated HC's	B, T, X & E	Heavy Metals		REMARKS
1	LTNE 1	1/4/90	1410	X			X	X	X	X	X			All Samps. Collected
2	LTNE 2	1/4/90	1405	X			X	X	X	X	X			in brass tubes, sealed
3	LTSW 1	1/4/90	1430	X			X	X	X	X	X			w/Al foil & capped
4	STCA 1	1/4/90	1455	X				X						

Relinquished by: (Signature)	Date/Time	Received by: (Signature)
[signature]	1/5/90 1505	[signature]
Relinquished by: (Signature)	Date/Time	Received by: (Signature)
Relinquished by: (Signature)	Date/Time	Received by: (Signature)
Relinquished by: (Signature)	Date/Time	Rec'd for Laboratory by: (Signature)

The following MUST BE completed by the laboratory accepting samples for analysis:

1. Have all samples received for analysis been stored in ice?
2. Will samples remain refrigerated until analyzed?
3. Did any samples received for analysis have head space?
4. Were samples in appropriate containers and properly packaged?

Signature | Title | Date

Rev: 12-88

HEWLETT PACKARD SITE PLAN
915 STORY ROAD
SAN JOSE, CALIFORNIA

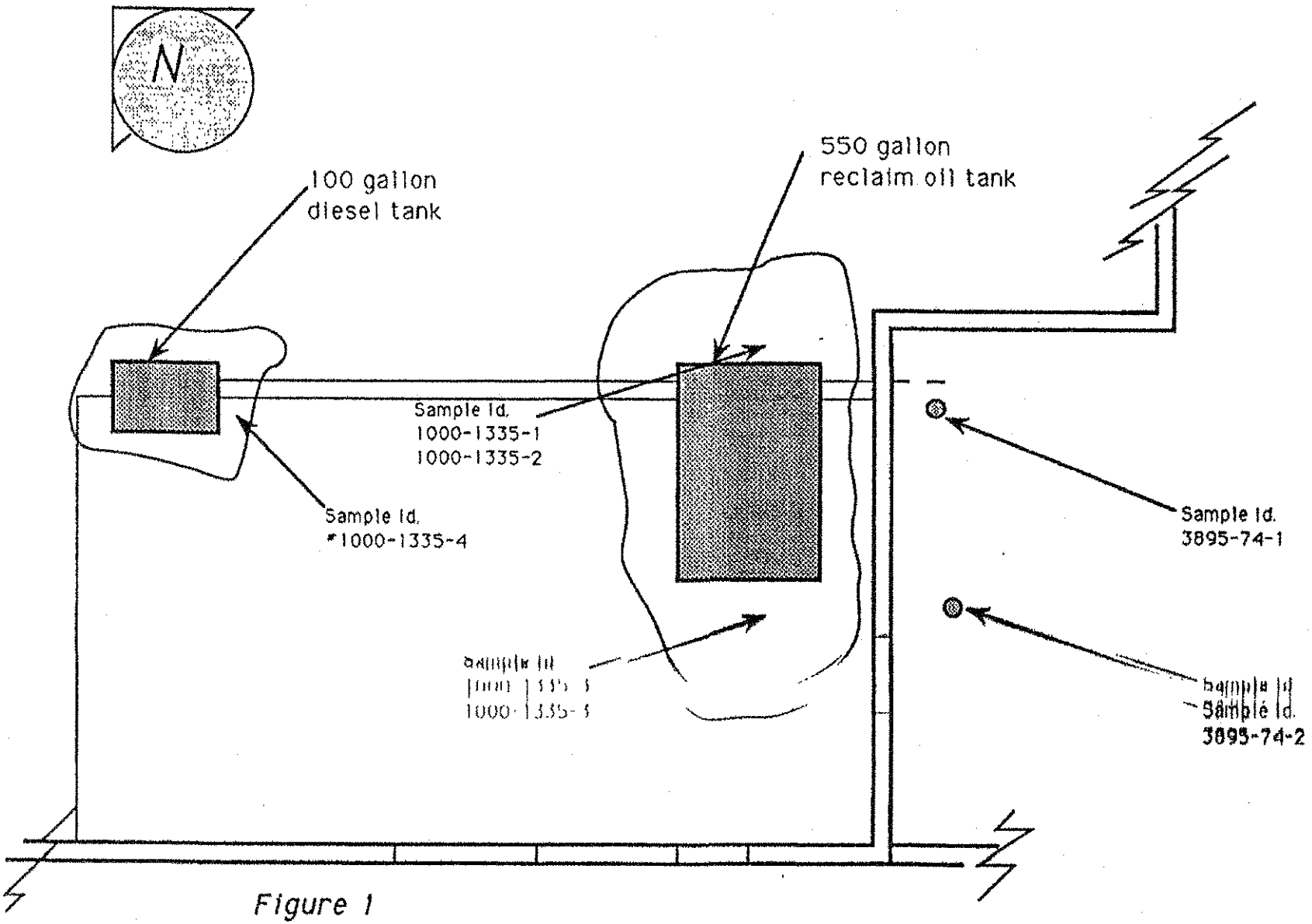


Figure 1
Soil Sample Collection Locations

Conceptual Drawing Only
pab 02/13/90

BSK & Associates
Geotechnical Consultants, Inc.

LETTER OF TRANSMITTAL

DATE 03/15/90	JOB NO
ATTENTION Mr. Andrew Dyer	
RE: Soil Sampling Report for Environmental Innovations	

San Jose Fire Department
Hazardous Materials Division
4 North 2nd Street
San Jose, CA 95113

RECEIVED
MAR 19 1990
HAZARDOUS MATERIALS

WE ARE SENDING YOU ☒ Attached ☐ Under separate cover via _____ the following items:

☐ Final reports ☐ Draft reports ☐ Plans ☐ Samples ☐ Specifications

☒ Copy of letter ☐ Change order ☐ _____

NOS	DATE	NO.	DESCRIPTION
1	3/15/90		Report - Soil Sampling at Deucon Construction
			915 Story Road - San Jose, CA

THESE ARE TRANSMITTED as checked below:

☐ For approval ☐ For review and comment ☐ Returned for corrections

☒ For your use ☐ Approved as submitted ☐ _____

☐ As requested ☐ Approved as noted

REMARKS As requested by Mr. Phil Bumala (Environmental Innovations), a copy of our letter report describing the soil sampling activities performed at the subject property is forwarded for your use.

COPY TO Environmental Innovations
Attn: Mr. Phil Bumala

SIGNED: David C. Glick

Soil Engineering • Engineering Geology • Engineering Laboratories • Chemical Laboratories

☐ Fresno, California 93706 • 1414 Stanislaus Street • Telephone (209) 485-8310
☐ Visalia, California 93278 • 3901 So. Mooney Blvd., P.O. Box 3236 • (209) 732-8857
☐ Bakersfield, California 93304 • 117 "V" Street • Telephone (805) 327-0671
☒ Pleasanton, California, 94566 • 5729-G Sonoma Drive • Telephone (415) 462-4000

BSK & Associates, Geotechnical Consultants, Inc.

Geotechnical Engineering • Engineering Geology • Environmental Engineering • Engineering Laboratories • Chemical Laboratories

March 12, 1990

OUR JOB P90016

Environmental Innovations
675 Hegenberger Road, Suite 110
Oakland, CA 94621

Attention: Mr. Phil Bumala

SUBJECT: Soil Sampling at Lemmon Construction
915 Story Road - San Jose, CA

Gentlemen:

In accordance with your request a representative of BSK & Associates visited the subject site on January 22, 1990 and January 24, 1990 to collect one soil sample from beneath an existing concrete slab. As a result of the inadequate hole size in the floor slab (2-5/8" diameter) encountered on January 22nd, the sampling was not attempted. The sampling activities proceeded on January 24th, subsequent to the coring of an eight-inch diameter hole through the floor slab.

As directed, two shallow borings were advanced by hand augering methods to a depth of 2.7 feet below the top of the floor slab. Soil samples were obtained by advancing a stainless steel sampler into the undisturbed soils at the bottom of each boring. The sampler was advanced by a sliding hammer mechanism. The sampler was pre-cleaned in our laboratory prior to sampling to prevent introduction of off-site contamination; however, the sampler was not washed between samples. Pre-cleaned brass tubes were placed in the sampler to retain the soil samples.

The soil samples were removed from the sampler and immediately sealed in the liners using teflon tape and plastic caps. The samples were labeled and relinquished to representatives of Environmental Innovations upon completion of sampling. Chain-of-custody records were not initiated for this sample transfer. The soil samples were placed on ice in a cooler by Environmental Innovations' personnel. The soil cuttings were placed back into the shallow borings.

☐ Fresno, California 93706 • 1645 "E" Street, Suite 15 • Telephone 209 485-3200 Fax (209) 485-7427
☐ Fresno, California • 1445 "F" Street • Telephone 209 485-0100
☐ Fresno, California 93706 • 1414 Stanislaus Street Telephone 209 485-8310
☐ Visalia, California 93291 • 808 E. Douglas Avenue Telephone 209 732-8857
☐ Bakersfield, California 93304 • 117 "V" Street Telephone 805 327-0671, Fax (805) 324-4218
☒ Pleasanton, California 94566 • 5729-F Sonoma Drive Telephone 415 462-4000, Fax (415) 462-6283

BSK & Associates is pleased to have been of service to you during this project. If you have questions regarding the content of this letter, please contact us.

Respectfully submitted,

BSK & Associates

John R. Hedley
Manager - Pleasanton

David C. Glick
Engineering Geologist

JRH/DCG:kl
{WP/GEO#1.LTR}

cc: Mr. Andrew Dyer
Hazardous Materials Division
City of San Jose

onmental Innovators Inc.

Palo Alto, CA
Los Angeles, CA
Honolulu, HI
Las Vegas, NV
Portland, OR
Houston, TX

RECEIVED
MAR - 5 1990
HAZARDOUS
MATERIALS

March 2, 1991

Mr. Andrew M. D. Dyer
Hazardous Materials Inspector
City of San Jose Fire Department
Hazardous Materials Division
4 North 2nd Street, Ste. 1100
San Jose, CA 95113-1305

Dear Mr. Dyer

This letter accompanies the final report describing soil sample collection and analysis for the Hewlett Packard facility at 915 Story Road in San Jose, California.

In addition to the report, EIC's associate geologist will be sending a letter to you regarding the methodology employed for the collection of soil samples from the site on February 13 and 14, 1990.

Thank you for your assistance with this effort, and please do not hesitate to call our Oakland office with any questions or comments.

Respectfully submitted,

ENVIRONMENTAL INNOVATIONS

Philip A. Bumala
Senior Environmental Engineer

cc: Mr. Alan Hunter, Hewlett Packard
Mr. John Reidinger, Devcon
Mr. Hormazan Sotoodeh, Ph.D., P.E., EIC

255-148L-PB.fw
Enclosures

575 Hegenberger Road • Suite 110 • Oakland • California • 94621 • (415) 632-0104 • Fax (415) 632-0474

WD CONSTRUCTION INC.
License #A487298

Petroleum Tank: Installation • Removal • Monitoring

1860 Alum Rock Avenue
Suite C
San Jose, CA 95116

(408) 258-8700

RECEIVED
JAN 08 1990
HAZARDOUS
MATERIALS

January 5, 1990

Andrew Dyer
San Jose Fire Prevention - HAZMAT
4 North Second Street, Suite 1100
San Jose, CA 95113-1305

Re: Permit #C46895
Hewlett-Packard Co. tank removals
915 Story Road, San Jose, CA 95111

Dear Inspector Dyer:

Concerning closure of the drain line. W.D. Construction considers removal of the line unreasonable since it goes under the floor and through 2 walls. W.D. proposes to have 2 soil taken at 25 foot intervals, then flush the line and fill it with slurry.

If you have any questions concerning this matter, please contact me.

Sincerely,

Jeff Weaver

Jeff Weaver
Vice President

JW:ch

PLAN CORRECTION DIRECTIVE

Telephone (408) 277-5357

B F P

Permitted Occ.

SAN JOSE FIRE DEPARTMENT
Four North Second Street, Suite 1100
San Jose, CA 95113-1305

Date: July 25, 1990

Address: 915 Story Road

Occupancy Group: B-2/A-3

Cross Street: Lucretia

Construction Type: III N A/S

As defined by Title 19, California Administrative Code Fire Marshal Regulations

DBA: Hewlett-Packard
(Proposed use of building)

☐ New ☐ Alteration

☐ Addition ☐

OWNER/OCCUPANT

☐ Owner:
☐ Occupant: Hewlett Packard

Job Description: B/Interior Alteration

Mailing Address: 915 Story Road

City, State, Zip Code: San Jose, CA

Building Owner Phone: 14-2790

Area: As Stated Below

Occupant Load: Lunch/ Conf. Rm.: 66
11-28-90 Sa Rooms with Sleeps : 29
(Dave Weber) : 37

The Following Corrections Shall Be Made:

SHEET	CODE/SECTION	NO.	
			AREA:
			First Floor Office: 9,360 sq.ft.±
			Second Floor Office: 9,360 sq.ft.±
			Lunch/Conference Room Total: 550 sq.ft.±
			A Area: 438 sq.ft.±
			B Area: 552 sq.ft.±
			Center Block East 16,148 sq.ft.±
			Center Block West 12,688 sq.ft.±
			Floor Plan South 157,240 sq.ft.±
			Floor Plan North 179,712 sq.ft.±

FIRE DEPT. FINAL INSPECTION REQ'D.

c.c. ☐ Hazardous Materials
☐ Electrical Section
☐ Owner/Occupant
☐ Contractor
☐ Sprinklers
☐ Other

Reviewed by: K. Gall, Inspector

Approved by: J. Ramirez, Captain

Building File: ☒ Prevention Bureau
☐ Suppression Bureau

Plan Check No.: 9000409

Architect/Designer Phone: (415) 361-1209

Firm Name: HED Architects Inc.

Mailing Address: 460 Seaport Court, Suite 202

City, State, Zip Code: Port of Redwood City, CA 94063
(The above address will appear in envelope window)

Sheet 1 of 11

Form 240-99 (Rev. 8/86)

UNIFIED PROGRAM CONSOLIDATED FORM
FACILITY INFORMATION

BUSINESS ACTIVITIES

I. FACILITY IDENTIFICATION

FACILITY ID # *(Agency Use Only)*	1	EPA ID # (Hazardous Waste Only) 2
		CAL000195879

BUSINESS NAME (Same as Facility Name or DBA - Doing Business As) 3

Hewlett-Packard

II. ACTIVITIES DECLARATION

NOTE: If you check YES to any part of this list, please submit the Business Owner/Operator Identification page (OES Form 2730).

Does your facility...	If Yes, please complete these pages of the UPCF...	
A. HAZARDOUS MATERIALS		
Have on site (for any purpose) hazardous materials at or above 55 gallons for liquids, 500 pounds for solids, or 200 cubic feet for compressed gases (include liquids in ASTs and USTs); or the applicable Federal threshold quantity for an extremely hazardous substance specified in 40 CFR Part 355, Appendix A or B; or handle radiological materials in quantities for which an emergency plan is required pursuant to 10 CFR Parts 30, 40 or 70?	☒ YES ☐ NO 4	HAZARDOUS MATERIALS INVENTORY – CHEMICAL DESCRIPTION (OES 2731)
B. UNDERGROUND STORAGE TANKS (USTs)		
1. Own or operate underground storage tanks?	☐ YES ☒ NO 5	UST FACILITY (Formerly SWRCB Form A) UST TANK (one page per tank) (Formerly Form B)
2. Intend to upgrade existing or install new USTs?	☐ YES ☒ NO 6	UST FACILITY UST TANK (one per tank) UST INSTALLATION - CERTIFICATE OF COMPLIANCE (one page per tank) (Formerly Form C)
3. Need to report closing a UST?	☐ YES ☒ NO 7	UST TANK (closure portion – one page per tank)
C. ABOVE GROUND PETROLEUM STORAGE TANKS (ASTs)		
Own or operate ASTs above these thresholds: ---any tank capacity is greater than 660 gallons, or ---the total capacity for the facility is greater than 1,320 gallons?	☐ YES ☒ NO 8	NO FORM REQUIRED TO CUPAs
D. HAZARDOUS WASTE		
1. Generate hazardous waste?	☒ YES ☐ NO 9	EPA ID NUMBER – provide at the top of this page
2. Recycle more than 100 kg/month of excluded or exempted recyclable materials (per H&SC §25143.2)?	☐ YES ☒ NO 10	RECYCLABLE MATERIALS REPORT (one per recycler)
3. Treat hazardous waste on site?	☐ YES ☒ NO 11	ONSITE HAZARDOUS WASTE TREATMENT – FACILITY (Formerly DTSC Forms 1772) ONSITE HAZARDOUS WASTE TREATMENT – UNIT (one page per unit) (Formerly DTSC Forms 1772 A,B,C,D and L)
4. Treatment subject to financial assurance requirements (for Permit by Rule and Conditional Authorization)?	☐ YES ☒ NO 12	CERTIFICATION OF FINANCIAL ASSURANCE (Formerly DTSC Form 1232)
5. Consolidate hazardous waste generated at a remote site?	☐ YES ☒ NO 13	REMOTE WASTE / CONSOLIDATION SITE ANNUAL NOTIFICATION (Formerly DTSC Form 1196)
6. Need to report the closure/removal of a tank that was classified as hazardous waste and cleaned onsite?	☐ YES ☒ NO 14	HAZARDOUS WASTE TANK CLOSURE CERTIFICATION (Formerly DTSC Form 1249)

E. LOCAL REQUIREMENTS 15

(You may also be required to provide additional information by your CUPA or local agency.)

Non-Waste Hazardous Materials Inventory Statement

For Use by Unidocs Member Agencies or where approved by your Local Jurisdiction

Site Address: **915 Story Rd, Building 97** Date: **3/21/00**

1. Hazard Class	2. I.C	3. Common/Trade Name	4. Chemical Name Components & Concentration	5. Chemical Abstract Service No.	6. Physical State	7. Quantity Stored Max.	Average	Lgst. Cont.	8. Units	9. Days On Site	10. Storage Codes Cont. Type(s)	Pressure	Temp.	11. SARA Hazard Class(es)	12. IW
Not Regulated	A	698 Neutral pH Recycling Cleaner	☐ Same as Column 3. 2-Butoxythanol Alkylaryl Sulfonate, Isopropylamine Salt d-Limonene	111-76-2 26264-05-1 5989-27-5	☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	200	100	55	☒ gal. ☐ lbs ☐ cu. ft. ☐ µ cur	365	D	☒ amb. ☐ > amb ☐ < amb	☒ amb. ☐ > amb ☐ < amb ☐ cryo.	☐ fire ☐ pressure ☐ reactive ☒ immediate ☐ delayed	☐
Not Regulated	A	Break Cleaner	☐ Same as Column 3. Perchloroethylene, Methylene Chloride, Hdrotreated Light Distillate, Carbon Dioxide	127-18-4 75-09-2 68410-97-9 124-38-9	☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	2	1	1/8	☒ gal ☐ lbs ☐ cu. ft ☐ µ cur	365	F	☐ amb. ☒ > amb ☐ < amb	☒ amb ☐ > amb ☐ < amb ☐ cryo.	☒ fire ☒ pressure ☐ reactive ☐ immediate ☒ delayed	☐
Not Regulated	A	DOW Corning, Silicon Break Fluid	☐ Same as Column 3 Di(2-ethylhexyl) sebacate, Tributyl Phosphate	122-62-3 126-73-8	☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	1	1/2	1/20	☒ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur	365	F	☒ amb ☐ > amb. ☐ < amb	☒ amb ☐ > amb. ☐ < amb ☐ cryo	☐ fire ☐ pressure ☐ reactive ☒ immediate ☒ delayed	☐
FG 3.3	A	Aerosol Spray Paint	☐ Same as Column 3. Xylene, Petroleum Naphtha, Mineral Spirits	1330-20-7 64742-89-8 8052-41-3	☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	5	3	1/8	☒ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur.	365	F	☐ amb. ☒ > amb ☐ < amb	☒ amb. ☐ > amb. ☐ < amb. ☐ cryo.	☒ fire ☒ pressure ☐ reactive ☐ immediate ☐ delayed	☐
Not Regulated	A	KROIL, Oil That Creeps	☐ Same as Column 3. Petroleum Base oil. Aliphatic Petroleum Distillate, Petroleum Solvent, Aliphatic Hydrocarbon Solvent	64742-46-7 78-92-2 64742-95-6 111-76-2	☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	5	2	1	☒ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur	365	F	☒ amb ☐ > amb. ☐ < amb	☒ amb ☐ > amb. ☐ < amb ☐ cryo	☒ fire ☐ pressure ☐ reactive ☒ immediate ☐ delayed	☐
2.1	A	QD Electronic Cleaner	☐ Same as Column 3. Methanol, n-Hexane, Isohexanes, Carbon Dioxide, Petroleum	67-56-1 110-54-3 107-83-5 124-38-9 64742-48-9	☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	1	1/2	1/4	☒ gal. ☐ lbs. ☐ cu. ft ☐ µ cur	365	F	☐ amb ☒ > amb ☐ < amb	☒ amb ☐ > amb. ☐ < amb. ☐ cryo	☒ fire ☐ pressure ☐ reactive ☐ immediate ☒ delayed	☐
FG 2.1	A	Black Battery Terminal Cleaner	☐ Same as Column 3. Xylene, Butyl Acetate, Toluene, Acetone, Ethyl Ethoxypropionate	1330-20-7 123-86-4 108-88-3 67-64-1 763-69-9	☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	1	1/2	1/4	☒ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur.	365	F	☐ amb ☒ > amb. ☐ < amb.	☒ amb. ☐ > amb. ☐ < amb. ☐ cryo.	☒ fire ☒ pressure ☐ reactive ☒ immediate ☒ delayed	☐
Not Regulated	A	Non Flammable Penetrating Oil	☐ Same as Column 3. Ethylene Glycol Monobutyl Ether, Barium Compound, Perchloroethylene, Carbon Dioxide	111-76-2 64742-52-5 64742-53-6 124-38-9 127-18-4	☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	1	1/2	1/8	☒ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur.	365	F	☐ amb. ☒ > amb. ☐ < amb.	☒ amb. ☐ > amb. ☐ < amb. ☐ cryo.	☐ fire ☒ pressure ☐ reactive ☒ immediate ☒ delayed	☐

Non-Waste Hazardous Materials Inventory Statement

For Use by Unidocs Member Agencies or where approved by your Local Jurisdiction

Site Address: 915 Story Rd., Building 97

Date: 3/21/00

1. Hazard Class	2. LC	3. Common/Trade Name	4. Chemical Name Components & Concentration	5. Chemical Abstract Service No.	6. Physical State	7. Quantity Stored Max.	Average	Lgst. Cont.	8. Units	9. Days On Site	10. Storage Codes Cont. Type(s)	Pressure	Temp.	11. SARA Hazard Class(es)	12. IW
9	A	Air compressor oil	☐ Same as Column 3. O-Dichlorobenzene Oil Mist		☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	10	5	5	☒ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur.	365	R	☒ amb. ☐ > amb ☐ < amb.	☒ amb. ☐ > amb. ☐ < amb ☐ cryo	☐ fire ☐ pressure ☐ reactive ☐ immediate ☒ delayed	☐
Not Regulated	A	HO 32	☐ Same as Column 3 Oil Mist		☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	4	2	1	☒ gal. ☐ lbs. ☐ cu. ft ☐ µ cur.	365	N	☒ amb. ☐ > amb ☐ < amb.	☒ amb. ☐ > amb ☐ < amb ☐ cryo	☐ fire ☐ pressure ☐ reactive ☐ immediate ☐ delayed	☐
Not Regulated	A	NO 930-AA	☐ Same as Column 3 Oil Mist		☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	3	1	1/8	☒ gal ☐ lbs. ☐ cu. ft. ☐ µ cur.	365	N	☒ amb ☐ > amb ☐ < amb	☒ amb. ☐ > amb ☐ < amb ☐ cryo.	☐ fire ☐ pressure ☐ reactive ☐ immediate ☐ delayed	☐
FL 3.2	A	Alcohol	☒ Same as Column 3	67-63-0	☒ pure ☐ mixture ☐ solid ☒ liquid ☐ gas	4	2.5	1	☒ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur.	365	N	☒ amb ☐ > amb. ☐ < amb	☒ amb ☐ > amb. ☐ < amb ☐ cryo.	☒ fire ☐ pressure ☐ reactive ☒ immediate ☐ delayed	☐
NFG 2 2	A	Calibre	☐ Same as Column 3. Trichlorotrifluoroethane Trichlorofluoromethane	76-13-1 75-69-4	☐ pure ☒ mixture ☒ solid ☐ liquid ☐ gas	4	2	1	☐ gal. ☒ lbs ☐ cu. ft ☐ µ cur	365	F	☐ amb. ☒ > amb ☐ < amb	☒ amb. ☐ > amb ☐ < amb ☐ cryo.	☐ fire ☒ pressure ☐ reactive ☐ immediate ☐ delayed	☐
Not regulated	A	F442 oil	☐ Same as Column 3. Petroleum Naphthenic Oil, Barium Soap - Insoluble	64742-52-5 68201-19-4	☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	3	2	1/4	☒ gal ☐ lbs. ☐ cu. ft. ☐ µ cur.	365	F	☒ amb ☐ > amb ☐ < amb.	☒ amb ☐ > amb ☐ < amb. ☐ cryo	☐ fire ☐ pressure ☐ reactive ☐ immediate ☐ delayed	☐
FL 3.1	A	Engine enamel	☐ Same as Column 3. Acetone Aliphatic hydrocarbon Ethyl alcohol Xylene	67-64-1 64742-95-6 64-17-5 1330-20-7	☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	3	1	1/8	☒ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur.	365	F	☐ amb. ☒ > amb. ☐ < amb.	☒ amb. ☐ > amb. ☐ < amb. ☐ cryo.	☐ fire ☐ pressure ☐ reactive ☐ immediate ☐ delayed	☐
FL 3.2	A	Paint thinner	☐ Same as Column 3. Hydrated heavy naphtha Stoddard solvent Xylene Trimethylbenzenes	64742-48-9 8052-41-3 1330-20-7 25551-13-7	☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	4	2	1	☒ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur.	365	F	☒ amb. ☐ > amb. ☐ < amb.	☒ amb. ☐ > amb. ☐ < amb. ☐ cryo.	☒ fire ☐ pressure ☐ reactive ☒ immediate ☐ delayed	☐

Non-Waste Hazardous Materials Inventory Statement

For Use by Unidocs Member Agencies or where approved by your Local Jurisdiction

Site Address: **915 Story Rd., Building 97** Date: **3/21/00**

1. Hazard Class	2. LC	3. Common/Trade Name	4. Chemical Name Components & Concentration	5. Chemical Abstract Service No.	6. Physical State	7. Quantity Stored Max.	Average	Lgst. Cont.	8. Units	9. Days On Site	10. Storage Codes Cont. Type(s)	Pressure	Temp.	11. SARA Hazard Class(es)	12. IW
3.3	A	Solvoil, Paint Thinner, Mineral Spirits	☐ Same as Column 3 **Hydrotreated Heavy Naphtha (petroleum), Stoddard Solvent, Super high flash Naphtha, Xylene**	64742-48-9 8052-41-3 64742-95-6 1330-20-7	☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	3	1	1	☒ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur.	365	F	☒ amb ☐ > amb ☐ < amb	☒ amb. ☐ > amb ☐ < amb ☐ cryo.	☐ fire ☐ pressure ☒ reactive ☒ immediate ☒ delayed	☐
Not Regulated	A	StaLube, Wheel Bearing Grease	☐ Same as Column 3. **Heavy Solvent-refined Naphthenic distillate, Lithium Soap Complex, Organic Antimony Compound**	64741-89-5 8012-95-1 7440-36-0 7739-98-7	☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	15	7	7	☐ gal. ☒ lbs. ☐ cu. ft. ☐ µ cur.	365	N	☒ amb ☐ > amb ☐ < amb	☒ amb ☐ > amb ☐ < amb ☐ cryo.	☐ fire ☐ pressure ☐ reactive ☐ immediate ☐ delayed	☐
Not Regulated	A	Valvoline, Gear oil 85W, 140 Part# 825	☐ Same as Column 3 **Petroleum Distillates, Lube Oil Additives**	64742-65-0	☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	10	4	1/8	☒ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur.	365	N	☒ amb ☐ > amb. ☐ < amb.	☒ amb ☐ > amb ☐ < amb. ☐ cryo.	☐ fire ☐ pressure ☐ reactive ☐ immediate ☐ delayed	☐
2.1	A	Acetylene	☒ Same as Column 3	74-86-2	☒ pure ☐ mixture ☐ solid ☐ liquid ☒ gas	200	150	10	☐ gal. ☐ lbs. ☒ cu. ft. ☐ µ cur.	365	L	☐ amb. ☒ > amb. ☐ < amb.	☒ amb. ☐ > amb ☐ < amb ☐ cryo.	☒ fire ☒ pressure ☐ reactive ☒ immediate ☐ delayed	☐
2.2	A	Oxygen	☒ Same as Column 3	7782-44-7	☒ pure ☐ mixture ☐ solid ☐ liquid ☒ gas	200	150	10	☐ gal. ☐ lbs. ☒ cu. ft. ☐ µ cur.	365	L	☐ amb. ☒ > amb. ☐ < amb	☒ amb ☐ > amb ☐ < amb. ☐ cryo.	☒ fire ☒ pressure ☐ reactive ☐ immediate ☐ delayed	☐
NFC 2.2	A	Argon	☒ Same as Column 3	7440-37-1	☒ pure ☐ mixture ☐ solid ☐ liquid ☒ gas	600	400	10	☐ gal. ☐ lbs. ☒ cu. ft. ☐ µ cur.	365	I	☐ amb ☒ > amb. ☐ < amb.	☒ amb. ☐ > amb ☐ < amb. ☐ cryo.	☐ fire ☒ pressure ☐ reactive ☒ immediate ☐ delayed	☐
NFG 2.2	A	Helium	☒ Same as Column 3.	7440-59-7	☒ pure ☐ mixture ☐ solid ☐ liquid ☒ gas	300	250	10	☐ gal. ☐ lbs. ☒ cu. ft. ☐ µ cur.	365	L	☐ amb. ☒ > amb. ☐ < amb.	☒ amb. ☐ > amb. ☐ < amb. ☐ cryo.	☐ fire ☒ pressure ☐ reactive ☒ immediate ☐ delayed	☐
2.2	A	Carbon Dioxide	☐ Same as Column 3.	124-38-9	☒ pure ☒ mixture ☐ solid ☐ liquid ☒ gas	250	150	10	☐ gal. ☐ lbs. ☒ cu. ft. ☐ µ cur.	365	L	☐ amb. ☒ > amb. ☐ < amb.	☒ amb. ☐ > amb. ☐ < amb. ☐ cryo.	☐ fire ☒ pressure ☐ reactive ☒ immediate ☐ delayed	☐

Non-Waste Hazardous Materials Inventory Statement

For Use by Unidocs Member Agencies or where approved by your Local Jurisdiction

Site Address: **915 Story Rd., Building 97** Date: **3/21/00**

1. Hazard Class	2. LC	3. Common/Trade Name	4. Chemical Name Components & Concentration	5. Chemical Abstract Service No.	6. Physical State	7. Quantity Stored Max.	Average	Lgst. Cont.	8. Units	9. Days On Site	10. Storage Codes Cont. Type(s)	Pressure	Temp.	11. SARA Hazard Class(es)	12. IW
2.1	A	Yellow Battery Terminal Cleaner	☐ Same as Column 3. Acetone, Propellant; Propane, Propellant; isobutane, Xylene, Dimethyl Ether	67-64-1 74-98-6 75-28-5 1330-20-7 115-10-6	☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	1	1/2	1/8	☒ gal. ☐ lbs ☐ cu. ft ☐ µ cur.	365	F	☒ amb ☐ > amb ☐ < amb	☒ amb. ☐ > amb ☐ < amb ☐ cryo.	☒ fire ☒ pressure ☐ reactive ☐ immediate ☒ delayed	☐
2.1	A	Teflon Coat Lube, No 19901	☐ Same as Column 3 Propellant: Propane, Heptane, 2-Propanol, Butane	74-98-6 142-82-5 67-63-0 106-97-8	☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	1	1/2	1/8	☒ gal. ☐ lbs ☐ cu. ft. ☐ µ cur.	365	F	☒ amb ☐ > amb ☐ < amb.	☒ amb. ☐ > amb ☐ < amb ☐ cryo	☒ fire ☒ pressure ☐ reactive ☐ immediate ☐ delayed	☐
Not Regulated	A	Rust Treatment No 75430	☐ Same as Column 3 Vinylidene-Acrylic copolymer, Barium Sulfate, 2-Butoxyethonol, Organic Acid	Proprietar 7727-43-7 111-76-2 Proprietar	☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	1	1/2	1/4	☒ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur.	365	F	☒ amb ☐ > amb ☐ < amb	☒ amb. ☐ > amb ☐ < amb ☐ cryo.	☐ fire ☐ pressure ☐ reactive ☐ immediate ☒ delayed	☐
8	A	Naval Jelly, Rust Dissolver	☐ Same as Column 3 Water, Phosphoric Acid, Isopropyl Alcohol, Polysaccharide, Sulfuric Acid	7732-18-5 7664-38-2 67-63-0 11138-93-9 7664-93-9	☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	5	2	1/4	☒ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur.	365	N	☒ amb. ☐ > amb ☐ < amb	☒ amb. ☐ > amb. ☐ < amb ☐ cryo	☐ fire ☐ pressure ☐ reactive ☒ immediate ☒ delayed	☐
2.1	A	Battery Cleaner	☐ Same as Column 3 Water, Butane, Propane	7732-18-5 106-97-8 74-98-6	☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	1	1/2	1/8	☒ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur.	365	F	☐ amb. ☒ > amb ☐ < amb	☒ amb. ☐ > amb ☐ < amb ☐ cryo	☒ fire ☒ pressure ☐ reactive ☒ immediate ☒ delayed	☐
Not Regulated	A	Break Fluid, Silicon	☐ Same as Column 3 Di(2-ethylhexyl) sebecate, Tributyl Phosphate	122623 126738	☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	5	2	1	☒ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur.	365	N	☒ amb. ☐ > amb. ☐ < amb.	☒ amb. ☐ > amb. ☐ < amb ☐ cryo.	☐ fire ☐ pressure ☐ reactive ☐ immediate ☐ delayed	☐
Not Regulated	A	Battery Bath, Part # G-403	☐ Same as Column 3. No hazardous ingredient in formula above 1%		☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	5	2	1	☒ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur.	365	F	☒ amb. ☐ > amb. ☐ < amb.	☒ amb. ☐ > amb ☐ < amb ☐ cryo.	☐ fire ☐ pressure ☒ reactive ☐ immediate ☐ delayed	☐
Not Regulated	A	Brake Fluid	☐ Same as Column 3. Triethylene Glycol, Monobutyl Ether, Diethylene Glycol	143-22-6 112-34-5 111-46-6	☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	5	1	1/4	☒ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur.	365	F	☒ amb. ☐ > amb. ☐ < amb.	☒ amb. ☐ > amb. ☐ < amb ☐ cryo.	☐ fire ☐ pressure ☐ reactive ☐ immediate ☐ delayed	☐

Non-Waste Hazardous Materials Inventory Statement

For Use by Unidocs Member Agencies or where approved by your Local Jurisdiction

Site Address: **915 Story Rd., Building 97** Date: **3/21/00**

1. Hazard Class	2. LC	3. Common/Trade Name	4. Chemical Name Components & Concentration	5. Chemical Abstract Service No.	6. Physical State	7. Quantity Stored Max.	7. Average	7. Lgst. Cont.	8. Units	9. Days On Site	10. Storage Codes Cont. Type(s)	10. Pressure	10. Temp.	11. SARA Hazard Class(es)	12. IW
Not Regulated	A	Loctite Anti-seize	☐ Same as Column 3 Mineral Oil, Copper, Gas Oil, Aluminum, Petroleum Distilliates	64742-52-5 7440-50-8 64741-44-2 7429-90-5 64742-53-6	☐ pure ☒ mixture ☒ solid ☐ liquid ☐ gas	3	2	1	☐ gal. ☒ lbs ☐ cu. ft ☐ µ cur.	365	F	☒ amb ☐ > amb ☐ < amb.	☒ amb. ☐ > amb ☐ < amb ☐ cryo.	☐ fire ☐ pressure ☐ reactive ☐ immediate ☐ delayed	☐
Not Regulated	A	Loctite, 569 Thread Sealing	☐ Same as Column 3 Polyglycol Dimethacrylate, Polyglycol Dioctanoate, Poly (butyl methacrylate) Cumene Hydroperoxide	25852-47-5 18268-70-7 9011-53-4 80-15-9	☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	1	1/2	1/8	☒ gal ☐ lbs ☐ cu. ft ☐ µ cur	365	F	☒ amb ☐ > amb ☐ < amb	☒ amb ☐ > amb ☐ < amb. ☐ cryo	☐ fire ☐ pressure ☐ reactive ☐ immediate ☒ delayed	☐
Not Regulated	A	Bostik Anti-seize	☐ Same as Column 3. Aluminum Flake, Butane, Copper Powder, Heptane, Hexane, Propane, Zinc Oxide	7429-90-5 106-97-8 7440-50-8 142-82-5 110-54-3	☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	1	1/2	1/8	☒ gal. ☐ lbs. ☐ cu. ft ☐ µ cur.	365	F	☐ amb ☒ > amb. ☐ < amb	☒ amb. ☐ > amb. ☐ < amb ☐ cryo.	☒ fire ☒ pressure ☐ reactive ☐ immediate ☒ delayed	☐
3.1	A-1	Contact Cleaner	☐ Same as Column 3 Ethyl Alcohol, Hexane, Pentane, Carbon Dioxide	64-17-5 110-54-3 107-83-5 124-38-9	☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	1	1/2	1/8	☒ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur.	365	F	☐ amb. ☒ > amb. ☐ < amb.	☒ amb. ☐ > amb ☐ < amb. ☐ cryo.	☒ fire ☒ pressure ☒ reactive ☐ immediate ☒ delayed	☐
Not Regulated	A	Cutting Oil	☐ Same as Column 3 Lube Oil 500 SUS, Organic Lubricant additives, 100 SUS Paraffinic Oil, Propane	64742-52-5 64742-54-7 74-98-6	☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	1	1/2	1/8	☒ gal. ☐ lbs ☐ cu. ft ☐ µ cur	365	F	☐ amb ☒ > amb ☐ < amb.	☒ amb. ☐ > amb. ☐ < amb ☐ cryo	☒ fire ☒ pressure ☐ reactive ☐ immediate ☐ delayed	☐
FL 3.3	A	WD-40	☐ Same as Column 3. Aliphatic Petroleum Distillates, Petroleum base oil, Non-Hazardous Ingredients, Carbon Dioxide	8052-41-3 64742-65-0 124-38-9	☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	1	1/2	1/8	☒ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur.	365	F	☐ amb ☒ > amb. ☐ < amb	☒ amb. ☐ > amb. ☐ < amb. ☐ cryo.	☒ fire ☒ pressure ☐ reactive ☐ immediate ☐ delayed	☐
NFG 2.2	A	Power Lube	☐ Same as Column 3. Petroleum Disillate, Inhibited Paraffinic Oil, Carbon Dioxide	64742-47-8 124-38-9	☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	1	1/2	1/8	☒ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur.	365	F	☒ amb. ☐ > amb. ☐ < amb.	☒ amb. ☐ > amb. ☐ < amb. ☐ cryo.	☐ fire ☐ pressure ☐ reactive ☐ immediate ☐ delayed	☐
Not Regulated	A	Lubriplate	☐ Same as Column 3 Oil Mist		☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	25	20	5	☒ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur.	365	R	☒ amb. ☐ > amb. ☐ < amb.	☒ amb. ☐ > amb ☐ < amb. ☐ cryo.	☐ fire ☐ pressure ☐ reactive ☐ immediate ☐ delayed	☐

Non-Waste Hazardous Materials Inventory Statement

For Use by Unidocs Member Agencies or where approved by your Local Jurisdiction

Site Address: **915 Story Rd., Building 97**

Date: **3/21/00**

1. Hazard Class	2. LC	3. Common/Trade Name	4. Chemical Name Components & Concentration	5. Chemical Abstract Service No.	6. Physical State	7. Quantity Stored Max.	Average	Lgst. Cont.	8. Units	9. Days On Site	10. Storage Codes Cont. Type(s)	Pressure	Temp.	11. SARA Hazard Class(es)	12. IW
Not Regulated	A	MP Gear Lube 80-90	☐ Same as Column 3 Lubricant base oil		☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	3	1	1/4	☒ gal ☐ lbs ☐ cu. ft ☐ µ cur.	365	N	☒ amb. ☐ > amb ☐ < amb.	☒ amb ☐ > amb ☐ < amb ☐ cryo.	☐ fire ☐ pressure ☐ reactive ☐ immediate ☐ delayed	☐
3.3	A	Natural Degreaser	☐ Same as Column 3. Terpene, Hydrocarbons, Carbone Dioxide	68956-56-9 124-38-9	☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	3	1	1/4	☒ gal. ☐ lbs ☐ cu. ft ☐ µ cur	365	F	☒ amb. ☐ > amb ☐ < amb.	☒ amb. ☐ > amb ☐ < amb. ☐ cryo	☒ fire ☐ pressure ☐ reactive ☒ immediate ☐ delayed	☐
Not regulated	A	AW-Hydraulic oil #32	☐ Same as Column 3 Aliphatic hydrocarbon Aliphatic hydrocatbon	64741-89-5 64741-89-4	☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	10	5	5	☒ gal ☐ lbs. ☐ cu. ft. ☐ µ cur	365	R	☒ amb ☐ > amb. ☐ < amb	☒ amb ☐ > amb. ☐ < amb. ☐ cryo	☐ fire ☐ pressure ☐ reactive ☒ immediate ☐ delayed	☐
Not Regulated	A	Motor Oil SAE 10	☐ Same as Column 3 Petroleum Hydrocarbons		☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	10	5	5	☒ gal ☐ lbs. ☐ cu. ft ☐ µ cur.	365	R	☒ amb. ☐ > amb. ☐ < amb.	☒ amb. ☐ > amb. ☐ < amb ☐ cryo.	☐ fire ☐ pressure ☐ reactive ☐ immediate ☐ delayed	☐
			☐ Same as Column 3.		☐ pure ☐ mixture ☐ solid ☐ liquid ☐ gas				☐ gal. ☐ lbs ☐ cu. ft ☐ µ cur			☐ amb. ☐ > amb ☐ < amb	☐ amb. ☐ > amb ☐ < amb ☐ cryo	☐ fire ☐ pressure ☐ reactive ☐ immediate ☐ delayed	☐
			☐ Same as Column 3		☐ pure ☐ mixture ☐ solid ☐ liquid ☐ gas				☐ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur.			☐ amb ☐ > amb. ☐ < amb.	☐ amb. ☐ > amb. ☐ < amb. ☐ cryo.	☐ fire ☐ pressure ☐ reactive ☐ immediate ☐ delayed	☐
			☐ Same as Column 3.		☐ pure ☐ mixture ☐ solid ☐ liquid ☐ gas				☐ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur.			☐ amb. ☐ > amb. ☐ < amb.	☐ amb. ☐ > amb. ☐ < amb ☐ cryo.	☐ fire ☐ pressure ☐ reactive ☐ immediate ☐ delayed	☐
			☐ Same as Column 3.		☐ pure ☐ mixture ☐ solid ☐ liquid ☐ gas				☐ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur.			☐ amb. ☐ > amb. ☐ < amb.	☐ amb. ☐ > amb. ☐ < amb. ☐ cryo.	☐ fire ☐ pressure ☐ reactive ☐ immediate ☐ delayed	☐

Non-Waste Hazardous Materials Inventory Statement

For Use by Unidocs Member Agencies or where approved by your Local Jurisdiction

Site Address: **915 Story Rd., Building 97** Date: **3/21/00**

1. Hazard Class	2. LC	3. Common/Trade Name	4. Chemical Name Components & Concentration	5. Chemical Abstract Service No.	6. Physical State	7. Quantity Stored Max.	Average	Lgst. Cont.	8. Units	9. Days On Site	10. Storage Codes Cont. Type(s)	Pressure	Temp.	11. SARA Hazard Class(es)	12. IW
8	A	Tubmate All Purpose Cleaner	☐ Same as Column 3. **Sodium Metasilicate, Ethylene Glycol Monobutyl Ether**	6834-92-0 111-76-2	☐ pure ☒ mixture ☒ solid ☐ liquid ☐ gas	15	10	10	☐ gal. ☒ lbs ☐ cu. ft ☐ µ cur.	365	N	☒ amb ☐ > amb ☐ < amb	☒ amb ☐ > amb ☐ < amb ☐ cryo.	☐ fire ☐ pressure ☐ reactive ☒ immediate ☒ delayed	☐
Not Regulated	A	ZEP, MVP - Pumice Hand Cleaner	☐ Same as Column 3 **D-Limonene**	5989-27-5	☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	10	5	4	☐ gal. ☒ lbs ☐ cu. ft ☐ µ cur.	365	N	☒ amb ☐ > amb ☐ < amb	☒ amb. ☐ > amb ☐ < amb ☐ cryo	☐ fire ☐ pressure ☐ reactive ☐ immediate ☐ delayed	☐
Not Regulated	A	Kool Mist, Formula 78	☐ Same as Column 3. **Propietary**	Proprietar	☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	4	2	1	☒ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur.	365	N	☒ amb. ☐ > amb. ☐ < amb.	☒ amb. ☐ > amb ☐ < amb ☐ cryo	☐ fire ☐ pressure ☒ reactive ☒ immediate ☐ delayed	☐
Not Regulated	A	Tef Coat Lube	☐ Same as Column 3. **Propane (Propellant), Heptane, 2-Propanol, Butane**	74-98-6 142-82-5 67-63-0 106-97-8	☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	1	1/2	1/8	☒ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur.	365	N	☐ amb. ☒ > amb. ☐ < amb.	☒ amb. ☐ > amb. ☐ < amb. ☐ cryo.	☐ fire ☒ pressure ☐ reactive ☒ immediate ☒ delayed	☐
			☐ Same as Column 3		☐ pure ☐ mixture ☐ solid ☐ liquid ☐ gas				☐ gal ☐ lbs. ☐ cu. ft. ☐ µ cur.			☐ amb ☐ > amb ☐ < amb	☐ amb ☐ > amb ☐ < amb ☐ cryo	☐ fire ☐ pressure ☐ reactive ☐ immediate ☐ delayed	☐
			☐ Same as Column 3		☐ pure ☐ mixture ☐ solid ☐ liquid ☐ gas				☐ gal ☐ lbs. ☐ cu. ft. ☐ µ cur.			☐ amb ☐ > amb. ☐ < amb.	☐ amb. ☐ > amb. ☐ < amb. ☐ cryo.	☐ fire ☐ pressure ☐ reactive ☐ immediate ☐ delayed	☐
			☐ Same as Column 3.		☐ pure ☐ mixture ☐ solid ☐ liquid ☐ gas				☐ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur.			☐ amb. ☐ > amb. ☐ < amb.	☐ amb. ☐ > amb. ☐ < amb. ☐ cryo.	☐ fire ☐ pressure ☐ reactive ☐ immediate ☐ delayed	☐
			☐ Same as Column 3.		☐ pure ☐ mixture ☐ solid ☐ liquid ☐ gas				☐ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur.			☐ amb. ☐ > amb. ☐ < amb.	☐ amb. ☐ > amb. ☐ < amb. ☐ cryo.	☐ fire ☐ pressure ☐ reactive ☐ immediate ☐ delayed	☐

Non-Waste Hazardous Materials Inventory Statement

For Use by Unidocs Member Agencies or where approved by your Local Jurisdiction

Site Address: **915 Story Rd., Building 97**

Date: **3/21/00**

1. Hazard Class	2. LC	3. Common/Trade Name	4. Chemical Name Components & Concentration	5. Chemical Abstract Service No.	6. Physical State	7. Quantity Stored Max.	Average	Lgst. Cont.	8. Units	9. Days On Site	10. Storage Codes Cont. Type(s)	Pressure	Temp.	11. SARA Hazard Class(es)	12. IW
8	A	Tubmate All Purpose Cleaner	☐ Same as Column 3. Sodium Metasilicate, Ethylene Glycol Monobutyl Ether	6834-92-0 111-76-2	☐ pure ☒ mixture ☒ solid ☐ liquid ☐ gas	15	10	10	☐ gal. ☒ lbs ☐ cu. ft ☐ µ cur.	365	N	☒ amb ☐ > amb ☐ < amb.	☒ amb ☐ > amb ☐ < amb ☐ cryo.	☐ fire ☐ pressure ☐ reactive ☒ immediate ☒ delayed	☐
Not Regulated	A	ZEP, MVP - Pumice Hand Cleaner	☐ Same as Column 3 D-Limonene	5989-27-5	☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	10	5	4	☐ gal. ☒ lbs ☐ cu. ft ☐ µ cur.	365	N	☒ amb ☐ > amb ☐ < amb	☒ amb. ☐ > amb ☐ < amb. ☐ cryo	☐ fire ☐ pressure ☐ reactive ☐ immediate ☐ delayed	☐
Not Regulated	A	Kool Mist, Formula 78	☐ Same as Column 3. Propietary	Proprietar	☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	4	2	1	☒ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur.	365	N	☒ amb. ☐ > amb. ☐ < amb.	☒ amb ☐ > amb ☐ < amb. ☐ cryo	☐ fire ☐ pressure ☒ reactive ☒ immediate ☐ delayed	☐
Not Regulated	A	Tef Coat Lube	☐ Same as Column 3. Propane (Propellant), Heptane, 2-Propanol, Butane	74-98-6 142-82-5 67-63-0 106-97-8	☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	1	1/2	1/8	☒ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur.	365	N	☐ amb. ☒ > amb. ☐ < amb.	☒ amb. ☐ > amb. ☐ < amb. ☐ cryo.	☐ fire ☒ pressure ☐ reactive ☒ immediate ☒ delayed	☐
			☐ Same as Column 3		☐ pure ☐ mixture ☐ solid ☐ liquid ☐ gas				☐ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur.			☐ amb ☐ > amb ☐ < amb	☐ amb ☐ > amb ☐ < amb ☐ cryo	☐ fire ☐ pressure ☐ reactive ☐ immediate ☐ delayed	☐
			☐ Same as Column 3		☐ pure ☐ mixture ☐ solid ☐ liquid ☐ gas				☐ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur.			☐ amb. ☐ > amb. ☐ < amb.	☐ amb. ☐ > amb. ☐ < amb. ☐ cryo.	☐ fire ☐ pressure ☐ reactive ☐ immediate ☐ delayed	☐
			☐ Same as Column 3		☐ pure ☐ mixture ☐ solid ☐ liquid ☐ gas				☐ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur.			☐ amb. ☐ > amb. ☐ < amb.	☐ amb. ☐ > amb. ☐ < amb. ☐ cryo.	☐ fire ☐ pressure ☐ reactive ☐ immediate ☐ delayed	☐
			☐ Same as Column 3.		☐ pure ☐ mixture ☐ solid ☐ liquid ☐ gas				☐ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur.			☐ amb. ☐ > amb. ☐ < amb.	☐ amb. ☐ > amb. ☐ < amb. ☐ cryo.	☐ fire ☐ pressure ☐ reactive ☐ immediate ☐ delayed	☐

Non-Waste Hazardous Materials Inventory Statement

For Use by Unidocs Member Agencies or where approved by your Local Jurisdiction

Site Address: **915 Story Rd., Building 97**

Date: **3/21/00**

1. Hazard Class	2. I/C	3. Common/Trade Name	4. Chemical Name Components & Concentration	5. Chemical Abstract Service No.	6. Physical State	7. Quantity Stored Max.	Average	Lgst. Cont.	8. Units	9. Days On Site	10. Storage Codes Cont. Type(s)	Pressure	Temp.	11. SARA Hazard Class(es)	12. IW
Not regulated	A	Gear oil SAE 85-90	☐ Same as Column 3 Lubricant Base Oil (Petroleum), Additives	None Proprietar	☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	4	2	1	☒ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur	365	N	☒ amb ☐ > amb. ☐ < amb.	☒ amb ☐ > amb ☐ < amb. ☐ cryo.	☐ fire ☐ pressure ☐ reactive ☐ immediate ☐ delayed	☐
Not regulated	A	Moly-graph	☐ Same as Column 3 Naphthenic distillate Lithium soap complex Organic antimony Molybdenum compound	64741-89-5 7440-36-0 7739-98-7	☐ pure ☒ mixture ☒ solid ☐ liquid ☐ gas	21	14	7	☐ gal. ☒ lbs ☐ cu. ft. ☐ µ cur.	365	N	☒ amb. ☐ amb ☐ < amb.	☒ amb. ☐ amb ☐ < amb. ☐ cryo	☐ fire ☐ pressure ☒ reactive ☐ immediate ☐ delayed	☐
Not regulated	A	Spindura oil	☐ Same as Column 3. Trixylenly phosphate Petroleum distillates	25155-23-1 64742-65-0	☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	20	10	5	☒ gal ☐ lbs ☐ cu. ft. ☐ µ cur.	365	R	☒ amb. ☐ > amb ☐ < amb.	☒ amb. ☐ > amb ☐ < amb. ☐ cryo.	☐ fire ☐ pressure ☒ reactive ☐ immediate ☐ delayed	☐
Not regulated	A	Lithplex	☐ Same as Column 3. Oil mist	8002-05-9	☐ pure ☒ mixture ☒ solid ☐ liquid ☐ gas	15	7.5	5	☒ gal ☐ lbs ☐ cu. ft ☐ µ cur.	365	R	☒ amb. ☐ > amb ☐ < amb	☒ amb. ☐ > amb. ☐ < amb ☐ cryo.	☐ fire ☐ pressure ☐ reactive ☐ immediate ☐ delayed	☐
3.3	A	Zep 55	☐ Same as Column 3. Proprietary mixture of saturated hydrocarbons derived from turpenes, D-Limonene	Proprietar 5989-27-5	☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	4	2	1/4	☒ gal. ☐ lbs ☐ cu. ft ☐ µ cur.	365	N	☐ amb ☒ > amb ☐ < amb	☒ amb ☐ > amb ☐ < amb ☐ cryo.	☒ fire ☒ pressure ☐ reactive ☐ immediate ☐ delayed	☐
			☐ Same as Column 3.		☐ pure ☐ mixture ☐ solid ☐ liquid ☐ gas				☐ gal ☐ lbs. ☐ cu. ft. ☐ µ cur			☐ amb. ☐ > amb. ☐ < amb.	☐ amb ☐ > amb ☐ < amb ☐ cryo	☐ fire ☐ pressure ☐ reactive ☐ immediate ☐ delayed	☐
			☐ Same as Column 3.		☐ pure ☐ mixture ☐ solid ☐ liquid ☐ gas				☐ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur.			☐ amb. ☐ > amb. ☐ < amb.	☐ amb. ☐ > amb. ☐ < amb. ☐ cryo.	☐ fire ☐ pressure ☐ reactive ☐ immediate ☐ delayed	☐
			☐ Same as Column 3.		☐ pure ☐ mixture ☐ solid ☐ liquid ☐ gas				☐ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur.			☐ amb. ☐ > amb. ☐ < amb.	☐ amb ☐ > amb. ☐ < amb. ☐ cryo.	☐ fire ☐ pressure ☐ reactive ☐ immediate ☐ delayed	☐

Non-Waste Hazardous Materials Inventory Statement

For Use by Unidocs Member Agencies or where approved by your Local Jurisdiction

Site Address: **915 Story Rd., Building 97** Date: **3/21/00**

1. Hazard Class	2. LC	3. Common/Trade Name	4. Chemical Name Components & Concentration	5. Chemical Abstract Service No.	6. Physical State	7. Quantity Stored Max.	Average	Lgst. Cont.	8. Units	9. Days On Site	10. Storage Codes Cont. Type(s)	Pressure	Temp.	11. SARA Hazard Class(es)	12. IW
Not Regulated	A	Mobilgrease	☐ Same as Column 3. Hydrocarbons and additives.		☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	4	2	1	☐ gal ☒ lbs ☐ cu. ft ☐ µ cur	365	N	☒ amb ☐ > amb ☐ < amb	☒ amb ☐ > amb ☐ < amb ☐ cryo.	☐ fire ☐ pressure ☐ reactive ☐ immediate ☐ delayed	☐
FL 3.1	A	3594, Cleaner/Degreaser	☐ Same as Column 3. Liquified Petroleum Gas, D-Limonene Tech Grade, Isopropyl Alcohol, Triethanolamine	68476-85-7 5989-27-5 67-63-0 102-71-6	☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	2	1	1/8	☒ gal. ☐ lbs ☐ cu. ft. ☐ µ cur	365	F	☒ amb ☐ > amb ☐ < amb	☒ amb ☐ > amb ☐ < amb ☐ cryo.	☒ fire ☐ pressure ☒ reactive ☐ immediate ☒ delayed	☐
2.1	A	Contact 90 Glue	☐ Same as Column 3. Dimethyl Ether (Porpellant), Pentane, Acetone, Cyclohexane	115-10-6 109-66-0 109-66-0	☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	2	1	1/8	☒ gal. ☐ lbs ☐ cu. ft ☐ µ cur.	365	F	☐ amb. ☒ > amb ☐ < amb	☒ amb. ☐ > amb ☐ < amb ☐ cryo	☒ fire ☒ pressure ☐ reactive ☐ immediate ☐ delayed	☐
Not Regulated	A	Loctite 242	☐ Same as Column 3. Polyglycol Dimethacrylate Polyglycol Oleate Saccharin Cumene Hydroperoxide	25852-47-5 9004-96-0 81-07-2 80-15-9	☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	1	1/2	1/20	☒ gal ☐ lbs. ☐ cu. ft. ☐ µ cur	365	N	☒ amb. ☐ > amb. ☐ < amb.	☒ amb. ☐ > amb. ☐ < amb. ☐ cryo.	☐ fire ☐ pressure ☐ reactive ☐ immediate ☒ delayed	☐
Not Regulated	A	Loctite 271	☐ Same as Column 3. Polyglycol Dimethacrylate, Bisphenol A fumarate resin, Saccharin	25852-47-5 39382-25-7 81-07-2 80-15-9	☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	1	1/2	1/20	☒ gal. ☐ lbs ☐ cu. ft. ☐ µ cur	365	N	☒ amb. ☐ > amb ☐ < amb.	☒ amb. ☐ > amb ☐ < amb. ☐ cryo.	☐ fire ☐ pressure ☐ reactive ☐ immediate ☒ delayed	☐
Not Regulated	A	Loctite 262	☐ Same as Column 3. Polyglycol Dimethacrylate, Bisphenol A fumarate Resin, Cumene Hydroperoxide	25852-47-5 39382-25-7 80-15-9	☐ pure ☒ mixture ☐ solid ☐ liquid ☐ gas	1	1/2	1/20	☒ gal ☐ lbs. ☐ cu. ft. ☐ µ cur.	365	N	☒ amb ☐ > amb. ☐ < amb.	☒ amb ☐ > amb. ☐ < amb. ☐ cryo.	☐ fire ☐ pressure ☐ reactive ☐ immediate ☒ delayed	☐
Not Regulated	A	Loctite 545	☐ Same as Column 3. Polyglycol Dioctnoate, Polyglycol Dimethacrylate, Hydroxyalkyl Methacrylate, Cumene Hydroperoxide	18268-70-7 25852-47-5 868-77-9 80-15-9	☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	1	1/2	1/20	☒ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur.	365	N	☒ amb. ☐ > amb. ☐ < amb.	☒ amb. ☐ > amb. ☐ < amb. ☐ cryo.	☐ fire ☐ pressure ☐ reactive ☐ immediate ☒ delayed	☐
Not Regulated	A	Loctite 515	☐ Same as Column 3. Polyurethane Methacrylate, Polyglycol Dimethacrylate, Acrylic acidCumene Hydroperoxide	- 25852-47-5 79-10-7 80-15-9	☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	1	1/2	1/20	☒ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur.	365	N	☒ amb. ☐ > amb. ☐ < amb.	☒ amb. ☐ > amb. ☐ < amb. ☐ cryo.	☐ fire ☐ pressure ☐ reactive ☐ immediate ☒ delayed	☐

Non-Waste Hazardous Materials Inventory Statement

For Use by Unidocs Member Agencies or where approved by your Local Jurisdiction

Site Address: **915 Story Rd., Building 97** Date: **3/21/00**

1. Hazard Class	2. LC	3. Common/Trade Name	4. Chemical Name Components & Concentration	5. Chemical Abstract Service No.	6. Physical State	7. Quantity Stored Max.	Average	Lgst. Cont.	8. Units	9. Days On Site	10. Storage Codes Cont. Type(s)	Pressure	Temp.	11. SARA Hazard Class(es)	12. IW
FL 3.3	B	WD-40	☐ Same as Column 3 Petroleum distillates	8052-41-3	☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	2	1	1/4	☒ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur.	365	F	☐ amb ☒ > amb ☐ < amb	☒ amb. ☐ > amb ☐ < amb ☐ cryo.	☒ fire ☐ pressure ☐ reactive ☐ immediate ☐ delayed	☐
FL 3.3	B	PVA Drywall Sealer	☐ Same as Column 3 Ethylene glycol	107-21-1	☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	4	2	1	☒ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur.	365		☒ amb ☐ > amb ☐ < amb.	☒ amb ☐ > amb ☐ < amb ☐ cryo.	☒ fire ☐ pressure ☐ reactive ☒ immediate ☐ delayed	☐
FL 3.2	B	Denatured Alcohol	☐ Same as Column 3. Ethanol Methanol Methyl isobutyl ketone	64-17-5 67-56-1 108-10-1	☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	4	2	1	☒ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur.	365	N	☒ amb. ☐ > amb. ☐ < amb.	☒ amb. ☐ > amb. ☐ < amb. ☐ cryo.	☒ fire ☐ pressure ☐ reactive ☐ immediate ☒ delayed	☐
FL 3.3	B	RM 700 EP Epoxy Repair Mortar	☐ Same as Column 3. various resins, solvents, and silicon dioxide		☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	10	5	5	☒ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur.	365	R	☒ amb. ☐ > amb. ☐ < amb.	☒ amb. ☐ > amb. ☐ < amb. ☐ cryo.	☒ fire ☐ pressure ☐ reactive ☒ immediate ☐ delayed	☐
FL 3.3	B	Kerosine	☒ Same as Column 3	8008-20-6	☒ pure ☐ mixture ☐ solid ☒ liquid ☐ gas	10	5	5	☒ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur.	365	R	☒ amb ☐ > amb. ☐ < amb	☒ amb. ☐ > amb. ☐ < amb. ☐ cryo.	☒ fire ☐ pressure ☐ reactive ☒ immediate ☐ delayed	☐
			☐ Same as Column 3.		☐ pure ☐ mixture ☐ solid ☐ liquid ☐ gas				☐ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur.			☐ amb. ☐ > amb. ☐ < amb.	☐ amb. ☐ > amb. ☐ < amb. ☐ cryo.	☐ fire ☐ pressure ☐ reactive ☐ immediate ☐ delayed	☐
			☐ Same as Column 3.		☐ pure ☐ mixture ☐ solid ☐ liquid ☐ gas				☐ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur.			☐ amb. ☐ > amb. ☐ < amb.	☐ amb. ☐ > amb. ☐ < amb. ☐ cryo.	☐ fire ☐ pressure ☐ reactive ☐ immediate ☐ delayed	☐
			☐ Same as Column 3.		☐ pure ☐ mixture ☐ solid ☐ liquid ☐ gas				☐ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur.			☐ amb. ☐ > amb. ☐ < amb.	☐ amb. ☐ > amb. ☐ < amb. ☐ cryo.	☐ fire ☐ pressure ☐ reactive ☐ immediate ☐ delayed	☐

Non-Waste Hazardous Materials Inventory Statement

For Use by Unidocs Member Agencies or where approved by your Local Jurisdiction

Site Address: **915 Story Rd., Building 97** Date: **3/21/00**

1. Hazard Class	2. LC	3. Common/Trade Name	4. Chemical Name Components & Concentration	5. Chemical Abstract Service No.	6. Physical State	7. Quantity Stored Max.	Average	Lgst. Cont.	8. Units	9. Days On Site	10. Storage Codes Cont. Type(s)	Pressure	Temp.	11. SARA Hazard Class(es)	12. IW
Not regulated	B	Elasto-Seal S-254 Sheet Flooring Adhesive	☐ Same as Column 3 Toluene	108-88-3	☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	3	1	1	☒ gal. ☐ lbs ☐ cu. ft ☐ µ cur.	365		☒ amb. ☐ > amb ☐ < amb.	☒ amb. ☐ > amb ☐ < amb ☐ cryo	☐ fire ☐ pressure ☐ reactive ☒ immediate ☒ delayed	☐
FL 3.2	B	Paint thinner	☐ Same as Column 3 Mineral spirits	61742-88-7	☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	3	1	1	☒ gal. ☐ lbs ☐ cu. ft ☐ µ cur	365		☒ amb. ☐ > amb ☐ < amb.	☒ amb. ☐ > amb ☐ < amb ☐ cryo	☒ fire ☐ pressure ☐ reactive ☒ immediate ☐ delayed	☐
FL 3.3	B	Adhesive clean-up solution	☐ Same as Column 3. Aliphatic Petroleum distillates	64742-96-7	☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	4	2	1/2	☒ gal ☐ lbs. ☐ cu. ft. ☐ µ cur	365		☒ amb ☐ > amb ☐ < amb.	☒ amb ☐ > amb. ☐ < amb ☐ cryo.	☐ fire ☐ pressure ☐ reactive ☐ immediate ☐ delayed	☐
Not regulated	B	Plastic enamel coating	☐ Same as Column 3 Texanol Hexylene glycol	25265-77-4 107-41-5	☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	2	1	1/2	☒ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur	365	F	☒ amb. ☐ > amb. ☐ < amb.	☒ amb ☐ > amb. ☐ < amb ☐ cryo	☐ fire ☐ pressure ☐ reactive ☐ immediate ☐ delayed	☐
FL 3.3	B	Latex paint	☐ Same as Column 3 Propylene glycol		☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	100	75	5	☒ gal. ☐ lbs ☐ cu. ft ☐ µ cur	365	R	☒ amb. ☐ > amb ☐ < amb	☒ amb. ☐ > amb ☐ < amb ☐ cryo	☒ fire ☐ pressure ☐ reactive ☐ immediate ☐ delayed	☐
Not regulated	B	Ruberized undercoat	☐ Same as Column 3. Pigments Rubberized acrylic latex Water Ammonium hydroxide <1%		☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	10	5	5	☒ gal. ☐ lbs. ☐ cu. ft ☐ µ cur.	365	R	☒ amb. ☐ > amb. ☐ < amb.	☒ amb ☐ > amb ☐ < amb. ☐ cryo.	☐ fire ☐ pressure ☐ reactive ☒ immediate ☐ delayed	☐
FL 3.1	B	Shellac thinner	☐ Same as Column 3. Ethyl alcohol Methyl alcohol Ethyl acetate Methyl Isobutyl ketone	64-17-5 67-56-1 141-78-6 108-10-1	☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	4	2	1	☒ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur.	365	F	☐ amb. ☐ > amb. ☐ < amb	☒ amb. ☐ > amb. ☐ < amb. ☐ cryo.	☒ fire ☐ pressure ☐ reactive ☒ immediate ☐ delayed	☐
Class 8	B	Lime Solve Scale Remover	☐ Same as Column 3. Hydrochloric Acid Muriatic acid		☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	6	4	1/2	☒ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur.	365		☒ amb. ☐ > amb. ☐ < amb.	☒ amb. ☐ > amb. ☐ < amb. ☐ cryo.	☐ fire ☐ pressure ☐ reactive ☒ immediate ☐ delayed	☐

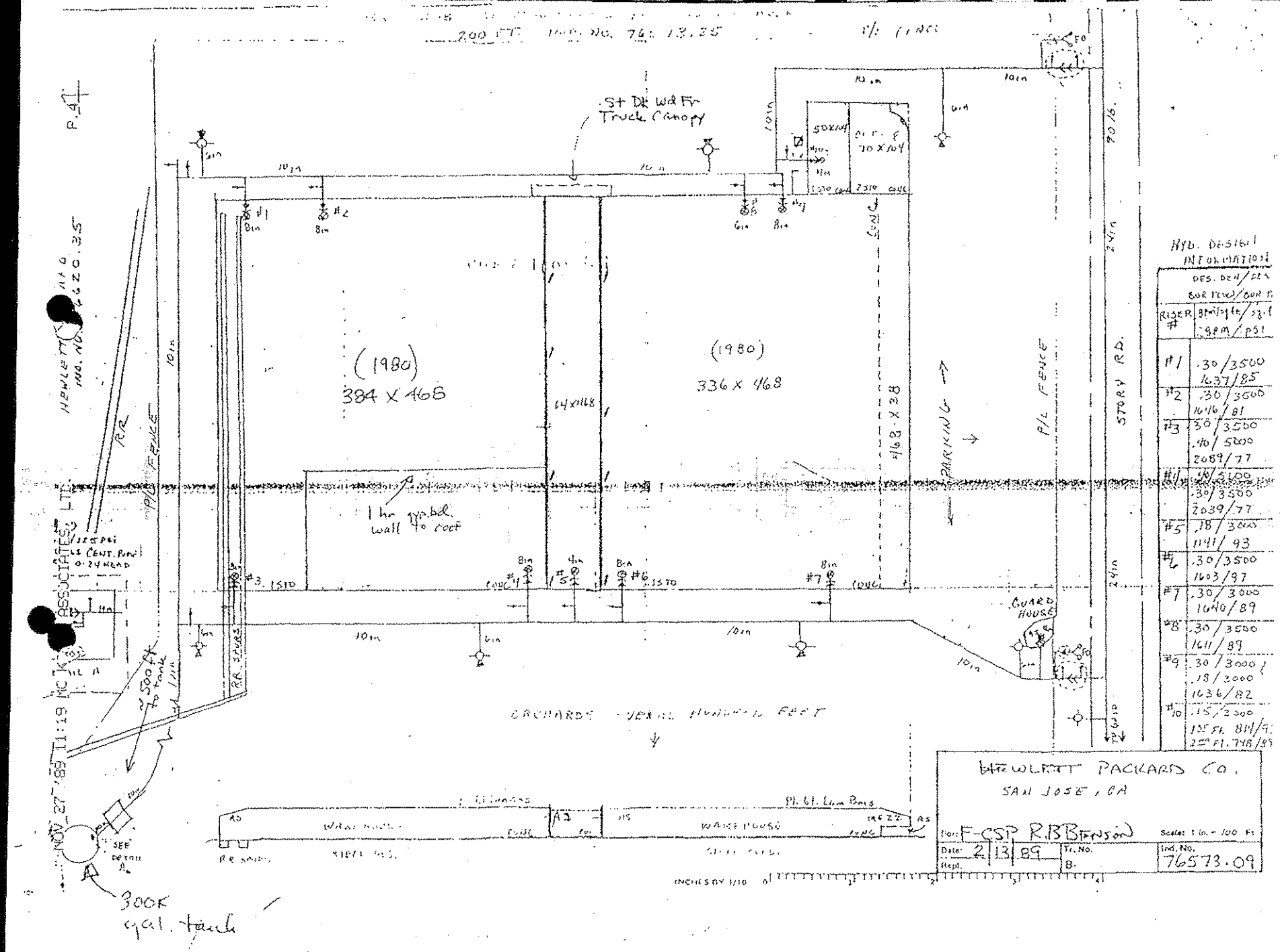
Hazardous Waste Inventory Statement

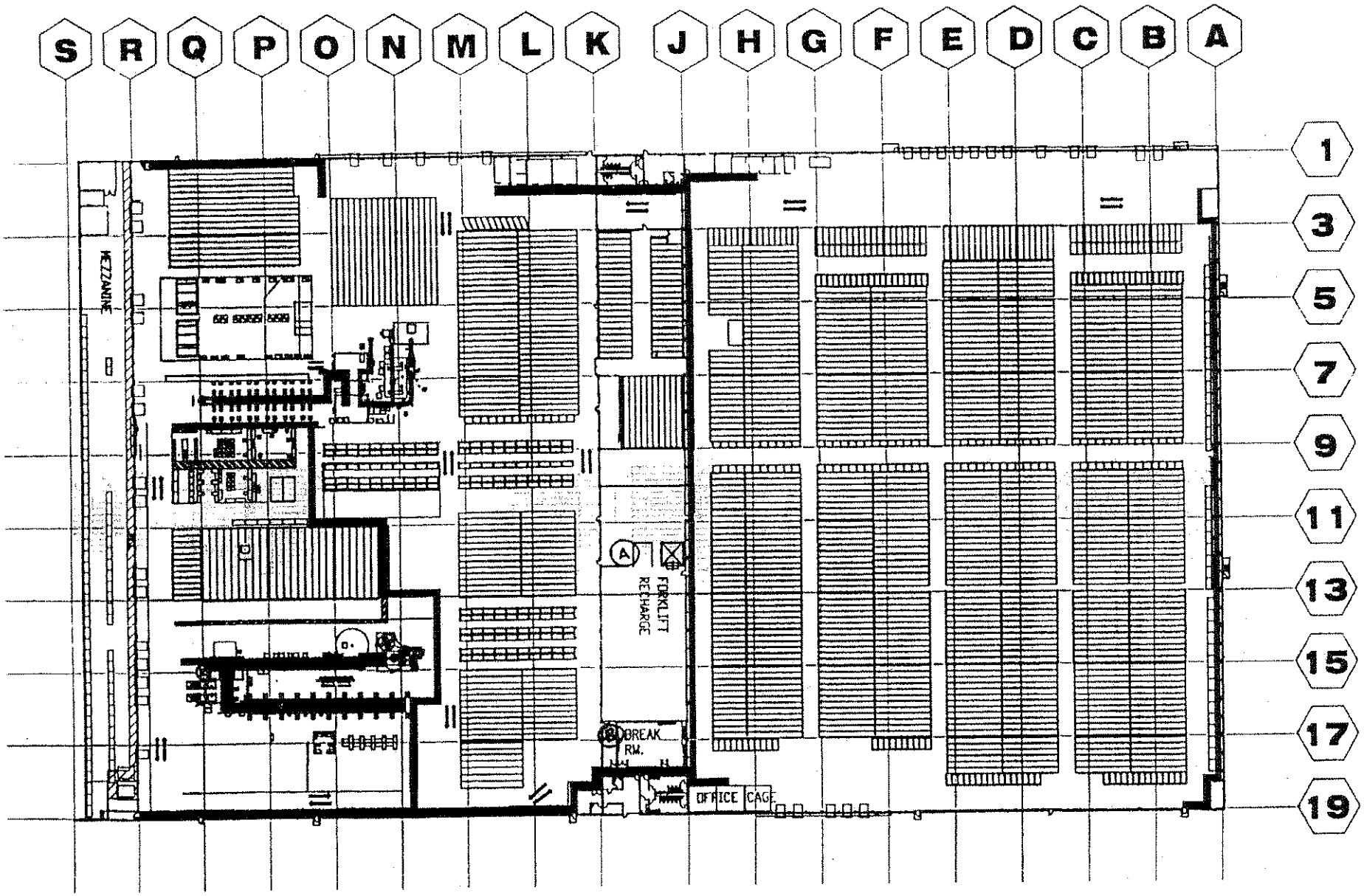
(Hazardous Waste Generator Permit Application/Amendment)

For Use by Unidocs Member Agencies or where approved by your Local Jurisdiction

Site Address: **915 Story Rd. (B. 97) & 935 McLaughlin (B. 85), San Jose, Ca 95122** EPA ID No.: **CAL000195879** Date: **3/21/00**

1. Hazard Class	2. LC	3. Waste Stream Name, Components & Concentration	4. Treatment/ Disposal Method(s)	5. California Waste Code	6. Physical State	7. Annual Quantity Generated	8. Quantity Stored Max.	Average	Lgst. Cont.	9. Units	10. Days On Site	11. Storage Codes Cont. Type(s)	Pressure	Temp.	12. SARA Hazard Class(es)
FL	A,D	Waste Paint	☐ Recycled on-site. ☐ Treated on-site. ☒ Shipped off-site for recycling/ treatment/ disposal	461, 551	☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	30	55	20	55	☒ gal. ☐ lbs ☐ cu. ft. ☐ µ cur	365	D	☒ amb. ☐ >amb. ☐ <amb.	☒ amb. ☐ >amb. ☐ <amb. ☐ cryo	☒ fire ☐ pressure ☐ reactive ☐ immediate ☒ delayed
FL	A,D	Misc. Waste Aerosols Cans: Paints, lubricants, adhesives, solvents	☐ Recycled on-site. ☐ Treated on-site. ☒ Shipped off-site for recycling/ treatment/ disposal	214, 551	☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	30	40	30	0.75	☐ gal. ☒ lbs ☐ cu. ft. ☐ µ cur.	365	D	☒ amb. ☐ >amb ☐ <amb	☒ amb. ☐ >amb. ☐ <amb ☐ cryo.	☒ fire ☒ pressure ☐ reactive ☐ immediate ☒ delayed
CL	A,D	Ballast, Non PCB	☐ Recycled on-site. ☐ Treated on-site. ☒ Shipped off-site for recycling/ treatment/ disposal	181	☐ pure ☒ mixture ☒ solid ☒ liquid ☐ gas	1000	500	250	250	☐ gal. ☒ lbs ☐ cu. ft. ☐ µ cur.	365	K	☒ amb ☐ >amb ☐ <amb.	☒ amb. ☐ >amb ☐ <amb. ☐ cryo.	☐ fire ☐ pressure ☐ reactive ☐ immediate ☒ delayed
TOX CARC	A,D	Ballast, Polychlorinated Biphenyls	☐ Recycled on-site. ☐ Treated on-site. ☒ Shipped off-site for recycling/ treatment/ disposal	261	☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	750	400	150	250	☐ gal. ☒ lbs. ☐ cu. ft. ☐ µ cur.	365	K	☒ amb. ☐ >amb. ☐ <amb	☒ amb. ☐ >amb. ☐ <amb ☐ cryo	☐ fire ☐ pressure ☐ reactive ☐ immediate ☒ delayed
TOX	A,D	Broken Fluorescent Lamps	☐ Recycled on-site ☐ Treated on-site ☒ Shipped off-site for recycling/ treatment/ disposal	181	☐ pure ☒ mixture ☒ solid ☐ liquid ☐ gas	1250	800	300	55	☐ gal. ☒ lbs. ☐ cu. ft. ☐ µ cur	365	D	☒ amb ☐ >amb ☐ <amb	☒ amb. ☐ >amb ☐ <amb ☐ cryo.	☐ fire ☐ pressure ☐ reactive ☐ immediate ☒ delayed
FL 3.3	A,D	Waste oils	☐ Recycled on-site. ☐ Treated on-site. ☒ Shipped off-site for recycling/ treatment/ disposal	221	☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	55	55	30	55	☒ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur.	365	D	☒ amb. ☐ >amb ☐ <amb.	☒ amb. ☐ >amb ☐ <amb. ☐ cryo.	☐ fire ☐ pressure ☐ reactive ☐ immediate ☒ delayed
			☐ Recycled on-site. ☐ Treated on-site. ☐ Shipped off-site for recycling/ treatment/ disposal		☐ pure ☐ mixture ☐ solid ☐ liquid ☐ gas					☐ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur.			☐ amb. ☐ >amb. ☐ <amb.	☐ amb. ☐ >amb. ☐ <amb. ☐ cryo.	☐ fire ☐ pressure ☐ reactive ☐ immediate ☐ delayed
			☐ Recycled on-site. ☐ Treated on-site. ☐ Shipped off-site for recycling/ treatment/ disposal		☐ pure ☐ mixture ☐ solid ☐ liquid ☐ gas					☐ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur.			☐ amb. ☐ >amb. ☐ <amb.	☐ amb ☐ >amb. ☐ <amb. ☐ cryo.	☐ fire ☐ pressure ☐ reactive ☐ immediate ☐ delayed


200 FT
P/L FENCE
St Dr WR Fr Truck Canopy
(1980)
384 X 468
(1980)
336 X 468
1 hr rated wall to roof
PARKING
P/L FENCE
STORY RD.
GUARD HOUSE
RR
HEWLETT PACKARD
ORCHARDS
WARE HOUSE
SEE DETAIL A
300K gal. tank
INCHES BY 1/10
HYD. DESIGN INFORMATION
DES. DEN/PRE
BOR FLOW/BOR P
RISER #
GPM/PSI
#1 .30/3500 1637/85
#2 .30/3500 1646/81
#3 .30/3500 .40/5000 2089/77
#4 .30/3500 2039/77
#5 .18/3000 1141/93
#6 .30/3500 1603/97
#7 .30/3000 1640/89
#8 .30/3500 1611/89
#9 .30/3000 .18/3000 1636/82
#10 .15/3500 15 FT. 801/9 25 FT. 748/95
HEWLETT PACKARD CO.
SAN JOSE, CA
F-CSP R.B.Benson
Scale: 1 in. = 100 ft
Date: 2/13/89
Tr. No.
Ind. No. 76573.09



Building 97 Warehouse

SCALE: NOT TO SCALE

DATE: 11/23/1999

NORTH

HEWLETT PACKARD
935 McLaughlin Ave

Legend for Facility Map

R1 - RISER
R2 - "
R3 - "
R4 - "
R5 - "
R6 - "

W - WATER SHUT-OFF

G - GAS SHUT-OFF

M1 - MAIN PANEL

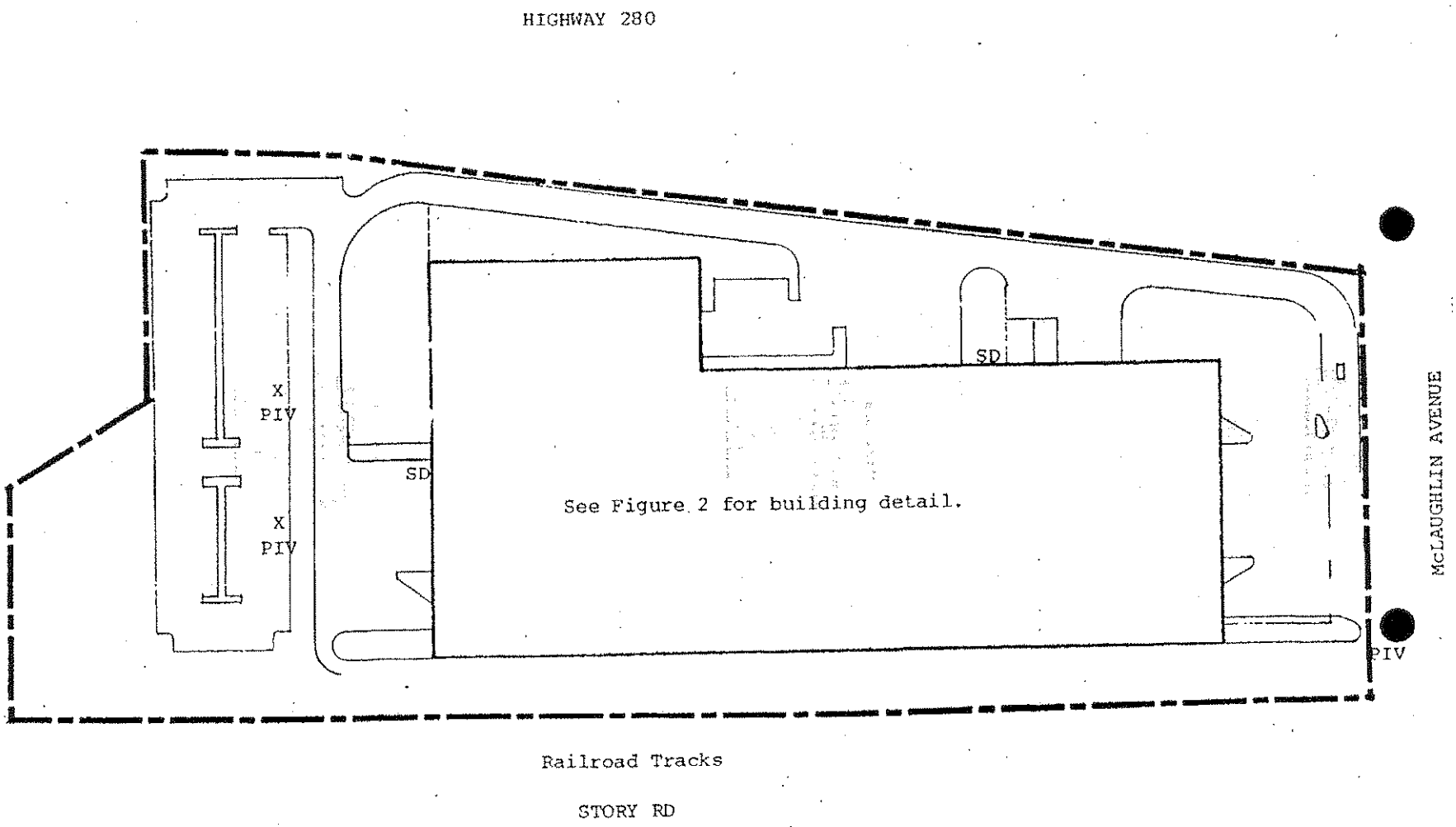
H1 - 480/277 PANEL, LIGHTING FOR OFFICE
H2 - 480/277 PANEL
H3 - "
H4 - " , LIGHTING FOR SHIPPING
H5 - " , LIGHTING FOR S40 - RECEIVING
H6 - " , CONVEYOR

HDP - 480 DISTRIBUTION PANEL
UPSDP - CLEAN POWER DISTRIBUTION PANEL

LDP - 208/120 DISTRIBUTION PANEL
L1 - 208/120 PANEL, OFFICE
L2 - 208/120 PANEL, OFFICE
L3 - " , OFFICE
L4 - " , CAFETERIA
L4A - " , CAFETERIA
L5 - " , WAREHOUSE
L6 - " , RECEIVING/RETURNS
L7 - " , S40
L7A - " , RETURNS
L8 - " , RECEIVING OFFICE

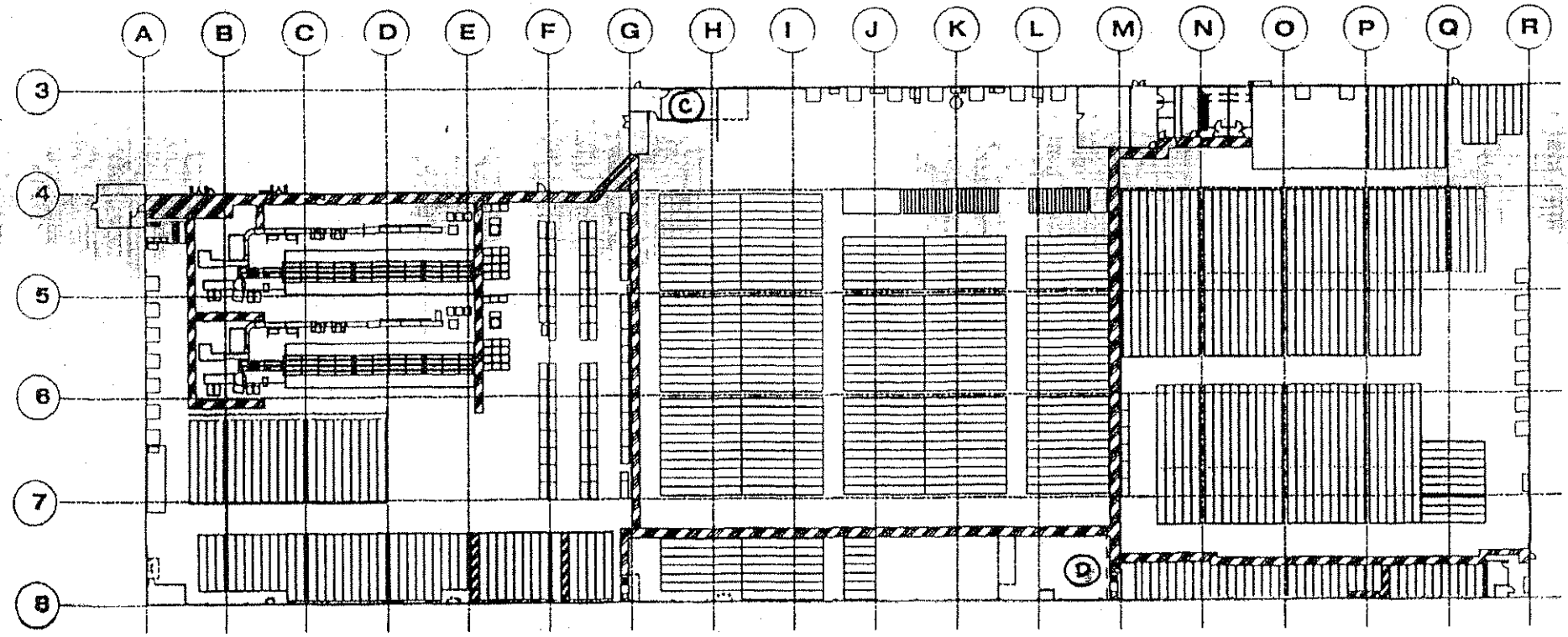
CP1 - COMPUTER ROOM, DIRTY POWER
PDU1 - COMPUTER ROOM, CLEAN POWER
PDU2 - COMPUTER ROOM, CLEAN POWER

a:util



HEWLETT PACKARD
935 McLaughlin Ave

Figure 1



Building 85 Warehouse

SCALE: not to scale

DATE : 11/23/99

Non-Waste Hazardous Materials Inventory Statement

For Use by Unidocs Member Agencies or where approved by your Local Jurisdiction

Site Address: **935 McLaughlin, Building 85 - UPS Room**

Date: **3/21/00**

1. Hazard Class	2. LC	3. Common/Trade Name	4. Chemical Name Components & Concentration	5. Chemical Abstract Service No.	6. Physical State	7. Quantity Stored Max.	7. Average	7. Lgst. Cont.	8. Units	9. Days On Site	10. Storage Codes Cont. Type(s)	10. Pressure	10. Temp.	11. SARA Hazard Class(es)	12. IW
8	C	Lead-Acid Battery	☐ Same as Column 3 Lead Antimony Arsenic Calcium Electrolyte (Sulfuric Acid)	7439-92-1 7440-36-0 7440-38-2 7440-70-2 7664-93-9	☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	200	180	1	☒ gal. ☐ lbs ☐ cu. ft ☐ µ cur	365	N	☒ amb. ☐ > amb. ☐ < amb	☒ amb. ☐ > amb. ☐ < amb ☐ cryo	☐ fire ☐ pressure ☐ reactive ☒ immediate ☒ delayed	☐
			☐ Same as Column 3		☐ pure ☐ mixture ☐ solid ☐ liquid ☐ gas				☐ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur.			☐ amb. ☐ > amb ☐ < amb.	☐ amb. ☐ > amb ☐ < amb. ☐ cryo	☐ fire ☐ pressure ☐ reactive ☐ immediate ☐ delayed	☐
			☐ Same as Column 3.		☐ pure ☐ mixture ☐ solid ☐ liquid ☐ gas				☐ gal. ☐ lbs. ☐ cu. ft ☐ µ cur.			☐ amb. ☐ > amb. ☐ < amb.	☐ amb. ☐ > amb. ☐ < amb ☐ cryo	☐ fire ☐ pressure ☐ reactive ☐ immediate ☐ delayed	☐
			☐ Same as Column 3.		☐ pure ☐ mixture ☐ solid ☐ liquid ☐ gas				☐ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur			☐ amb. ☐ > amb. ☐ < amb.	☐ amb. ☐ > amb. ☐ < amb. ☐ cryo	☐ fire ☐ pressure ☐ reactive ☐ immediate ☐ delayed	☐
			☐ Same as Column 3		☐ pure ☐ mixture ☐ solid ☐ liquid ☐ gas				☐ gal ☐ lbs ☐ cu. ft ☐ µ cur			☐ amb ☐ > amb ☐ < amb	☐ amb ☐ > amb ☐ < amb ☐ cryo	☐ fire ☐ pressure ☐ reactive ☐ immediate ☐ delayed	☐
			☐ Same as Column 3.		☐ pure ☐ mixture ☐ solid ☐ liquid ☐ gas				☐ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur.			☐ amb. ☐ > amb ☐ < amb.	☐ amb. ☐ > amb. ☐ < amb. ☐ cryo.	☐ fire ☐ pressure ☐ reactive ☐ immediate ☐ delayed	☐
			☐ Same as Column 3.		☐ pure ☐ mixture ☐ solid ☐ liquid ☐ gas				☐ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur.			☐ amb. ☐ > amb. ☐ < amb.	☐ amb. ☐ > amb. ☐ < amb. ☐ cryo.	☐ fire ☐ pressure ☐ reactive ☐ immediate ☐ delayed	☐
			☐ Same as Column 3.		☐ pure ☐ mixture ☐ solid ☐ liquid ☐ gas				☐ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur.			☐ amb. ☐ > amb. ☐ < amb.	☐ amb. ☐ > amb. ☐ < amb. ☐ cryo.	☐ fire ☐ pressure ☐ reactive ☐ immediate ☐ delayed	☐

Non-Waste Hazardous Materials Inventory Statement

For Use by Unidocs Member Agencies or where approved by your Local Jurisdiction

Site Address: **935 McLaughlin, Building 85** Date: **3/21/00**

1. Hazard Class	2. LC	3. Common/Trade Name	4. Chemical Name Components & Concentration	5. Chemical Abstract Service No.	6. Physical State	7. Quantity Stored Max.	Average	Lgst. Cont.	8. Units	9. Days On Site	10. Storage Codes Cont. Type(s)	Pressure	Temp.	11. SARA Hazard Class(es)	12. IW
3.2	D	CRC, Chain and Wire rope Lube	☐ Same as Column 3 Acrylic Copoymer, Oils, Organo Molybdenum, isohexanes, N-Hexane, Propane	68171-50-6 68958-92-9 107-83-5 110-54-3 74-98-6	☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	1	1/2	1/8	☒ gal. ☐ lbs ☐ cu. ft ☐ µ cur.	365	F	☐ amb. ☒ > amb ☐ < amb	☒ amb. ☐ > amb ☐ < amb ☐ cryo.	☒ fire ☒ pressure ☐ reactive ☐ immediate ☐ delayed	☐
Non-Regulated	D	Lubriplate, 10-30	☐ Same as Column 3. Petroleum Lubricating Oil		☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	10	5	5	☒ gal. ☐ lbs ☐ cu. ft. ☐ µ cur	365	N	☒ amb ☐ > amb ☐ < amb.	☒ amb ☐ > amb ☐ < amb. ☐ cryo.	☐ fire ☐ pressure ☐ reactive ☐ immediate ☐ delayed	☐
Non-Regulated	D	Lubriplate, Air tool oil	☐ Same as Column 3 O-Diachlorobenzene Petroleum Lubricating Oil	95-50-1	☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	2	1	1	☒ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur.	365	N	☒ amb ☐ > amb ☐ < amb.	☒ amb ☐ > amb. ☐ < amb ☐ cryo.	☐ fire ☐ pressure ☐ reactive ☐ immediate ☐ delayed	☐
Non-Regulated	D	Lubriplate, Dexron III Mercon	☐ Same as Column 3. Mineral Oil and Additives		☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	10	5	5	☒ gal ☐ lbs. ☐ cu. ft ☐ µ cur.	365	N	☒ amb ☐ > amb. ☐ < amb	☒ amb. ☐ > amb. ☐ < amb ☐ cryo.	☐ fire ☐ pressure ☐ reactive ☐ immediate ☐ delayed	☐
Non-Regulated	D	Lubriplate, HO-32	☐ Same as Column 3. Mineral Oil and Additives		☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	10	5	5	☒ gal. ☐ lbs. ☐ cu. ft ☐ µ cur	365	N	☒ amb. ☐ > amb. ☐ < amb	☒ amb. ☐ > amb ☐ < amb ☐ cryo	☐ fire ☐ pressure ☐ reactive ☐ immediate ☐ delayed	☐
Non-Regulated	D	Lubriplate, SPO-277	☐ Same as Column 3. Mineral Oil and Additives		☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	1	1/2	1/8	☒ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur.	365	N	☒ amb ☐ > amb. ☐ < amb.	☒ amb. ☐ > amb. ☐ < amb. ☐ cryo.	☐ fire ☐ pressure ☐ reactive ☐ immediate ☐ delayed	☐
			☐ Same as Column 3.		☐ pure ☐ mixture ☐ solid ☐ liquid ☐ gas				☐ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur.			☐ amb. ☐ > amb. ☐ < amb.	☐ amb. ☐ > amb. ☐ < amb. ☐ cryo.	☐ fire ☐ pressure ☐ reactive ☐ immediate ☐ delayed	☐
			☐ Same as Column 3.		☐ pure ☐ mixture ☐ solid ☐ liquid ☐ gas				☐ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur.			☐ amb. ☐ > amb. ☐ < amb.	☐ amb. ☐ > amb. ☐ < amb. ☐ cryo.	☐ fire ☐ pressure ☐ reactive ☐ immediate ☐ delayed	☐

Non-Waste Hazardous Materials Inventory Statement

For Use by Unidocs Member Agencies or where approved by your Local Jurisdiction

Site Address: **935 McLaughlin, Building 85**

Date: **3/21/00**

1. Hazard Class	2. I.C	3. Common/Trade Name	4. Chemical Name Components & Concentration	5. Chemical Abstract Service No.	6. Physical State	7. Quantity Stored Max.	Average	Lgst. Cont.	8. Units	9. Days On Site	10. Storage Codes Cont. Type(s)	Pressure	Temp.	11. SARA Hazard Class(es)	12. IW
Not Regulated	D	Lubriplate, HO-0	☐ Same as Column 3 Mineral Oil and Additives		☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	10	5	5	☒ gal. ☐ lbs ☐ cu. ft ☐ µ cur.	365	N	☒ amb. ☐ > amb ☐ < amb	☒ amb. ☐ > amb ☐ < amb ☐ cryo.	☐ fire ☐ pressure ☐ reactive ☐ immediate ☐ delayed	☐
Not Regulated	D	Loctite, Anti-Seize	☐ Same as Column 3. Mineral Oil, Copper, Gas Oil, Aluminum, Petroleum Distilliates	64742-52-5 7440-50-8 64741-44-2 7429-90-5 64742-53-6	☐ pure ☒ mixture ☒ solid ☐ liquid ☐ gas	2	1	1	☐ gal. ☒ lbs ☐ cu. ft. ☐ µ cur	365	F	☒ amb. ☐ > amb ☐ < amb.	☒ amb. ☐ > amb ☐ < amb ☐ cryo	☐ fire ☐ pressure ☐ reactive ☐ immediate ☐ delayed	☐
Not Regulated	D	Loctite, Hydraulic Sealant, 545	☐ Same as Column 3 Polyglycol Dimethacrylate, Polyglycol Dioctnoate, Hydrooxyalkyl Methacrylae, Cumene Hydroperoxide	18268-70-7 25852-47-5 868-77-9 80-15-9	☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	1	1/2	1/20	☒ gal. ☐ lbs. ☐ cu. ft ☐ µ cur.	365	N	☒ amb ☐ > amb. ☐ < amb.	☒ amb ☐ > amb. ☐ < amb. ☐ cryo.	☐ fire ☐ pressure ☐ reactive ☐ immediate ☒ delayed	☐
Not Regulated	D	Loctite, 271	☐ Same as Column 3. Ploylycol Dimethacrylate, Bisphenol A fumarate resin, Saccharin, Cumene Hydroperoxide	25852-47-5 39382-25-7 81-07-2 80-15-9	☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	1/2	1/8	1/16	☒ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur.	365	N	☒ amb ☐ > amb ☐ < amb	☒ amb. ☐ > amb ☐ < amb ☐ cryo.	☐ fire ☐ pressure ☐ reactive ☐ immediate ☒ delayed	☐
Not Regulated	D	Moly Grease	☒ Same as Column 3		☐ pure ☒ mixture ☒ solid ☐ liquid ☐ gas	5	2	1	☐ gal ☒ lbs ☐ cu. ft ☐ µ cur	365	F	☒ amb ☐ > amb ☐ < amb	☒ amb ☐ > amb ☐ < amb ☐ cryo	☐ fire ☐ pressure ☒ reactive ☒ immediate ☐ delayed	☐
3.1	D	3594, Cleaner Degreaser	☐ Same as Column 3 Liquified Petroleum gas, D-Limonene Tech Grade, Isopropyl Alcohol, Triethanolamine	68476-85-7 5989-27-5 67-63-0 102-71-6	☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	2	1	1/8	☒ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur.	365	F	☒ amb. ☐ > amb. ☐ < amb.	☒ amb. ☐ > amb. ☐ < amb. ☐ cryo.	☒ fire ☐ pressure ☒ reactive ☐ immediate ☒ delayed	☐
3.1	D	Touch-Up Paint	☐ Same as Column 3. Varies		☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	6	2	1/8	☒ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur.	365	F	☐ amb. ☒ > amb. ☐ < amb.	☒ amb. ☐ > amb. ☐ < amb. ☐ cryo.	☒ fire ☒ pressure ☐ reactive ☐ immediate ☐ delayed	☐
3.3	D	Zep, Redigrease	☐ Same as Column 3. Hexane, Tricresyl Phosphate, Blend of Propane and n-Butane and Isobutane	110-54-3 68952-35-2 75-28-5 74-98-6 106-97-8	☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	2	1	1/8	☒ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur.	365	N	☒ amb. ☐ > amb. ☐ < amb.	☒ amb. ☐ > amb. ☐ < amb. ☐ cryo.	☒ fire ☐ pressure ☐ reactive ☐ immediate ☐ delayed	☐

Non-Waste Hazardous Materials Inventory Statement

For Use by Unidocs Member Agencies or where approved by your Local Jurisdiction

Site Address: **935 McLaughlin, Building 85**

Date: **3/21/00**

1. Hazard Class	2. LC	3. Common/Trade Name	4. Chemical Name Components & Concentration	5. Chemical Abstract Service No.	6. Physical State	7. Quantity Stored Max.	7. Average	7. Lgst. Cont.	8. Units	9. Days On Site	10. Storage Codes Cont. Type(s)	10. Pressure	10. Temp.	11. SARA Hazard Class(es)	12. IW
Non-Regulated	D	Removal Threadlocker 242 R	☐ Same as Column 3 **Polyglycol dimethacrylate, Polyglycol oleate, Saccharin, Cumene Hydroperoxide, Proylene glycol, Silica, n,n-dialkyltoluidines, Titanium diozide**	25852-47-5 9004-96-0 81-07-2 80-15-9 57-55-6	☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	1	1	1/8	☒ gal. ☐ lbs. ☐ cu. ft ☐ µ cur	365	N	☒ amb. ☐ > amb. ☐ < amb	☒ amb. ☐ > amb ☐ < amb. ☐ cryo	☐ fire ☐ pressure ☐ reactive ☐ immediate ☐ delayed	☐
2.1	D	Non-Chlor. Brakleen	☐ Same as Column 3 **Toluene, Methanol, Acetone, Carbon Dioxide**	108-88-3, 67-56-1 67-64-1 124-38-9	☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	1	1	1/8	☒ gal. ☐ lbs. ☐ cu. ft ☐ µ cur.	365	F	☐ amb. ☒ > amb. ☐ < amb	☐ amb. ☒ > amb. ☐ < amb ☐ cryo.	☒ fire ☐ pressure ☐ reactive ☐ immediate ☒ delayed	☐
NFG 2.2	D	Lectra Motive	☐ Same as Column 3 **Tetrachloroethylene, Carbon Dioxide**	127-18-4, 124-38-9	☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	1	1	1/8	☒ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur.	365	F	☐ amb. ☒ > amb. ☐ < amb.	☐ amb. ☒ > amb. ☐ < amb. ☐ cryo.	☐ fire ☐ pressure ☐ reactive ☐ immediate ☒ delayed	☐
2.1	D	QD Electronic Cleaner	☐ Same as Column 3. **Methanol, n-Hexane, Isohexanes, Carbon Dioxide, Petroleum**	67-56-1 110-54-3 107-83-5 124-38-9, 64742-48-9	☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	1	1	1/8	☒ gal ☐ lbs. ☐ cu. ft. ☐ µ cur.	365	F	☐ amb ☒ > amb. ☐ < amb.	☐ amb. ☒ > amb. ☐ < amb. ☐ cryo.	☒ fire ☐ pressure ☐ reactive ☐ immediate ☒ delayed	☐
NFG 2.2	D	Power Lube Aerosol	☐ Same as Column 3 **Petroleum Distillate, Inhibited Paraffinic Oil, Carbon Dioxide**	64742-47-8 124-38-9	☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	1	1	1/8	☒ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur.	365	F	☐ amb ☒ > amb ☐ < amb.	☒ amb. ☐ amb ☐ < amb ☐ cryo.	☐ fire ☐ pressure ☐ reactive ☐ immediate ☐ delayed	☐
2.1	D	Cutting Oil Aerosol	☐ Same as Column 3. **Lube Oil 500 Sus, Organic Lubricant additives, 100 sus Paraffinic oil, Propane, Isobutane**	64742-52-5 - 64742-54-7 74-98-6 75-28-5	☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	1	1	1/8	☒ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur.	365	F	☐ amb. ☒ > amb. ☐ < amb.	☒ amb. ☐ > amb. ☐ < amb. ☐ cryo.	☒ fire ☒ pressure ☐ reactive ☐ immediate ☐ delayed	☐
Non-Regulated	D	Cleaning Compound, Class 55	☐ Same as Column 3. **Sodium Metasilicate, Ethylene Glycol/Monobutyl Ether**	6834-92-0 11-76-2	☐ pure ☒ mixture ☒ solid ☐ liquid ☐ gas	5	2	1	☐ gal. ☒ lbs. ☐ cu. ft. ☐ µ cur.	365	F	☒ amb. ☐ > amb. ☐ < amb.	☒ amb. ☐ > amb. ☐ < amb. ☐ cryo.	☐ fire ☐ pressure ☐ reactive ☒ immediate ☐ delayed	☐
FL 3.3	D	WD-40	☐ Same as Column 3. **Aliphatic Petroleum Distillates, Petroleum base oil, Non-Hazardous Ingredients, Carbon Dioxide**	8052-41-3 64742-65-0 - 124-38-9	☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	2	1	1/8	☒ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur.	365	F	☐ amb. ☒ > amb. ☐ < amb.	☒ amb. ☐ > amb. ☐ < amb. ☐ cryo.	☒ fire ☒ pressure ☐ reactive ☐ immediate ☐ delayed	☐

Non-Waste Hazardous Materials Inventory Statement

For Use by Unidocs Member Agencies or where approved by your Local Jurisdiction

Site Address: **935 McLaughlin, Building 85**

Date: **3/21/00**

1. Hazard Class	2. LC	3. Common/Trade Name	4. Chemical Name Components & Concentration	5. Chemical Abstract Service No.	6. Physical State	7. Quantity Stored Max.	Average	Lgst. Cont.	8. Units	9. Days On Site	10. Storage Codes Cont. Type(s)	Pressure	Temp.	11. SARA Hazard Class(es)	12. IW
FL 3.2	D	Isopropanol	☒ Same as Column 3.	67-63-0	☒ pure ☐ mixture ☐ solid ☒ liquid ☐ gas	4	2	1	☒ gal ☐ lbs ☐ cu. ft. ☐ µ cur	365	N	☒ amb ☐ > amb. ☐ < amb.	☒ amb. ☐ > amb ☐ < amb ☐ cryo	☒ fire ☐ pressure ☐ reactive ☒ immediate ☐ delayed	☐
FL 3.2	D	Paso Liquid Sander	☐ Same as Column 3 Isopropanol Petroleum distillates N-butyl acetate Petroleum distillates Ethylene glycol monopropyl ether	67-63-0 64742-89-8 123-86-4 64742-95-5 2807-30-9	☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	4	2	1	☒ gal. ☐ lbs ☐ cu. ft. ☐ µ cur	365	F	☒ amb ☐ > amb. ☐ < amb	☒ amb. ☐ > amb ☐ < amb. ☐ cryo	☒ fire ☐ pressure ☐ reactive ☒ immediate ☐ delayed	☐
FL 3.2	D	Oil base paint	☐ Same as Column 3 various solvents		☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	3	1.5	1/2	☒ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur.	365	F	☒ amb. ☐ > amb. ☐ < amb	☒ amb ☐ > amb. ☐ < amb. ☐ cryo	☒ fire ☐ pressure ☐ reactive ☒ immediate ☐ delayed	☐
Not Regulated	D	Enamel coatings	☐ Same as Column 3. Dipropylene glycol, n-butyl ether Hexylene glycol	29911-28-2 107-41-5	☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	35	25	1	☒ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur.	365	F	☒ amb. ☐ > amb. ☐ < amb.	☒ amb. ☐ > amb. ☐ < amb. ☐ cryo.	☐ fire ☐ pressure ☐ reactive ☒ immediate ☐ delayed	☐
FL 3.1	D	Aerosol paints	☐ Same as Column 3 varies		☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	5	3	1/8	☒ gal ☐ lbs ☐ cu. ft ☐ µ cur	365	F	☐ amb ☒ > amb. ☐ < amb	☒ amb ☐ > amb. ☐ < amb ☐ cryo	☒ fire ☒ pressure ☐ reactive ☐ immediate ☐ delayed	☐
FL 3.3	D	Wood stain	☐ Same as Column 3. Malienized Linseed Oil Stoddard solvent Kerosene	8052-41-3 8008-20-6	☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	3	1.5	1/4	☒ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur.	365	F	☒ amb. ☐ > amb. ☐ < amb	☒ amb. ☐ > amb ☐ < amb ☐ cryo.	☒ fire ☐ pressure ☐ reactive ☒ immediate ☐ delayed	☐
			☐ Same as Column 3.		☐ pure ☐ mixture ☐ solid ☐ liquid ☐ gas				☐ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur.			☐ amb. ☐ > amb. ☐ < amb.	☐ amb. ☐ > amb. ☐ < amb. ☐ cryo.	☐ fire ☐ pressure ☐ reactive ☐ immediate ☐ delayed	☐
			☐ Same as Column 3.		☐ pure ☐ mixture ☐ solid ☐ liquid ☐ gas				☐ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur.			☐ amb. ☐ > amb. ☐ < amb.	☐ amb. ☐ > amb. ☐ < amb. ☐ cryo.	☐ fire ☐ pressure ☐ reactive ☐ immediate ☐ delayed	☐

Non-Waste Hazardous Materials Inventory Statement

For Use by Unidocs Member Agencies or where approved by your Local Jurisdiction

Site Address: **935 McLaughlin, Building 85**

Date: **3/21/00**

1. Hazard Class	2. LC	3. Common/Trade Name	4. Chemical Name Components & Concentration	5. Chemical Abstract Service No.	6. Physical State	7. Quantity Stored Max.	Average	Lgst. Cont.	8. Units	9. Days On Site	10. Storage Codes Cont. Type(s)	Pressure	Temp.	11. SARA Hazard Class(es)	12. IV
2.1	D	Acetylene	☒ Same as Column 3.	74-86-2	☒ pure ☐ mixture ☐ solid ☐ liquid ☒ gas	60	40	10	☐ gal. ☐ lbs. ☒ cu. ft. ☐ µ cur	365	L	☐ amb ☒ > amb. ☐ < amb	☒ amb ☐ > amb ☐ < amb. ☐ cryo	☒ fire ☒ pressure ☐ reactive ☒ immediate ☐ delayed	☐
2.2	D	Oxygen	☒ Same as Column 3.	7782-44-7	☒ pure ☐ mixture ☐ solid ☐ liquid ☒ gas	100	80	10	☐ gal ☐ lbs. ☒ cu. ft. ☐ µ cur	365	L	☐ amb ☒ > amb. ☐ < amb.	☒ amb ☐ > amb. ☐ < amb. ☐ cryo	☒ fire ☒ pressure ☐ reactive ☐ immediate ☐ delayed	☐
2.2	D	Carbon Dioxide	☒ Same as Column 3.	124-38-9	☒ pure ☐ mixture ☐ solid ☐ liquid ☒ gas	200	150	10	☐ gal. ☐ lbs ☒ cu. ft. ☐ µ cur	365	L	☐ amb. ☒ > amb. ☐ < amb.	☒ amb ☐ > amb ☐ < amb. ☐ cryo	☐ fire ☒ pressure ☐ reactive ☒ immediate ☐ delayed	☐
2.2	D	Argon	☒ Same as Column 3.	7440-37-1	☒ pure ☐ mixture ☐ solid ☐ liquid ☒ gas	200	150	10	☐ gal. ☐ lbs. ☒ cu. ft. ☐ µ cur.	365	L	☐ amb. ☒ > amb. ☐ < amb.	☒ amb. ☐ > amb. ☐ < amb. ☐ cryo.	☐ fire ☒ pressure ☐ reactive ☐ immediate ☐ delayed	☐
			☐ Same as Column 3		☐ pure ☐ mixture ☐ solid ☐ liquid ☐ gas				☐ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur			☐ amb ☐ > amb ☐ < amb.	☐ amb ☐ > amb ☐ < amb. ☐ cryo	☐ fire ☐ pressure ☐ reactive ☐ immediate ☐ delayed	☐
			☐ Same as Column 3.		☐ pure ☐ mixture ☐ solid ☐ liquid ☐ gas				☐ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur			☐ amb ☐ > amb. ☐ < amb.	☐ amb. ☐ > amb. ☐ < amb. ☐ cryo	☐ fire ☐ pressure ☐ reactive ☐ immediate ☐ delayed	☐
			☐ Same as Column 3.		☐ pure ☐ mixture ☐ solid ☐ liquid ☐ gas				☐ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur.			☐ amb. ☐ > amb. ☐ < amb.	☐ amb. ☐ > amb. ☐ < amb. ☐ cryo.	☐ fire ☐ pressure ☐ reactive ☐ immediate ☐ delayed	☐
			☐ Same as Column 3		☐ pure ☐ mixture ☐ solid ☐ liquid ☐ gas				☐ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur.			☐ amb. ☐ > amb. ☐ < amb.	☐ amb. ☐ > amb. ☐ < amb. ☐ cryo.	☐ fire ☐ pressure ☐ reactive ☐ immediate ☐ delayed	☐

Non-Waste Hazardous Materials Inventory Statement

For Use by Unidocs Member Agencies or where approved by your Local Jurisdiction

Site Address: **935 McLaughlin, Building 85** Date: **3/21/00**

1. Hazard Class	2. LC	3. Common/Trade Name	4. Chemical Name Components & Concentration	5. Chemical Abstract Service No.	6. Physical State	7. Quantity Stored Max.	Average	Lgst. Cont.	8. Units	9. Days On Site	10. Storage Codes Cont. Type(s)	Pressure	Temp.	11. SARA Hazard Class(es)	12. IW
Not Regulated	D	Removal Threadlocker 242 R	☐ Same as Column 3. Polyglycol dimethacrylate, Polyglycol oleate, Saccharin, Cumene Hydroperoxide, Proylene glycol, Silica, n,n-dialkyltoluidines, Titanium diozide	25852-47-5 9004-96-0 81-07-2 80-15-9 57-55-6	☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	1/8	1/8	1/16	☒ gal ☐ lbs ☐ cu. ft ☐ µ cur	365	N	☒ amb. ☐ > amb ☐ < amb	☒ amb ☐ > amb. ☐ < amb ☐ cryo	☐ fire ☐ pressure ☐ reactive ☐ immediate ☒ delayed	☐
3.2	D	Non-Chlor. Brakleen	☐ Same as Column 3. Toluene, Methanol, Acetone, Carbon Dioxide	108-88-3, 67-56-1 67-64-1 124-38-9	☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	1/2	1/2	1/8	☒ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur.	365	F	☐ amb ☒ > amb. ☐ < amb.	☐ amb ☒ > amb. ☐ < amb. ☐ cryo.	☒ fire ☒ pressure ☐ reactive ☐ immediate ☒ delayed	☐
Not Regulated	D	Lectra Motive	☐ Same as Column 3. Tetrachloroethylene, Carbon Dioxide	127-18-4, 124-38-9	☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	1/4	1/4	1/8	☒ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur.	365	F	☐ amb. ☒ > amb. ☐ < amb	☐ amb. ☒ > amb. ☐ < amb ☐ cryo.	☐ fire ☒ pressure ☐ reactive ☐ immediate ☒ delayed	☐
3.3	D	QD Electronic Cleaner	☐ Same as Column 3. Methanol, n-Hexane, Isohexanes, Carbon Dioxide, Petroleum	67-56-1 110-54-3 107-83-5 124-38-9, 64742-48-9	☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	1/2	1/4	1/8	☒ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur.	365	F	☐ amb. ☒ > amb. ☐ < amb	☐ amb. ☒ > amb. ☐ < amb ☐ cryo	☒ fire ☒ pressure ☐ reactive ☐ immediate ☒ delayed	☐
Not Regulated	D	Power Lube Aerosol	☐ Same as Column 3. Petroleum Distillate, Inhibited Paraffinic Oil, Carbon Dioxide	64742-47-8 124-38-9	☐ pure ☒ mixture ☐ solid ☒ liquid ☐ gas	1	1	1/8	☒ gal ☐ lbs ☐ cu. ft ☐ µ cur.	365	F	☐ amb ☒ > amb ☐ < amb	☒ amb ☐ > amb ☐ < amb ☐ cryo.	☐ fire ☒ pressure ☐ reactive ☐ immediate ☐ delayed	☐
			☐ Same as Column 3.		☐ pure ☐ mixture ☐ solid ☐ liquid ☐ gas				☐ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur.			☐ amb ☐ > amb. ☐ < amb.	☐ amb ☐ > amb. ☐ < amb. ☐ cryo.	☐ fire ☐ pressure ☐ reactive ☐ immediate ☐ delayed	☐
			☐ Same as Column 3.		☐ pure ☐ mixture ☐ solid ☐ liquid ☐ gas				☐ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur.			☐ amb. ☐ > amb. ☐ < amb.	☐ amb. ☐ > amb. ☐ < amb. ☐ cryo.	☐ fire ☐ pressure ☐ reactive ☐ immediate ☐ delayed	☐
			☐ Same as Column 3.		☐ pure ☐ mixture ☐ solid ☐ liquid ☐ gas				☐ gal. ☐ lbs. ☐ cu. ft. ☐ µ cur.			☐ amb. ☐ > amb. ☐ < amb.	☐ amb. ☐ > amb. ☐ < amb. ☐ cryo.	☐ fire ☐ pressure ☐ reactive ☐ immediate ☐ delayed	☐

new
Toxics

UNDERGROUND STORAGE TANK UNAUTHORIZED RELEASE (LEAK) / CONTAMINATION SITE REPORT

EMERGENCY: [ ] YES [X] NO

HAS STATE OFFICE OF EMERGENCY SERVICES REPORT BEEN FILED? [ ] YES [X] NO

FOR LOCAL AGENCY USE ONLY
I HEREBY CERTIFY THAT I AM A DESIGNATED GOVERNMENT EMPLOYEE AND THAT I HAVE REPORTED THIS INFORMATION TO LOCAL OFFICIALS PURSUANT TO SECTION 25180.7 OF THE HEALTH AND SAFETY CODE.
SIGNED: [signature] DATE: 7/6/90

REPORT DATE: 07 06 90 (M D Y)
CASE #:

REPORTED BY

NAME OF INDIVIDUAL FILING REPORT: ANDREW DYER
PHONE: (408) 277-4659
SIGNATURE: [signature]

REPRESENTING: [ ] OWNER/OPERATOR [ ] REGIONAL BOARD [X] LOCAL AGENCY [ ] OTHER
COMPANY OR AGENCY NAME: SAN JOSE FIRE DEPT. / HAZ. MAT.

ADDRESS: 4 NORTH SECONA STREET, SUITE 1100 (STREET) SAN JOSE (CITY) CA. (STATE) 95113 (ZIP)

RESPONSIBLE PARTY

NAME: [X] UNKNOWN
CONTACT PERSON: MARK JOHNSON
PHONE: (408) 942-8200

ADDRESS: 915 STORY RD. (STREET) SAN JOSE (CITY) CA. (STATE) 95112 (ZIP)

SITE LOCATION

FACILITY NAME (IF APPLICABLE): HEWLETT PACKARD
OPERATOR: SAME
PHONE: (408)

ADDRESS: 915 STORY ROAD (STREET) SAN JOSE (CITY) SANTA CLARA (COUNTY) 95112 (ZIP)

CROSS STREET: ~~SENTER RD.~~ McLAUGHLIN AVE

IMPLEMENTING AGENCIES

LOCAL AGENCY / AGENCY NAME: SAN JOSE FIRE DPT./HAZ. MAT.
CONTACT PERSON: ANDREW DYER
PHONE: (408) 277-4659

REGIONAL BOARD: SAN FRANCISCO BAY
CONTACT PERSON: TOM CALLAGHAN
PHONE: (415) 464-0787

SUBSTANCES INVOLVED

(1) NAME: TETRACHLOROETHENE — 15, 17, 28 mg/kg — QUANTITY LOST (GALLONS): [X] UNKNOWN

(2) OIL AND GREASE — [X] UNKNOWN

DISCOVERY/ABATEMENT

DATE DISCOVERED: 04 08 90 (M D Y)

HOW DISCOVERED: [ ] INVENTORY CONTROL [ ] SUBSURFACE MONITORING [ ] NUISANCE CONDITIONS [ ] TANK TEST [X] TANK REMOVAL [ ] OTHER

DATE DISCHARGE BEGAN: M M D D Y Y [X] UNKNOWN

HAS DISCHARGE BEEN STOPPED? [ ] YES [ ] NO IF YES, DATE M M D D Y Y

METHOD USED TO STOP DISCHARGE (CHECK ALL THAT APPLY): [ ] REMOVE CONTENTS [ ] REPLACE TANK [X] CLOSE TANK [ ] REPAIR TANK [ ] REPAIR PIPING [ ] CHANGE PROCEDURE [ ] OTHER

SOURCE/CAUSE

SOURCE OF DISCHARGE: [ ] TANK LEAK [X] UNKNOWN [ ] PIPING LEAK [ ] OTHER

CAUSE(S): [ ] OVERFILL [ ] RUPTURE/FAILURE [ ] SPILL [ ] CORROSION [X] UNKNOWN [ ] OTHER

CASE TYPE

CHECK ONE ONLY: [X] UNDETERMINED [ ] SOIL ONLY [ ] GROUNDWATER [ ] DRINKING WATER - (CHECK ONLY IF WATER WELLS HAVE ACTUALLY BEEN AFFECTED)

CURRENT STATUS

CHECK ONE ONLY: [ ] NO ACTION TAKEN [ ] PRELIMINARY SITE ASSESSMENT WORKPLAN SUBMITTED [ ] POLLUTION CHARACTERIZATION [ ] LEAK BEING CONFIRMED [ ] PRELIMINARY SITE ASSESSMENT UNDERWAY [ ] POST CLEANUP MONITORING IN PROGRESS [ ] REMEDIATION PLAN [ ] CASE CLOSED (CLEANUP COMPLETED OR UNNECESSARY) [ ] CLEANUP UNDERWAY

REMEDIAL ACTION

CHECK APPROPRIATE ACTION(S) (SEE BACK FOR DETAILS): [ ] CAP SITE (CD) [ ] CONTAINMENT BARRIER (CB) [ ] VACUUM EXTRACT (VE) [ ] EXCAVATE & DISPOSE (ED) [ ] EXCAVATE & TREAT (ET) [ ] NO ACTION REQUIRED (NA) [ ] OTHER (OT) [ ] REMOVE FREE PRODUCT (FP) [ ] PUMP & TREAT GROUNDWATER (GT) [ ] TREATMENT AT HOOKUP (HU) [ ] ENHANCED BIO DEGRADATION (IT) [ ] REPLACE SUPPLY (RS) [ ] VENT SOIL (VS)

COMMENTS

HSC 05 (11/89)

SECTION III

PHOTOGRAPHIC DOCUMENTATION

San Jose Fire Department
Four North Second Street
Suite 1100
San Jose CA 95113-1305

RECORD OF FIRE INSPECTION

TELEPHONE
(408) 277-

FILE NUMBER | COUNTY
BUSINESS ACCT NO | FPB

BUSINESS INFORMATION (PRINT)

STREET NUMBER: 915 | DIR | STREET NAME: STORY | TYPE: RD | BUILDING UNIT | MAP REFERENCE PAGE # | X | Y

BUSINESS NAME: HEWLETT PACKARD | BUSINESS PHONE NUMBER

OWNER RESIDENCE INFORMATION (PRINT)

BUSINESS OWNER'S NAME (LAST, FIRST) | LAST INSP. DATE | FS PER EXP DATE

STREET NUMBER | DIR | STREET NAME | TYPE | LAST INSP BY

CITY STATE ZIP CODE | AREA CODE | EMERGENCY PHONE NUMBER

BUILDING INFORMATION

USC OCC | NFPA OCC | COMPLEX | MGT | YR CONST | STORIES | SQ FT GROUND FLOOR | ZBB NUMBER | FS INSP AREA | HM INSP AREA

SPRINKLERS | STAND PIPES | 5 YR TEST DATE | ALARM SYS | SPEC SYS | 5 YR TEST DATE | ASSEMBLY OCC LOAD | DINING OCC LOAD | HM PER EXP DATE

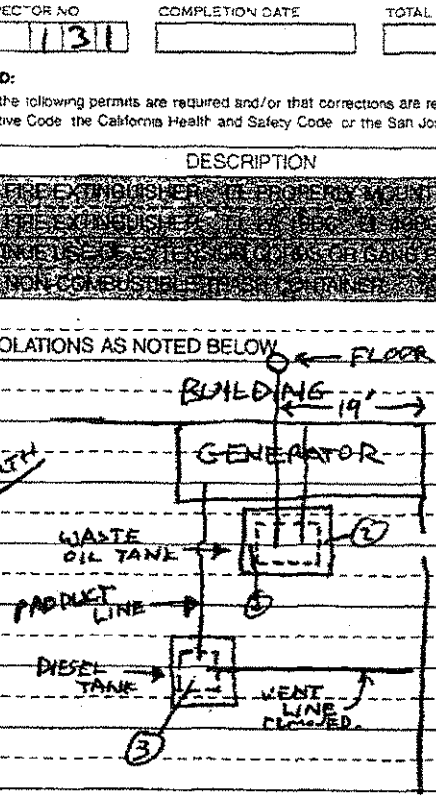
INSPECTION INFORMATION

INSPECTION DATE: 1/4/90 | ACTY | BLDGS | INSPECTOR NO: 1131 | COMPLETION DATE | TOTAL INSP TIME | HM OCC CAT

NOTICE OF FIRE AND SAFETY HAZARDS AND/OR FIRE PERMITS REQUIRED:

You are hereby notified that an inspection of your premises has disclosed that the following permits are required and/or that corrections are required for the following violations of the following provisions of Title 19, Title 24 or Title 25 of the California Administrative Code, the California Health and Safety Code, or the San Jose Municipal Code

CTGY CODE	CODE SECTION	DESCRIPTION	APPR.
[illegible]	[illegible]	[illegible] SERVICE FIRE EXTINGUISHER; [illegible] PROPERLY MOUNT FIRE EXTINGUISHER; [illegible] PROVIDE FIRE EXTINGUISHER; [illegible] NO CONTINUE USE [illegible] OF GAS TANKS; [illegible] PROVIDE NON-COMBUSTIBLE [illegible]	
		☐ OTHER VIOLATIONS AS NOTED BELOW	
		TIME 1:00 PM	
		W.O. TANK: LEL < 5%	
		CONDITION: GOOD, NO HOLES	
		PIT: NO VAPORS/ODOR	
		SAMPLES ① ②:	
		NO ODOR	
		DIESEL TANK: LEL < 5%	
		CONDITION = GOOD, NO HOLES	
		PIT: NO ODOR	
		SAMPLE ③ NO ODOR	
	BTXE	* PRODUCT LINE: COPPER TUBING PLUMBED INTO	
	TPH G+D	BUILDING.	
	O+G		
	CL HC	* PIPING TO BE CLOSED PER DIRECTION OF S.J.F.D.	
		CLOSURE PLAN TO BE SUBMITTED BY W.D. BY 1/23/90	
REPRINT THIS INFORMATION for reference next year ☐ YES		TRUCKING CO: H+H SHIP.	
		SEE PAGE 2	



ORDER TO COMPLY:

As such conditions are contrary to law, you are hereby required to correct said conditions immediately upon receipt of this notice

An inspection to determine whether or not you have complied with this notice will be conducted on or after _____ days

Failure to comply with the foregoing order before the date of such reinspection may render you liable to the penalties provided by law for such violations.

SUP. APPR.

x Ron Kahle — Occupant

x Andrew Dyer/Hazmat — Inspecting Officer (Print Name/Assignment)

Andrew Dyer — Inspecting Officer (Signature)

FILE COPY

240-14 (REV 5/89)

San Jose Fire Department
Four North Second Street
Suite 1100
San Jose, CA 95113-1305

RECORD OF INSPECTION
SUPPLEMENT

FS HM I/R PR

File Number

PAGE 2 OF

Employee No 1131

Street Number	Dir	Street Name	Type	Building Unit
915	S	STORY	RD	

NOTICE OF FIRE AND SAFETY HAZARDS AND/OR PERMITS REQUIRED:

You are hereby notified that an inspection of your premises has disclosed the following permits are required and/or that corrections are required for the following violations of the following provisions of Title 19, Title 24 or Title 25 of the California Code of Regulations the California Health and Safety Code, or the San Jose Municipal Code

CODE SECTION	P/V	DESCRIPTION	APPR	DATE
		DATE : JAN 5, 1990 WD CONSTRUCTION		
		SUBMITTED SAMPLING AND PIPE CLOSURE		
		PROPOSAL.		
		JAN 5, 1990, W.D. CONSTRUCTION		
		PROPOSAL APPROVED BY A. DYER.		
		JAN 24, 1990, ENVIRONMENTAL		
		INNOVATIONS, AND BSE AND ASSOCIATES		
		TAKE SOIL SAMPLES ON SITE.		
		MARCH, 5 1990. SOIL SAMPLING		
		REPORT SUBMITTED BY E.I.C.		
		~~MARCH~~		
		MARCH 19 1990, DISCRIPTION OF		
		SOIL SAMPLING TECHNIQUES SUBMITTED		
		BY BSE.		
		MARCH 21, 1990 INSPECTION OF		
		FACILITY CONFIRMS SAMPLES TAKEN IN		
		APPROPRIATE LOCATIONS AND ~~[illegible]~~		
		SAMPLING LOCATIONS AS INDICATED BY		
		E.I.C. ARE NOT CORRECTLY REFLECTED		
		IN REPORT. PIPES MAY BE SOLIDIFIED		
		IN PLACE.		
		NOTE: OTHER FLOOR DRAINS IN AREA SHOW		
		EVIDENCE OF OIL RELEASE INTO SEWER.		
		(SEE MAP.)		

TIME

DATE

OCC INIT.

NO FEE

ORDER TO COMPLY:

As such conditions are contrary to law, you are hereby required to correct said conditions immediately upon receipt of this notice.

An inspection to determine whether or not you have complied with this notice will be conducted on or after _____ days.

Failure to comply with the foregoing order before the date of such reinspection may render you liable to the penalties provided by law for such violations.

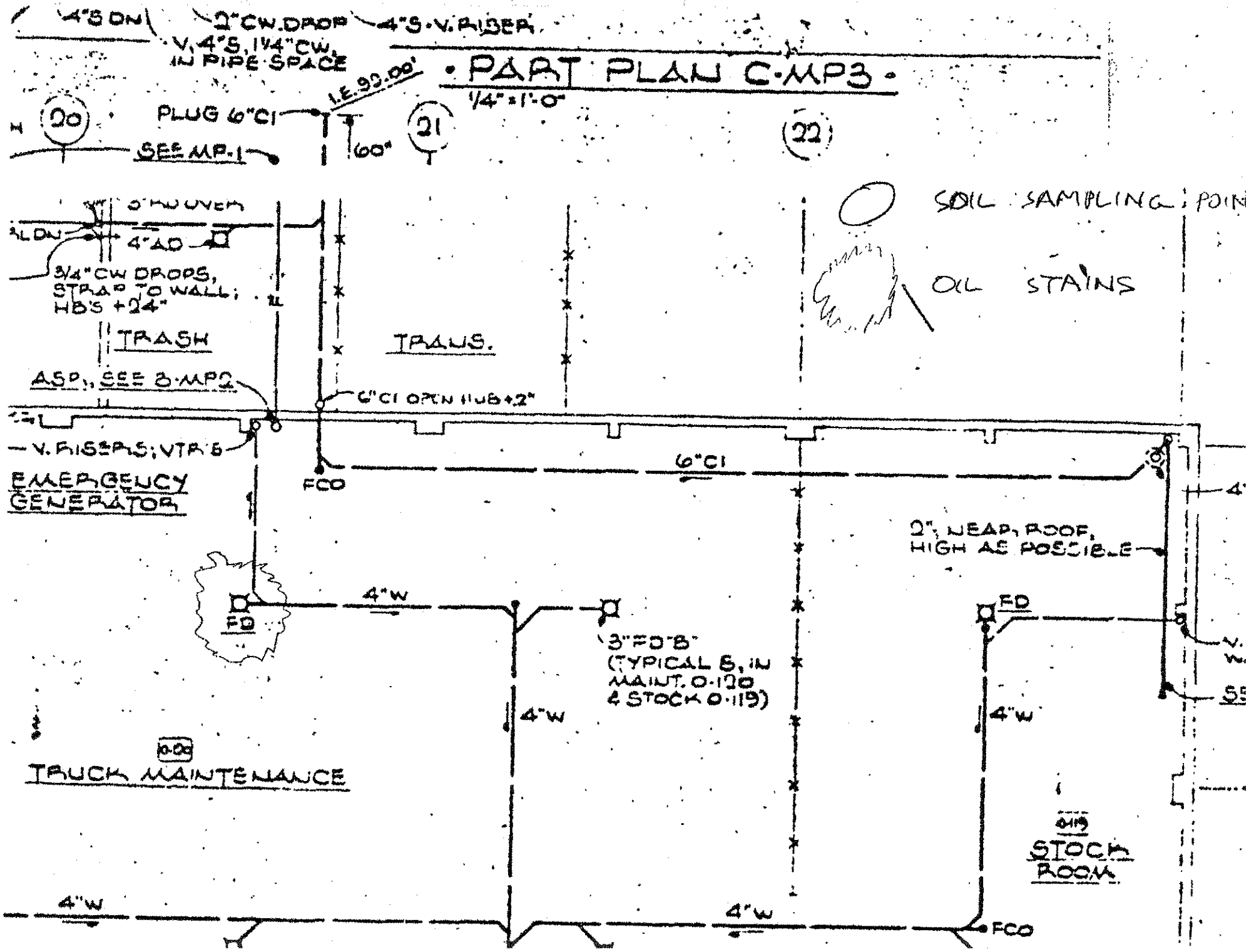
FILE COPY

X Occupant

X Inspecting Officer (Print Name, Assignment)

X Inspecting Officer (Signature)

240-14supp (REV 11/89)


4"S DN
2"CW DROP
V, 4"S, 1¼"CW, IN PIPE SPACE
4"S-V. RISER
PART PLAN C-MP3
¼" = 1'-0"
I.E. 93.00'
PLUG 6"CI
60"
20
21
22
SEE MP-1
SOIL SAMPLING POIN
OIL STAINS
4"AD
3/4"CW DROPS, STRAP TO WALL; HB'S +24"
TRASH
TRANS.
ASP., SEE 8-MP2
6"CI OPEN HUB +2"
V. RISERS; VTR'S
EMERGENCY GENERATOR
FCO
6"CI
2", NEAR ROOF, HIGH AS POSSIBLE
4"W
FD
3"FD-B" (TYPICAL 8, IN MAINT. 0-120 & STOCK 0-119)
10-00
TRUCK MAINTENANCE
0-119
STOCK ROOM

004152

BUSINESS ADDR · 915 Story Rd.

BILLING DATE · 12-18-89

PERMIT(S) · Tank Removal (2)

EXPIRATION DATE · 6-18-90

PAY THIS AMOUNT · $300.00- $75.00 Plan Review
$225.00 Permit
$75.00 Inspection Fee

OWNER HEWLETT PACKARD
DBA/CONTR. W.D. Construction
MAIL ADDR 1860-C Alum Rock Ave.
CITY-STATE San Jose, CA 95116

218-89-2137-000734 TL 8
218-89-2137-000734 TL 8

CITY OF SAN JOSE
BILLING NOTICE FOR FIRE PREVENTION PERMIT

No. 046895

The person, firm or corporation named is hereby notified that fees for permit to engage in the business as shown are now payable:

INSTRUCTIONS
1. RETURN THIS NOTICE WITH YOUR PAYMENT to 4 N. 2nd ST., Suite #1100, San Jose, CA. 95113-1305.
2. Make checks payable to the City of San Jose.
3. For information contact Bureau of Fire Prevention (408) 277-4556.
4. Upon payment your permit will be sent to you for posting at business location.

BILLING NOTICE ($30.00 LATE CHARGE WILL BE ASSESSED 30 DAYS AFTER BILLING DATE)

240-137A (REV. 1/87) THIS IS A FIRE DEPT. PERMIT ONLY. ADDITIONAL PERMITS MAY BE REQUIRED

underground tanks, piping, associated equipment, sumps, vaults, and other underground or below grade storage facilities.

If this Underground Tank Closure Plan does not involve the removal of underground tanks, then please refer to San Jose Municipal Code 17.68.670 for permanent closure of Hazardous Materials Storage facilities requirements.

1. Facility Name: Hewlett Packard - PCDO
   Site Address: 915 Story Road, San Jose, CA 95122 Zip:
   Contact Person: Mark Johnson (Devcon Const) Phone No: (408) 942-8200
2. Tank Closure Contractor: W.D. Construction, Inc. License Type & No: A-487298 OK
   Address: 1860-C Alum Rock Avenue City: San Jose Zip: 95116
   Contact Person: Dean Dorsa Phone No: (408) 258-8700
3. Consultant (If any): Environmental Innovations
   Address: 675 Hegenberger Rd, #310 City Oakland Zip: 94621
   Contact Person: Hooman Sotoodeh Phone No.: (415) 632-0104
4. Sampling services to be provided by: OHM Corporation
   Address: 3900 Industrial Blvd, W. Sacramento Phone No: (916) 372-1331
5. Laboratory: ETC Multitech Laboratories TMA NORCAL RICHMOND
   Address: 320-G Tesconi Circle, Santa Rosa Phone No: (707) 544-5570
   DOHS Hazardous Waste Certificate No. 117
6. Tank Hauler: H & H Ship Service Co.
   Address: 220 China Basin, S.F. Phone No: (415) 543-4835
   Hazardous Waste Hauler ID#: CA457
   (Call Phone No. (916) 323-6043 if needed)
7. Destination of Tank(s) 220 China Basin, San Francisco, CA
   Destination must be an approved site.
   (Call Phone No. (916) 324-1807 if needed)

Continued on page 2

8. Underground Service Alert (USA) No.: _____
(Call USA Phone No. (800) 642-2444 if needed)

9. Tank Information

	Size	Materials Previously Stored in Tank
Tank 1	Approx. 600 gallons	mixed machine shop cutting oils
Tank 2	Approx. 1000 gallons	diesel for generator
Tank 3		
Tank 4		
Tank 5		

10. Provide a plot plan on a separate sheet of paper. Indicate the nearest cross streets to the facility, the buildings immediately adjacent to the tanks, and the location of the tanks and piping to be closed. Indicate the location of utility lines in the immediate proximity of the tanks.

11. I declare under penalty of perjury that the aforementioned information is correct to the best of my knowledge. If there is any change which would materially affect the above information, I will notify the Hazardous Materials Program.

Date

Jeff Weave
~~Bean Borsa~~
Applicant's Name (Please Print) / Signature

W.D. Construction, Inc.
Firm Name

Statement of Ownership - Must be completed by the owner or his authorized representative.

I am (check one):

[ ] The owner

[X] The authorized representative of the owner of the property located at

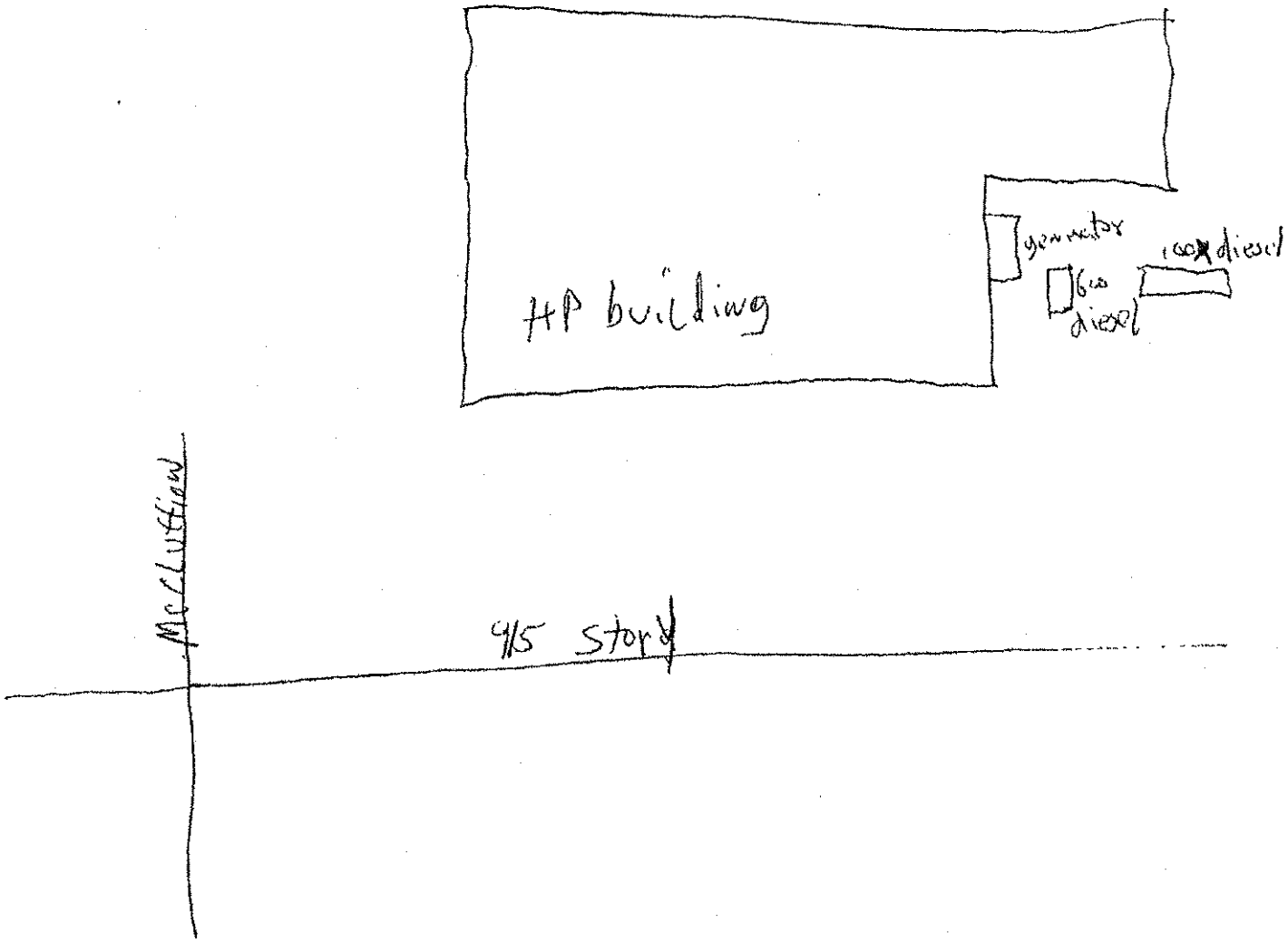
915 Story Road, San Jose, CA 95122 in San Jose.
Address Zip

I have read and approve this Tank Closure Plan to remove/close the storage tanks and/or piping described in this plan.

MARK E. JOHNSON
Name (Print)

Signature

FORMSII/TANK/1-2 (240-122A)
7/89


HP building
generator
100 diesel
60 diesel
McCluskian
9/5 Story

ATEE OF CALIFORNIA WATER RESOURCES CONTROL BOARD

RM 'A-A':

TE

UNDERGROUND STORAGE TANK PROGRAM
FACILITY/SITE, INFORMATION and/or PERMIT APPLICATION

COMPLETE THIS FORM FOR EACH FACILITY/SITE

No 22067

MARK ONLY ONE ITEM

- [X] 1 NEW PERMIT
- [ ] 2 INTERIM PERMIT
- [ ] 3 RENEWAL PERMIT
- [ ] 4 AMENDED PERMIT
- [ ] 5 CHANGE OF INFORMATION
- [ ] 6 TEMPORARY CLOSURE
- [ ] 7 PERMANENTLY CLOSED SITE

FACILITY/SITE INFORMATION & ADDRESS — (MUST BE COMPLETED)

FACILITY/SITE NAME: Hewlett-Packard Company	CARE OF ADDRESS INFORMATION: Computer Distribution Operation
ADDRESS: 515 Story Road	NEAREST CROSS STREET: McLaughlin; [X] CORPORATION [ ] INDIVIDUAL [ ] PARTNERSHIP [ ] LOCAL-AGENCY [ ] COUNTY-AGENCY [ ] STATE-AGENCY [ ] FEDERAL-AGENCY
CITY NAME: San Jose	STATE: CA; ZIP CODE: 95122; SITE PHONE # WITH AREA CODE: (408) 298-3169
TYPE OF BUSINESS: [X] 2 DISTRIBUTOR [ ] 4 PROCESSOR [ ] GAS STATION [ ] 3 FARM [ ] 5 OTHER; [ ] Box if INDIAN RESERVATION or TRUST LANDS	EPA ID #: CAC000239728; # of TANKS AT THIS SITE: 2

EMERGENCY CONTACT PERSON (PRIMARY)	EMERGENCY CONTACT PERSON (SECONDARY)
DAYS NAME (LAST, FIRST): Beerringer, John; PHONE # WITH AREA CODE: (408) 298-3169	DAYS NAME (LAST, FIRST): Johnson, Mark; PHONE # WITH AREA CODE: (408) 942-8200
NIGHTS NAME (LAST, FIRST): Hunnter, Alan; PHONE # WITH AREA CODE: (408) 265-5953	NIGHTS NAME (LAST, FIRST): Andrews, George; PHONE # WITH AREA CODE: (408) 736-4288

PROPERTY OWNER INFORMATION & ADDRESS — (MUST BE COMPLETED)

NAME: Hewlett-Packard Company	CARE OF ADDRESS INFORMATION: Corporate Headquarters
MAILING BOX or STREET ADDRESS: 300006 Hanover Street	[X] CORPORATION [ ] INDIVIDUAL [ ] PARTNERSHIP [ ] LOCAL-AGENCY [ ] COUNTY-AGENCY [ ] STATE-AGENCY [ ] FEDERAL-AGENCY
CITY NAME: Palo Alto	STATE: CA; ZIP CODE: 94304; PHONE #, WITH AREA CODE: (415) 857-4387

TANK OWNER INFORMATION & ADDRESS — (MUST BE COMPLETED)

NAME:	CARE OF ADDRESS INFORMATION:
MAILING BOX or STREET ADDRESS: Same as section II	[X] CORPORATION [ ] INDIVIDUAL [ ] PARTNERSHIP [ ] LOCAL-AGENCY [ ] COUNTY-AGENCY [ ] STATE-AGENCY [ ] FEDERAL-AGENCY
CITY NAME:	STATE: ; ZIP CODE: ; PHONE #, WITH AREA CODE:

LEGAL NOTIFICATION AND BILLING ADDRESS

CHECK ONE (1) BOX INDICATING WHICH ABOVE ADDRESS SHOULD BE USED FOR BOTH LEGAL NOTIFICATION AND BILLING: I. [ ] II. [X] III. [ ]

THIS FORM HAS BEEN COMPLETED UNDER PENALTY OF PERJURY, AND TO THE BEST OF MY KNOWLEDGE, IS TRUE AND CORRECT.

APPLICANT'S NAME (PRINTED & SIGNATURE)	DATE
ALAN HUNTER [signature]	10-12-89

LOCAL AGENCY USE ONLY

COUNTY #	JURISDICTION #	AGENCY #	FACILITY ID #	# of TANKS at SITE

CURRENT LOCAL AGENCY FACILITY ID #	APPROVED BY NAME	PHONE # WITH AREA CODE
PERMIT NUMBER	PERMIT APPROVAL DATE	PERMIT EXPIRATION DATE

LOCATION CODE	CENSUS TRACT #	SUPERVISOR-DISTRICT CODE	BUSINESS PLAN FILED YES [ ] NO [ ]	DATE FILED

CHECK #	PERMIT AMOUNT	SURCHARGE AMOUNT	FEE CODE	RECEIPT #	BY:

THIS FORM MUST BE ACCOMPANIED BY AT LEAST (1) OR MORE TANK PERMIT FORM 'B' APPLICATIONS, UNLESS THIS IS A CHANGE OF SITE INFORMATION ONLY.

FORM A 3-2-5-2-82

FILE COPY

ATE OF CALIFORN' WATER RESOURCES CONTR BOARD

ORM 'B': UNDERGROUND STORAGE TANK PROGRAM

ANK TANK PERMIT APPLICATION INFORMATION

COMPLETE A SEPARATE FORM WITH THE FOLLOWING INFORMATION FOR EACH TANK.

MS 4080

MARK ONLY ONE ITEM				
[X] 1 NEW PERMIT	[ ] 3 RENEWAL PERMIT	[ ] 5 CHANGE OF INFORMATION	[ ] 7 PERMANENTLY CLOSED TANK
[ ] 2 INTERIM PERMIT	[ ] 4 MODIFIED PERMIT	[ ] 6 TEMPORARY TANK CLOSURE	[ ] 8 TANK REMOVED

FACILITY/SITE NAME WHERE TANK IS INSTALLED: 915 Stillwater Road, San Jose, CA 95122 FARM TANK - YES [ ] NO [X]

ANK DESCRIPTION

COMPLETE ALL ITEMS - IF UNKNOWN — SO SPECIFY

A. OWNERS TANK ID # unknown	B. MANUFACTURED BY: unknown
C. YEAR INSTALLED unknown	D. TANK CAPACITY IN GALLONS: approximately 600

ANK CONTENTS

IF (A.1), IS MARKED, COMPLETE ITEM C. IF (A.1), IS NOT MARKED, COMPLETE ITEM D.

A. [ ] 1 MOTOR VEHICLE FUEL [ ] 2 PETROLEUM [ ] 3 CHEMICAL PRODUCT [ ] 4 OIL [ ] 5 HAZARDOUS [ ] 90 EMPTY [ ] 95 UNKNOWN

B. [ ] 1 PRODUCT [ ] 2 WASTE

C. [ ] 1 UNLEADED [ ] 2 LEADED [ ] 3 DIESEL [ ] 4 GASAHOL [ ] 5 JET FUEL [ ] 6 AVIATION GAS [ ] 7 METHANOL [X] 99 OTHER (DESCRIBE IN ITEM D, BELOW)

D. IF NOT MOTOR VEHICLE FUEL, ENTER NAME OF HAZARDOUS SUBSTANCE STORED & C.A.S. # mixed machine shop cutting oils C.A.S. #: n/a

TANK CONSTRUCTION

MARK ONE ITEM ONLY IN EACH BOX A, B, C, & D

A. TYPE OF SYSTEM: [ ] 1 DOUBLE WALLED [ ] 3 SINGLE WALLED WITH SECONDARY CONTAINMENT [ ] 95 UNKNOWN [X] 2 SINGLE WALLED [ ] 4 SECONDARY CONTAINMENT [ ] 99 OTHER

B. TANK MATERIAL: [X] 1 STEEL/IRON [ ] 2 STAINLESS STEEL [ ] 3 FIBERGLASS [ ] 4 STEEL CLAD W/FIBERGLASS REINFORCED PLASTIC [ ] 5 CONCRETE [ ] 6 POLYVINYL CHLORIDE [ ] 7 ALUMINUM [ ] 8 100% METHANOL COMPATIBLE FRP [ ] 9 BRONZE [ ] 10 GALVANIZED STEEL [ ] 95 UNKNOWN [ ] 99 OTHER

C. INTERIOR LINING: [ ] 1 RUBBER LINED [ ] 2 ALKYD LINING [ ] 3 EPOXY LINING [ ] 4 PHENOLIC LINING [ ] 5 GLASS LINING [X] 6 UNLINED [ ] 95 UNKNOWN [ ] IS LINING MATERIAL COMPATIBLE WITH 100% METHANOL? [ ] YES [ ] NO [ ] 99 OTHER

D. CORROSION PROTECTION: [ ] 1 POLYETHLENE WRAP [ ] 2 TAR OR ASPHALT [ ] 3 VINYL WRAP [ ] 4 FIBERGLASS REINFORCED PLASTIC [ ] 5 CATHODIC PROTECTION [ ] 91 NONE [X] 95 UNKNOWN [ ] 99 OTHER

PIPING INFORMATION

CIRCLE A IF ABOVE GROUND, U IF UNDERGROUND, BOTH IF APPLICABLE

A. SYSTEM TYPE	A U 1 SUCTION	A U 2 PRESSURE	A (U) 3 GRAVITY	A U 91 NONE	A U 95 UNKNOWN A U 99 OTHER
B. CONSTRUCTION	A U 1 SINGLE WALLED	A U 2 DOUBLE WALLED	A U 3 LINED TRENCH	A U 91 NONE	A (U) 95 UNKNOWN A U 99 OTHER
C. MATERIAL	A (U) 1 STEEL/IRON	A U 2 STAINLESS STEEL	A U 3 POLYVINYL CHLORIDE (PVC)	A U 4 FIBERGLASS PIPE	A U 91 NONE
	A U 5 ALUMINUM	A U 6 CONCRETE	A U 7 STEEL CLAD W/FRP	A U 8 100% METHANOL COMPATIBLE FRP	
	A U 9 GALVANIZED STEEL	A U 95 UNKNOWN	A U 99 OTHER		

LEAK DETECTION SYSTEM

CIRCLE P FOR PRIMARY, OR S FOR SECONDARY. A PRIMARY LEAK DETECTION SYSTEM MUST BE CIRCLED.

P S 1 VISUAL CHECK P S 2 INVENTORY RECONCILIATION P S 3 WADOSE WELLS P S 4 ELECTRONIC MONITOR P S 5 GROUND WATER MONITORING WELLS P S 6 PRECISION TESTING P S 7 PRESSURE TESTING P S 91 NONE (P) S 95 UNKNOWN P S 99 OTHER

INFORMATION ON TANK PERMANENTLY CLOSED IN PLACE

1. ESTIMATED DATE LAST USED (MO/YR)	2. ESTIMATED QUANTITY OF SUBSTANCE REMAINING IN	3. WAS TANK FILLED WITH INERT MATERIAL?
2/7/86	zero GALLONS	[ ] YES [X] NO

THIS FORM HAS BEEN COMPLETED UNDER PENALTY OF PERJURY, AND TO THE BEST OF MY KNOWLEDGE, IS TRUE AND CORRECT.

APPLICANT'S NAME (PRINTED & SIGNATURE)	DATE
ALAN HUNTER [signature]	10/12/89

OCAL AGENCY USE ONLY

COUNTY #	JURISDICTION #	AGENCY #	FACILITY ID #	TANK ID #

CURRENT LOCAL AGENCY FACILITY ID #	APPROVED BY NAME	PHONE # WITH AREA CODE

PERMIT NUMBER	PERMIT APPROVAL DATE	PERMIT EXPIRATION DATE

CHECK #	PERMIT AMOUNT	SURCHARGE AMOUNT	FEE CODE	RECEIPT #	BY:

RM B (6-29-88) THIS FORM MUST BE ACCOMPANIED BY A FACILITY/SITE APPLICATION, FORM 'A', UNLESS A CURRENT FORM 'A' HAS BEEN FILED

FILE COPY

HAZMAT LOG NO.: #141 PERMIT NO.: C-46895 PLAN CHECHECK NO.: _____

San Jose Hazardous Materials Program
4 North Second St., Suite 1100
San Jose, Ca 95113-1305

HAZARDOUS MATERIALS PLAN CHECK

DATE: 1/9/90

~~Installation~~/Removal Location: 915 STORY ROAD *
Facility Name: HEWLETT - PACKARD CO.
Plan Date: 12/18/89 — 1/5/90 ADDENDUM
Installing/Removal Contractor: W.D. CONSTRUCTION
Type of Work/~~construction~~: PIPING CLOSURE,

_____ Plan is approved as submitted.
(X) Plan is approved with the following requirements.
_____ Plan is disapproved for reasons liststed below.

(1) REFER TO W.D. CONSTRUCTION LETTER TO ANDREW DYER/SJFD. DATED 1/5/90
(2) INSPECTOR MUST BE PRESENT TO WITNESS SAMPLING. ~~AT TIME OF SAMPLING~~
(3) RINCE WATER MUST BE PROPERLY DISPOSED

* THIS PLAN CHECK IS FOR CLOSURE OF PIPIPING ASSOCIATED WITH THE UNDERGROUND TANK CLOSURE DONE ON 1/4/90 UNDER THE SAME PERMIT NUMBER

If you have any questions regarding this project, please contact Inspector ANDREW DYER at (408) 277-4659.

Hazardous Materials Inspector will accompany Certificate of Occupancy Inspector: ☐ YESES ☒ NO

PLANCHEK/INSTLREM/1 - (6/88)

File # 403909

City of San Jose
BUREAU OF FIRE PREVENTION
4 N. 2nd Street, Suite 1100
San Jose, CA 95113-1305
Telephone: (408) 277-4659
Fax: (408) 277-2475

HAZARDOUS MATERIALS STORAGE SYSTEM INSTALLATION/CLOSURE APPLICATION

3/26/99

FOR FIRE DEPARTMENT USE

DATE AND PERMIT/CASH RECEIPT NO.	H.M. LOG#
#707032699	P-3662
CHECK NO.: 5328	AMOUNT PAID: $400.00
SYSTEM TYPE: AGTI	QTY.: 1
PERMIT FEE: $400.00	INSPECTION FEE: Included / PLAN REVIEW FEE:

FACILITY INFORMATION (where system will be/is located)

BUSINESS NAME: Hewlett Packard
ADDRESS: 915 765 Stier Road
CONTACT PERSON: Joe Barnes
DATE: 3/18/99
CITY, STATE, ZIP: San Jose
PHONE: ( )

APPLICANT INFORMATION

FIRM NAME: [illegible]
CONTACT PERSON: David Gutierrez
MAILING ADDRESS: PO Box 36363
CITY, STATE, ZIP: San Jose
PHONE: 408) 974 0601

TYPE OF SYSTEM(S)

(Check all that apply)

- [x] Above ground (AGS)
- [x] Tank (T)
- [ ] Monitoring (M)
- [ ] Other (Specify)
- [x] Installation
- [ ] Underground (US)*
- [ ] Piping Systems (PS)
- [ ] Alteration/Repair (R)
- [ ] Removal/Closure

For UST Closure, use Uniform UST Closure Application

PROJECT CONTRACTOR

BUSINESS NAME: [illegible]
ADDRESS: PO Box 36363
CONTACT PERSON: David Gutierrez
PHONE: 408) 974 0601
CITY, STATE, ZIP: San Jose 95158
★ SAN JOSE CITY BUSINESS LICENSE NO.: 0 01 873 199
★ WORKER'S COMPENSATION NO.: 151 34 80 39 [illegible]
★ STATE CONTRACTOR'S LICENSE NO. AND TYPE: 445 [illegible] A/B/HAZ/C-5

BUILDING DEPARTMENT PLAN CHECK NO. (if applicable): BE 9961926

★ EXEMPT PROJECTS INFORMATION SHEET MUST BE FILED WITH APPLICATION

SYSTEM COMPONENTS

System No.	Hazardous Material Stored	PRIMARY CONTAINER Construction Material	PRIMARY CONTAINER Size (Volume, Pipe Diam., etc.)	SECONDARY CONTAINMENT Construction Material	SECONDARY CONTAINMENT Size (Volume, Pipe Diam., etc.)
1	DIESEL	steel/conc	250 gallon	steel/conc	250 gallon
2					
3					
4					
5					

NOTE:

- Prior to the commencement of work on any hazardous materials storage system in the City of San Jose, plans must be approved by the Fire Marshal.
- A final inspection approving the project must be conducted before the system may be placed into service, or considered closed.
- Call the Hazardous Materials Division at least 48 hours in advance to schedule an inspection.

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct and that, to the best of my knowledge, the license(s) listed above are those required for the work to be performed and are in full force and effect, or if exempt, that the exemptions meets the requirements of the Contractor's State License Law as contained in the Business and Professions Code, Division 3, Chapter 9. If there is any change which would materially affect the above information or plans submitted, I will notify the Bureau of Fire Prevention.

APPLICANT'S NAME (Please Print)	TITLE	APPLICANT'S SIGNATURE	DATE
DAVID GUTIERREZ	[illegible]	[signature]	3/18/99

FOR FIRE DEPARTMENT USE

HazMat Permit No.: _____

	DATE	APPROVED BY	INSPECTORS COMMENTS
Plans Reviewed	4/5/99	[illegible]	Additional INFO. REQUIRED
Primary Containment	4/1/99	[illegible]	Add INFO. Submitted 5/10/99. Not Complete
Secondary Containment	4/15/99	[illegible]	5/13/99 Permit issued
Monitoring System	6/16/99	[illegible]	
Other: Soil testing requirements			
Final Inspection	10/15/99	PH	Found NFPA Sign & Diesel [illegible] Clean up area under [illegible]

Form No. 240-14 (Rev. 3/96)

(4) COPIES: WHITE-HazMat File, PINK-Applicant, YELLOW-Permit File, HARD COPY-Job Site

HazMat Log No: 3162 Permit No. 707032699

San Jose Hazardous Materials Program
4 North Second St., Suite 1100
San Jose, CA 95113-1304

HAZARDOUS MATERIAL PLAN CHECK

Date: 6/9/99

Installation Location:	Hewlett Packard
Facility Name:	9/5 ~~765~~ Story Road
Plan Date:	3/26/99 **VARIANCE:** 6/1/99
Installation Contractor	Light Air & Space
Type of Work Construction:	AGST installation (1)

The aboveground storage tank installation plans have been reviewed. The following conditions apply to this project.

TANK LOCATION

Indoor tanks must be located ***a minimum of 3 feet*** from adjacent walls.

FILL PIPE:

Connections for tank openings shall be liquid tight. Openings to tanks shall be **located outside of buildings** at a location free from sources of ignition and not less than **10 feet away** from building openings or lines of property that can be built on. Such openings shall be provided with a liquid-tight cap which shall be closed when not in use and shall be properly identified. For top located tanks, a metallic fill pipe shall be designed and installed to minimize the generation of static electricity by **terminating the pipe within 6 inches of the bottom of the tank,** and it shall be installed in a manner which avoids excessive vibration. (UFC 7901 .12.1)

PIPE SUPPORTS:

Pipe supports in a sprinkled building shall have a minimum fire rating of 1 hour.

PROVIDE: Documentation.

HazMat Log No. 3662 Permit No.: 707032699

San Jose Hazardous Materials Program
4 North Second St., Suite 1100
San Jose, CA 95113-1305

HAZARDOUS MATERIAL PLAN CHECK (page 2)

Emergency vent:

NOTE: Emergency vents shall ***not*** discharge inside a building. (SJFC 7901.11.4.5.1)

Atmospheric storage tanks shall be adequately vented to prevent the development of vacuum or pressure sufficient to distort the roof of a cone roof tanks or exceed the design pressure in the case of other atmospheric tanks as a result of filling or emptying and atmospheric temperature changes. (7902.1.10.8.1)

The tank emergency vent shall bear a stamp indicating the opening pressure, the pressure at which the valve reaches the full-open position and flow capacity at the latter pressure. The flow capacity shall be expressed in cubic feet per hour. (7902.1.10.4.1)

Normal vent

The normal vent shall be located such that the vapors are released at a safe point **outside of buildings** and not less than **12 feet above** the adjacent ground level. Vapors shall be discharged upward or horizontally away from closely adjacent walls to assist in vapor dispersion. Vent outlets shall be located such that flammable vapors will not be trapped by eaves or other obstructions and shall be **at least 5 feet** from building openings or property lines of properties that can be built on. (7902.1.10.4)

Atmospheric tanks shall not exceed operating pressures of 1 psig and shall not exceed 2.5 psig under emergency venting conditions. (7902.1.10.2.3)

TANK CONSTRUCTION STANDARDS:

The aboveground tank and structural supports shall be seismically braced in accordance with the San Jose Building Code Chapter 16.12. A copy of the Building Department's approval ***or*** seismic calculations stamped by a registered engineer shall be provided to the inspector during the installation inspection. (7901.9, 7902.1.13.5)

PROVIDE: an *original* copy of the seismic calculations (stamped by a registered engineer) that were previously submitted

HazMat Log No.: 1661 Permit No.: 707032699

San Jose Hazardous Materials Program
1 North Second St., Suite 1100
San Jose, CA 95113-1305

HAZARDOUS MATERIAL PLAN CHECK (page 3)

OVERFILL PREVENTION:

Provide overfill prevention as directed in variance #801.

TESTING REQUIREMENTS:

TANK TESTS:

Primary and secondary tanks shall be tested according to the manufacturers recommendations. If there are no recommendations, then the primary and secondary tanks shall be tested for tightness with air pressure at not less than 3 pounds per square inch and not more than 5 pounds per square inch or hydrostatically tested by conducting a 24-hour standing water test (Lake Test). (SJFD Policy, 7902.1.8.2.5)

MONITORING SYSTEM:

Electronic monitoring devices shall be directed to distinct visual or audible alarms. (7901.8.4.4.1, UN-018 Draft).

All monitoring probes *must pass a functional test* prior to the introduction of any product in the tanks. (SJFD Policy)

SPILL CONTAINMENT:

The spill container shall equipped with a manual drain valve which drains into the primary tank.

MARKINGS/LABELING:

The tank must be labeled in accordance with the Uniform Marking Guidelines (UN-016) identifying the material therein and providing vital information for safety and emergency. (7901.9.1)

Signs shall be posted in storage areas prohibiting open flames and smoking. (7902.1.3.1)

Tanks over 100 gallons capacity shall bear a label in accordance with the NFPA 704 Placarding system. (7902.1.3.2)

PIPING, VALVES, AND FITTINGS:

Piping, valves, fittings and related components intended for use with flammable and combustible liquids shall be designed and fabricated from suitable materials having adequate strength and

HazMat Log No.: 3661 Permit No.: 707032699

San Jose Hazardous Materials Program
1 North Second St., Suite 1100
San Jose, CA 95113-1105

HAZARDOUS MATERIAL PLAN CHECK (page 4)

durability to withstand the pressures, structural stresses and exposures to which they can be subjected. Such equipment shall be in accordance with nationally recognized engineering standards, be listed for the application or be approved by the Chief. Nonmetallic piping, if used, shall be installed in accordance with the manufacturer's installation instructions. (7901.11.1.1)

GENERAL REQUIREMENTS:

Persons responsible for the operation of areas where hazardous materials are stored or dispensed shall be familiar with the chemical nature of the materials and the appropriate mitigating actions necessary in the event of fire, leak or spill. (8001.9.1.1)

The storage area shall be secured against unauthorized entry and safeguarded with such protective facilities as public safety requires. (8001.9.2)

Upon completion of the installation a completed Hazardous Materials Management Plan must be submitted to the Fire Department. 8001.3.1, 8001.3.3 Appendix II-E)

This permit and a copy of this plan check shall be kept on the premises and shall be posted in a conspicuous location or in a location approved by the chief. 105.5)

Contact the Inspector below at least 48 hours in advance to schedule an installation inspection.

A final inspection and sign-off must be obtained prior to placing hazardous materials into the storage system.

Contact other appropriate city divisions and/or government agencies (e.g. electrical, building, plumbing) to determine additional requirements

If you have any questions regarding this project, please contact
Inspector _____ at (408) 277-4659.
Peggy Horning

RECORD OF INSPECTION

TELEPHONE (408) 277-

San Jose Fire Department
Four North Second Street
Suite 1100
San Jose, CA 95113-1305

BILLED MAR 3 1 1992

FS ✓ HM ✓ I/R PR

File Number: N03909 PAGE 1 OF 1

Bus. Acct. No.: ~~016672~~ 017622

Bus. Start Date:

	Street Number	Dir.	Street Name	Type	Building Unit	Map Page	Sta. No.	Cnty.
BUSINESS INFORMATION	915 A		STORY	RD	#97			N

Business Name: HEWLETT PACKARD MICRO-SEMI

Business Phone: 9934079

Plan Check No.:

Business Owners Name (Last, First): HEWLETT PACKARD % SEDLEWIC

Area Code / Emergency Phone Number:

BILLING INFORMATION IF NO B/ACCT NO.

Street Number	Dir.	Street Name	Type
915A		Story	Rd

Area Code / Emergency Phone Number:

City	State	Zip Code
San Jose	Calif	95122

BUILDING INFORMATION

UBC	NFPA	SIC	Bldgs.	Mgt.	Cmplx.	Yr. Const.	Stories	Sq. Ft. Gr. Flr.
B2	891	7600		01		1/90	02	400,000

Sprnk.	Standpipe	5 Yr. Test Date	Alarm	5 Yr. Test Date	Spec Sys	Assmbly.	O.L.	Dining
1	0	3-92	0	NH	—	—		—

HAZ MAT INFORMATION

UG Tanks	Tank Type	Monitor	AG Tanks	Toxic Gas	Flam. Gas	Gas Mon	HMOC	HMMP
—	—	—	—	—	—	—	10	2

FS	LAST INSP. DATE	HM

FS	PERMIT EXP. DATE	HM

FS	INSP/GEO AREA	HM
3102		

Initial Inspection	Completion Date	Employee/Company No.	Visits
3-11-91	2-3-92	00193	2

NOTICE OF FIRE AND SAFETY HAZARDS AND/OR PERMITS REQUIRED:
You are hereby notified that an inspection of your premises has disclosed that the following permits are required and/or that corrections are required for the following violations of the following provisions of Title 19, Title 24 or Title 25 of the California Code of Regulations, the California Health and Safety Code, or the San Jose Municipal Code

CODE SECTION	P/V	DESCRIPTION	APPR.	DATE
		☐ SERVICE FIRE EXTINGUISHER ☐ PROVIDE NONCOMBUSTIBLE TRASH CONTAINER		
		☐ NO EXTENSION CORDS IN PLACE OF PERMANENT WIRING ☐ PROVIDE FIRE EXTINGUISHER		
		☐ OTHER VIOLATIONS AS NOTED BELOW:		
A-19	P	HIGH PILE STORAGE	RH	2-3-92
A-40	P	WELDING / CUTTING	RH	2-3-92
A-44	P	HAZ-MAT HazMat Insp	RH	2-3-92
	V	PROVIDE INFORMATION ON 5 YR. TEST FOR 915A STORY RD.	RH	2-3-92
	V	ALL ELECTRIC JUNCTION BOXES TO BE COVER - THROUGHOUT BUILDING	RH	2-3-92
		~~Needs HMMP~~		

HMMP: DATE REC'D: DATE APPROVED: PERMIT STATUS: Z E V

REPRINT THIS INFORMATION FOR REFERENCE NEXT YEAR ☐

SUP. APPR. JB

CLASS	1	2	3	4	5	6	8	9	Ttl
SOLID		■	■						■
LIQUID		■		■					■
GAS	■		■	■					■
TOTAL									

TIME	2	1				NO FEE
DATE	3/11/91	2-3-92				
OCC. INIT.	JG	JB				

FILE COPY

ORDER TO COMPLY:

As such conditions are contrary to law, you are hereby required to correct said conditions immediately upon receipt of this notice.

An inspection to determine whether or not you have complied with this notice will be conducted on or after 30 days.

Failure to comply with the foregoing order before the date of such reinspection shall subject you to the penalties provided by law or municipal code.

X Occupant

X ROBERT A NICE — Inspecting Officer (Print Name, Assignment)

X Robert A Nice — Inspecting Officer (Signature)

240-14 (REV. 7/90)

RECORD OF INSPECTION

San Jose Fire Department
Four North Second Street
Suite 1100
San Jose, CA 95113-1305

TELEPHONE (408) 277-4656

FS	HM	I/R	PR

File Number: 403909 PAGE ___ OF ___
Bus. Acct. No.: 000000
Bus. Start Date: 031992

BUSINESS INFORMATION

Street Number	Dir	Street Name	Type	Zip	Building Unit	Map Page	X	Y	1st Due	Only
00915		STORY RD			97A				03	N

Business Name: HEWLETT PACKARD MICRO-SEMI
Business Phone: 293-2444
Plan Check No.:

BILLING INFORMATION IF NO B/ACCT NO.

Business Owners Name (Last, First): HEWLETT PARKARD
Area Code / Emergency Phone Number: 408-293-2444
Street Number / Dir. / Street Name / Type:
Area Code / Emergency Phone Number:
City / State / Zip Code:

BUILDING INFORMATION

Use UBC	Cert UBC	Ping Zone	NFPA	SIC	Bldgs.	Mgt.	Yr. Const	Stories	Sq. Ft. Gr. Flr.
B2			891	9600		1	90	02	100,000

Sprnk.	Stndpipe	5 Yr. Test Date	Alarm	Spec. Sys.	Assnbly.	O.L.	D.ning
1	0	020192	0	0	0	0	

HAZ MAT INFORMATION

UG Tanks	Tank Type	Monitor	AG Tanks	Toxic Gas	Flam. Gas	Gas Mon.	HMOC	HMMP
0			0				3	1

FS	INITIAL INSP. DATE	HM
081392	081392	

FS	PERMIT EXP. DATE	HM
033094	033094	

FS	INSP/GEO AREA	HM
2108		

Initial Inspection: Completion Date: Employee/Company No.: Visits:

NOTICE OF FIRE AND SAFETY HAZARDS AND/OR PERMITS REQUIRED:
You are hereby notified that an inspection of your premises has disclosed that the following permits are required and/or that corrections are required for the following violations of the following provisions of Title 19, Title 24 or Title 25 of the California Code of Regulations, the California Health and Safety Code, or the San Jose Municipal Code.

CODE SECTION	P/V	DESCRIPTION	APPR.	DATE
		☐ SERVICE FIRE EXTINGUISHER ☐ PROVIDE NONCOMBUSTIBLE TRASH CONTAINER		
		☐ NO EXTENSION CORDS IN PLACE OF PERMANENT WIRING ☐ PROVIDE FIRE EXTINGUISHER		
		☐ OTHER VIOLATIONS AS NOTED BELOW:		
A13 FC4101a13	P	FLAM/COMB LIQ/TNK		
A19 FC4101a19	P	HIGH PILE COMB ST		
A40 FC4101a40	P	WELDING/CUTTING		
A44 MC1768600	P	HAZMAT STORAGE		

HMMP: DATE REC'D: DATE APPROVED: PERMIT STATUS: Z E V

REPRINT THIS INFORMATION FOR REFERENCE NEXT YEAR ☐ HM 3/2 8/2 SUP. APPR.

Inspections are billed in 30 minute increments with a 1 hour minimum for initial inspections; e.g. 30 minutes = 1; 1 hour = 2; 1:30 = 3; etc.

CLASS	1	2	3	4	5	6	8	9	Ttl
SOLID									
LIQUID									
GAS									
TOTAL									

TIME / DATE / OCC. INIT. NO FEE

FILE COPY

ORDER TO COMPLY:

As such conditions are contrary to law, you are hereby required to correct said conditions immediately upon receipt of this notice.

An inspection to determine whether or not you have complied with this notice will be conducted on or after _____ days.

Failure to comply with the foregoing order by the date of reinspection may cause a **CITATION** to be issued for the penalties provided by law for such violations and may also render you liable for all suppression costs that might occur in the event of a fire.

X Occupant | X Inspecting Officer (Print Name, Assignment) | X Inspecting Officer (Signature)

240-14
(REV. 4/94)

RECORD OF INSPECTION

TELEPHONE (408) 277-4656

San Jose Fire Department
Four North Second Street
Suite 1100
San Jose, CA 95113-1305

File Number: 403909 PAGE 1 OF 1

Bus. Acct. No.: 017622 Bus. Start Date:

FS ☑ HM ☑ I/R ☐ PR ☐

BILLED OCT 21 1992

BUSINESS INFORMATION

Street Number	Dir	Street Name	Type	Building Unit	Map Page	X	Y	Sta. No.	Cnty.
00915		STORY	RD	97A					N

Business Name: HEWLETT PACKARD ~~MICRO SEMI~~ (Micro Semi)

Business Phone: ~~993-4079~~ 293-2444

Plan Check No.:

Business Owners Name (Last, First): HEWLETT PARKARD ~~SEMICONDUCTOR~~

Area Code: Emergency Phone Number: 293-2444

BILLING INFORMATION IF NO B/ACCT NO

Street Number: 915 Dir: Street Name: STORY RD 97A Type:

Area Code: Emergency Phone Number:

City: SAN JOSE, State: CA Zip Code: 95122-2630

BUILDING INFORMATION

UBC	NFPA	SIC	Bldgs.	Mgt	Cmplx.	Yr. Const.	Stories	Sq. Ft. Gr. Flr.
82	891	1		1		90	02	100,000

Sprnk.	Stndpipe	5 Yr. Test Date	Alarm	5 Yr. Test Date	Spec. Sys	Assmbly.	O.L.	Dining
1	0	020192	0	NA	0	0	0	

FS	LAST INSP. DATE	HM
	020392	

FS	PERMIT EXP. DATE	HM
	033093	

FS	INSP/GEO AREA	HM
	2108	

HAZ MAT INFORMATION

UG Tanks	Tank Type	Monitor	AG Tanks	Toxic Gas	Flam Gas	Gas Mon.	HMOC	HMMP
0							3	1

Initial Inspection	Completion Date	Employee/Company No.	Visits
8-13-92	10-15-92	601993	3

NOTICE OF FIRE AND SAFETY HAZARDS AND/OR PERMITS REQUIRED:

You are hereby notified that an inspection of your premises has disclosed that the following permits are required and/or that corrections are required for the following violations of the following provisions of Title 19, Title 24 or Title 25 of the California Code of Regulations, the California Health and Safety Code, or the San Jose Municipal Code.

CODE SECTION	P/V	DESCRIPTION	APPR.	DATE
		☐ SERVICE FIRE EXTINGUISHER ☐ PROVIDE NONCOMBUSTIBLE TRASH CONTAINER		
		☐ NO EXTENSION CORDS IN PLACE OF PERMANENT WIRING ☐ PROVIDE FIRE EXTINGUISHER		
		☐ OTHER VIOLATIONS AS NOTED BELOW:		
A13 ✓ FC4101a13		Flammable/Comb liq tank add	RH	10-15-92
A19 ✓ FC4101a19	P	HIGH PILE COMB ST	RH	8-13-92
A40 ✓ FC4101a40	P	WELDING/CUTTING	RH	8-13-92
A44 ✓ MC1768600	P	Haz-Mat Storage add	RH	8-13-92
	✓	Maintain 4 ft space between rack in	RH	10-15-92
		warehouse area		
	✓	Provide hazardous material management plan	RH	10-15-92

HMMP: DATE REC'D: 10-15-92 DATE APPROVED: 10-15-92 PERMIT STATUS: Z E X

REPRINT THIRD INFORMATION FOR REFERENCE NEXT YEAR ☐

SUP. APPR.

INSPECTIONS ARE BILLED IN 30 MINUTE INTERVALS WITH 1 HOUR MINIMUM FOR INITIAL INSPECTION.

CLASS	1	2	3	4	5	6	8	9	Ttl
SOLID									
LIQUID			2				2		
GAS									
TOTAL			2				2		4

TIME	2	1	1			NO FEE
DATE	8-13-92	9-8-92	10-15-92			
OCC. INIT.	HG	HG	HG			

FILE COPY

ORDER TO COMPLY:

As such conditions are contrary to law, you are hereby required to correct said conditions immediately upon receipt of this notice.

An inspection to determine whether or not you have complied with this notice will be conducted on or after 21 days.

Failure to comply with the foregoing order by the date of reinspection may cause a CITATION to be issued for the penalties provided by law for such violations.

X [signature] Occupant

X Roland Hooks BFP Inspecting Officer (Print Name, Assignment)

X [signature] Inspecting Officer (Signature)

240-14 (REV 7/91)

PO

San Jose Fire Department
Four North Second Street
Suite 1100
San Jose, CA 95113-1305

RECORD OF INSPECTION

TELEPHONE (408) 277-

File Number

PAGE 1 OF 1

Bus Acct No.

Bus Start Date

FS HM I/R PR

	Street Number	Dir.	Street Name	Type	Zip	Building Unit	Map Page	X	Y	1st Due	Cnty.
BUSINESS INFORMATION	935		McLaughlin								

Business Name: Hewlett Packard

Business Phone:

Plan Check No: 93/5607

Business Owners Name (Last, First): Hallmark Const.

Area Code / Emergency Phone Number:

BILLING INFORMATION IF NO B/ACCT NO.

Street Number: 756 Dir: San Street Name: Aleso Type: Ave

Area Code / Emergency Phone Number:

City: Sunnyvale State: CA Zip Code: 94086

BUILDING INFORMATION

UBC	NFPA	SIC	Bldgs.	Mgt.	Yr. Const.	Stories	Sq. Ft. Gr. Flr.

Sprnk.	Standpipe	5 Yr. Test Date	Alarm	Spec. Sys.	Assmbly.	O L	Dining

HAZ MAT INFORMATION

UG Tanks	Tank Type	Monitor	AG Tanks	Toxic Gas	Flam. Gas	Gas Mon.	HMOC	HMMP

FS	INITIAL INSP DATE	HM

FS	PERMIT EXP DATE	HM

FS	INSP/GEO AREA	HM

Initial Inspection	Completion Date	Employee/Company No.	Visits
3/10/94	3/10/94	002110	1

NOTICE OF FIRE AND SAFETY HAZARDS AND/OR PERMITS REQUIRED:

You are hereby notified that an inspection of your premises has disclosed that the following permits are required and/or that corrections are required for the following violations of the following provisions of Title 19, Title 24 or Title 25 of the California Code of Regulations, the California Health and Safety Code, or the San Jose Municipal Code.

CODE SECTION	P/V	DESCRIPTION	APPR	DATE
		☐ SERVICE FIRE EXTINGUISHER ☐ PROVIDE NONCOMBUSTIBLE TRASH CONTAINER		
		☐ NO EXTENSION CORDS IN PLACE OF PERMANENT WIRING ☐ PROVIDE FIRE EXTINGUISHER		
		☐ OTHER VIOLATIONS AS NOTED BELOW:		
		FDIC Inspection		
		No Violations Noted At this Time		

HMMP: DATE REC'D: DATE APPROVED: PERMIT STATUS: Z E V

REPRINT THIS INFORMATION FOR REFERENCE NEXT YEAR ☐

SUP. APPR.

30 Minutes–1 • 1 Hour–2** • 1:30–3 • 2 Hours–4 • 2:30–5 • 3 Hours–6 • **Initial Inspection minimum 1 Hour

CLASS	1	2	3	4	5	6	8	9	Ttl
SOLID		■	■						■
LIQUID		■		■					■
GAS	■		■	■	■	■	■	■	■
TOTAL									

TIME	2				
DATE	3/10/94				
OCC. INIT.	D				

NO FEE

FILE COPY

ORDER TO COMPLY:

As such conditions are contrary to law, you are hereby required to correct said conditions immediately upon receipt of this notice.

An inspection to determine whether or not you have complied with this notice will be conducted on or after _____ days.

Failure to comply with the foregoing order by the date of reinspection may cause a CITATION to be issued for the penalties provided by law for such violations and may also render you liable for all suppression costs that might occur in the event of a fire.

X Occupant

X Tim Borden
Inspecting Officer (Print Name, Assignment)

X Inspecting Officer (Signature)

240-14
(REV. 7/93)

RECORD OF INSPECTION

TELEPHONE (408) 277-4656

San Jose Fire Department
Four North Second Street
Suite 1100
San Jose, CA 95113-1305

BILLED JUL 18 1994

HM ✓ R ✓ PR

File Number: 403909 PAGE ___ OF ___

Bus. Acct. No.: 017622 Bus. Start Date: 031992

Map Page: 3304 X 2

BUSINESS INFORMATION

Street Number	Dir.	Street Name	Type	Zip	Building Unit	Map Page			1st Due	Cnty.
00915		STORY RD		95122-2630	97A				00	N

Business Name: HEWLETT PACKARD MICRO-SEMI

Business Phone: 293-2444 Plan Check No.:

Business Owners Name (Last, First): HEWLETT PARKARD

Area Code / Emergency Phone Number: 408-293-2444

BILLING INFORMATION IF NO B/ACCT NO.

Street Number / Dir / Street Name / Type: 350 W TRIMBLE RD MS91-BC

Area Code / Emergency Phone Number:

City / State / Zip Code: SAN JOSE, CA 95131-1008

BUILDING INFORMATION

UBC	NFPA	SIC	Bldgs	Mgt.	Yr. Const.	Stories	Sq. Ft. Gr. Flr
E2	891	9600		1	90	02	100,000

Sprink.	Standpipe	5 Yr. Test Date	Alarm	Spec. Sys.	Assembly	O.L.	Dining
1	0	020192	0	0	0	0	

FS	INITIAL INSP. DATE	HM
	081392	081392

FS	PERMIT EXP. DATE	HM
	033094	033094

FS	INSP/GEO AREA	HM
	2108	

HAZ MAT INFORMATION

UG Tanks	Tank Type	Monitor	AG Tanks	Toxic Gas	Flam. Gas	Gas Mon.	HMOC	HMMP
0			0				3	1

Initial Inspection	Completion Date	Employee/Company No	Visits
7/6/94	7/6/94	001168	1

NOTICE OF FIRE AND SAFETY HAZARDS AND/OR PERMITS REQUIRED:

You are hereby notified that an inspection of your premises has disclosed that the following permits are required and/or that corrections are required for the following violations of the following provisions of Title 19, Title 24 or Title 25 of the California Code of Regulations, the California Health and Safety Code, or the San Jose Municipal Code.

CODE SECTION	P/V	DESCRIPTION	APPR	DATE
		☐ SERVICE FIRE EXTINGUISHER ☐ PROVIDE NONCOMBUSTIBLE TRASH CONTAINER		
		☐ NO EXTENSION CORDS IN PLACE OF PERMANENT WIRING ☐ PROVIDE FIRE EXTINGUISHER		
		☐ OTHER VIOLATIONS AS NOTED BELOW:		
A13 JFC4101a13	P	FLAM/COMB LIQ/TNK renewal		
A19 JFC4101a19	P	HIGH PILE-COMB ST.		
A40 JFC4101a40	P	WELDING/CUTTING 3/94-3/95		
A44 MC1768600	P	HAZMAT STORAGE		
		No violations noted at this time		

HMMP: DATE REC'D: 7/6/94 DATE APPROVED: 7/6/94 PERMIT STATUS: Z E V

REPRINT THIS INFORMATION FOR REFERENCE NEXT YEAR ☐ HM 3/2 8/2

SUP. APPR.

30 Minutes–1 • 1 Hour–2** • 1:30–3 • 2 Hours–4 • 2:30–5 • 3 Hours–6 • **Initial Inspection minimum 1 Hour

CLASS	1	2	3	4	5	6	8	9	Ttl
SOLID									
LIQUID			2				2		
GAS									
TOTAL			2				2		4

TIME	2					
DATE	7/6/94					
OCC. INIT.	DDS					

NO FEE

FILE COPY

ORDER TO COMPLY:

As such conditions are contrary to law, you are hereby required to correct said conditions immediately upon receipt of this notice.

An inspection to determine whether or not you have complied with this notice will be conducted on or after _____ days.

Failure to comply with the foregoing order by the date of reinspection may cause a CITATION to be issued for the penalties provided by law for such violations and may also render you liable for all suppression costs that might occur in the event of a fire.

X Occupant

X Ronald Hackett BFP
Inspecting Officer (Print Name, Assignment)

X
Inspecting Officer (Signature)

240-14
(REV 7/93)

RECORD OF INSPECTION

TELEPHONE (408) 277-4656

7/94

San Jose Fire Department
Four North Second Street
Suite 1100
San Jose, CA 95113-1305

BILLED JAN 30 1996

FS HM I/R PR

File Number: 403909 PAGE ___ OF ___

Bus. Acct. No.: 033042 Bus. Start Date: 031992

BUSINESS INFORMATION

Street Number	Dir.	Street Name	Type	Zip	Building Unit	Map Page	X	Y	1st Due	Only
00915		STORY RD		95122	97A				03	N

Business Name: HEWLETT PACKARD MICRO-SEMI

Business Phone: 293-2444 Plan Check No.:

BILLING INFORMATION IF NO B'ACCT NO.

Business Owners Name (Last, First): HEWLETT PARKARD

Area Code / Emergency Phone Number: 408-293-2444

Street Number / Dir. / Street Name / Type: 350 W TRIMBLE RD

Area Code / Emergency Phone Number:

City / State / Zip Code: SAN JOSE, CA 95131-1096

BUILDING INFORMATION

Use UBC	Cert UBC	Plng Zone	NFPA	SIC	Bldgs.	Mgt.	Yr. Const.	Stories	Sq. Ft. Gr. Flr.
B2			891	9600		1	90	02	100,000

Sprnk.	Stndpipe	5 Yr. Test Date	Alarm	Spec. Sys.	Assmbly.	O.L.	Dining
1	0	020192	0	0	0	0	

HAZ MAT INFORMATION

UG Tanks	Tank Type	Monitor	AG Tanks	Toxic Gas	Flam. Gas	Gas Mon.	HMOC	HMMP
0			0				3	1

FS	INITIAL INSP. DATE	HM
	070694	070694
FS	PERMIT EXP. DATE	HM
	033096	033096
FS	INSP/GEO AREA	HM
	2108	

Initial Inspection	Completion Date	Employee/Company No.	Visits
1-22-96	1-22-96	00112	01

NOTICE OF FIRE AND SAFETY HAZARDS AND/OR PERMITS REQUIRED:

You are hereby notified that an inspection of your premises has disclosed that the following permits are required and/or that corrections are required for the following violations of the following provisions of Title 19, Title 23, Title 24, or Title 25 of the California Code of Regulations, Chapter 6.7 and 6.95 of the California Health and Safety Code, or the San Jose Municipal Code.

CODE SECTION		P/V	DESCRIPTION	APPR.	DATE
			☐ SERVICE FIRE EXTINGUISHER ☐ PROVIDE NONCOMBUSTIBLE TRASH CONTAINER		
			☐ NO EXTENSION CORDS IN PLACE OF PERMANENT WIRING ☐ PROVIDE FIRE EXTINGUISHER		
			☐ OTHER VIOLATIONS AS NOTED BELOW:		
A13	FC4101a13	P	FLAM/COMB LIQ/TNK		1/22/96
A19	FC4101a19	P	HIGH PILE COMB ST		
A40	FC4101a40	P	WELDING/CUTTING		
A44	MC1768600	P	HAZMAT STORAGE		

HMMP: DATE REC'D: 1-22-96 DATE APPROVED: 1-22-96 PERMIT STATUS: Z E V

REPRINT THIS INFORMATION FOR REFERENCE NEXT YEAR ☐ HM 3/2 8/2

SUP. APPR.

Inspections are billed in 30 minute increments with a 1 hour minimum for initial inspections; e.g. 30 minutes = 1; 1 hour = 2; 1:30 = 3; etc.

CLASS	1	2	3	4	5	6	8	9	Ttl
SOLID									
LIQUID			2				2		
GAS									
TOTAL			2				2		4

TIME	2					
DATE	1/22/96					
OCC. INIT.	V.J					

NO FEE NPS

FILE COPY

ORDER TO COMPLY:

As such conditions are contrary to law, you are hereby required to correct said conditions immediately upon receipt of this notice.

An inspection to determine whether or not you have complied with this notice will be conducted on or after _____ days.

Failure to comply with the foregoing order by the date of reinspection may cause a CITATION to be issued for the penalties provided by law for such violations and may also render you liable for all suppression costs that might occur in the event of a fire.

X Occupant

X F. CUTNER Inspecting Officer (Print Name, Assignment)

X Inspecting Officer (Signature)

240-14 (REV. 4/95)

1. Building							
File Number	**Address**	**Project Name**	**Application Type**	**Major Use**	**Scope of Work**	**Status**	**Description**
1998 066096 CI	915 STORY RD SAN JOSE	(B)	Commercial/Industrial	Manufacturing	Additions/ Alterations	Finaled	INSTALLATION OF LIFT SUPT STRUCTURE IN WAREHSE AREA
1998 004513 CI	915 STORY RD SAN JOSE	HEWLETT PACKARD	Commercial/Industrial	Manufacturing		Technical Review	INSTALLATION OF LIFT SUPT STRUCTURE IN WAREHSE AREA
1998 054099 CI	915 STORY RD SAN JOSE	(E)	Commercial/Industrial		Additions/ Alterations	Finaled	INSTALL 2 MOTORS
1998 053207 CI	915 STORY RD SAN JOSE	(B)	Commercial/Industrial	Manufacturing	Additions/ Alterations	Expired	NEW CONCRETE PIT FOR MAT. HANDLING EQUIP
1997 071980 CI	915 STORY RD SAN JOSE	(B)	Commercial/Industrial	Manufacturing	Additions/ Alterations	Expired	RELOCATE EXIST PALLET RACKS
1997 005345 CI	915 STORY RD SAN JOSE	H.P. PALLET RACKS	Commercial/Industrial	Manufacturing		Technical Review	RELOCATE EXIST PALLET RACKS
1997 068457 CI	915 STORY RD SAN JOSE	(B)	Commercial/Industrial	Manufacturing	Additions/ Alterations	Expired	INSTALL DIESEL TANK FOR EMERGENCY BACKUP SYS
1997 063102 CI	915 STORY RD SAN JOSE	(B P)	Commercial/Industrial			Finaled	CLOSE OUT 2 PERMITS- 1 TIME INSPECTION
1997 059765 CI	915 STORY RD SAN JOSE	(B)	Commercial/Industrial	Manufacturing	Additions/ Alterations	Expired	INSTALL 2 LIFT STRUCTURES AND 2 JIBS

1997 002420 CI	915 STORY RD SAN JOSE	HP	Commercial/Industrial			Technical Review	INSTALL 2 LIFT STRUCTURES AND 2 JIBS
1997 050855 CI	915 STORY RD SAN JOSE	HEWLETT PACKARD (B)	Commercial/Industrial	Manufacturing	Additions/ Alterations	Expired	BUILT (4) CONCRETE PITS INSIDE BUILDING
1997 050362 CI	915 STORY RD SAN JOSE	(M)	Commercial/Industrial	Manufacturing	Additions/ Alterations	Finaled	BATHROOM UPGRADES, LOBBY MODS, NEW BREAKROOM
1996 078954 CI	915 STORY RD SAN JOSE	(P)	Commercial/Industrial	Manufacturing	Additions/ Alterations	Finaled	BATHROOM UPGRADES, LOBBY PLUMB
1996 078824 CI	915 STORY RD SAN JOSE	(E)	Commercial/Industrial	Manufacturing	Additions/ Alterations	Finaled	BATHROOM UPGRADES, LOBBY MODS, NEW BREAKROOM
1996 078284 CI	915 STORY RD SAN JOSE	(B)	Commercial/Industrial	Manufacturing	Additions/ Alterations	Finaled	BATHROOM UPGRADES, LOBBY MODS, NEW BREAKROOM
1996 074850 CI	915 STORY RD SAN JOSE	(B)	Commercial/Industrial	Manufacturing	Additions/ Alterations	Finaled	INSTALL JIB CRANE LIFT & HOIST SUPPORT STRUCTURE
1996 074429 CI	915 STORY RD SAN JOSE	(B)	Commercial/Industrial	Manufacturing	Additions/ Alterations	Finaled	INSTALL JIB CRANE
1996 017864 CI	915 STORY RD SAN JOSE	HP	Commercial/Industrial	Manufacturing		Technical Review	INSTALL JIB CRANE LIFT & HOIST SUPPORT STRUCTURE
1996 014202	915 STORY RD SAN JOSE	HP/JIB CRANE	Commercial/Industrial			Technical Review	INSTALL JIB CRANE

CI							
1996 061746 CI	915 STORY RD SAN JOSE	(B)	Commercial/Industrial	Manufacturing	Additions/ Alterations	Finaled	INSTALL LIFT SUPPORT STRUCTURE
1996 061219 CI	915 STORY RD SAN JOSE	(E)	Commercial/Industrial		Additions/ Alterations	Closed	INSTALL LIGHT
1996 000195 CI	915 STORY RD SAN JOSE	HEWLETT PACKARD	Commercial/Industrial	Manufacturing		Technical Review	INSTALL LIFT SUPPORT STRUCTURE
1995 009451 CI	915 STORY RD SAN JOSE	(E)	Commercial/Industrial	Manufacturing	Additions/ Alterations	Closed	INSTALL ELECTRICAL CONVEYOR CONNECTIONS
1995 009042 CI	915 STORY RD SAN JOSE	(P)	Commercial/Industrial		Additions/ Alterations	Closed	STORM DRAIN-1 MANHOLE, 2 INLET DRAINS
1995 009004 CI	915 STORY RD SAN JOSE	(P)	Commercial/Industrial	Manufacturing	Additions/ Alterations	Closed	CREATE (2) NEW AUTO PARK- ING LOTS. (NO BLDG. DEMO.)
1995 008977 CI	915 STORY RD SAN JOSE	(B)	Commercial/Industrial	Manufacturing	Additions/ Alterations	Finaled	LIFT SUPPORT STRUCTURE
1995 008885 CI	915 STORY RD SAN JOSE	(B)	Commercial/Industrial	Manufacturing	Additions/ Alterations	Closed	INSTALL PITS FOR PALLETT LIFT PITS
1995 008344 CI	915 STORY RD SAN JOSE	(E)	Commercial/Industrial		Additions/ Alterations	Closed	5 LOW PRESSURE SODIUM LIGHT POLES
1995	915 STORY RD	(M)	Commercial/I		Additions/	Closed	MOVE 2 HEATERS

008201 CI	SAN JOSE		ndustrial		Alterations		
1995 008149 CI	915 STORY RD SAN JOSE	(B)	Commercial/Industrial	Manufacturing	Additions/ Alterations	Closed	CREATE (2) NEW AUTO PARK- ING LOTS. (NO BLDG. DEMO.)
1995 007371 CI	915 STORY RD SAN JOSE	HEWLWTT -PACKARD	Commercial/Industrial			Technical Review	CREATE (2) NEW AUTO PARK- ING LOTS. (NO BLDG. DEMO.)
1995 004673 CI	915 STORY RD SAN JOSE	HEWLETT PACKARD (B)	Commercial/Industrial	Manufacturing	Additions/ Alterations	Closed	INSTALL CONVEYOR LINE
1995 004505 CI	915 STORY RD SAN JOSE	(E)	Commercial/Industrial		Additions/ Alterations	Finaled	MISC. ELEC. HOOKUP OF NEW ASSEMBLY AREA.
1995 004438 CI	915 STORY RD SAN JOSE	(M)	Commercial/Industrial		Additions/ Alterations	Finaled	ADD RADIANT HEATERS.
1995 004353 CI	915 STORY RD SAN JOSE	(E)	Commercial/Industrial		Additions/ Alterations	Finaled	WIRE RECPT
1995 004220 CI	915 STORY RD SAN JOSE	(P)	Commercial/Industrial		Additions/ Alterations	Finaled	GAS LINE FOR HEATERS
1995 003968 CI	915 STORY RD SAN JOSE	(M)	Commercial/Industrial	Manufacturing	Additions/ Alterations	Finaled	INSTALL TWO RADIANT HEATERS
1995 003616 CI	915 STORY RD SAN JOSE	(B)	Commercial/Industrial	Manufacturing	Additions/ Alterations	Closed	INSTALL PALLET LIFT PITS
1995 003615	915 STORY RD SAN JOSE	(B)	Commercial/Industrial	Manufacturing	Additions/ Alterations	Closed	INSTALL DOOR AND CARD

CI							
1995 004450 CI	915 STORY RD SAN JOSE	HP BUILDING	Commercial/Industrial			Technical Review	INSTALL DOOR AND CARD
1994 038169 CI	915 STORY RD SAN JOSE	(E)	Commercial/Industrial		Additions/ Alterations	Finaled	ELECTRICAL FOR TI
1994 037443 CI	915 STORY RD SAN JOSE	(B)	Commercial/Industrial	Manufacturing	Additions/ Alterations	Finaled	INSTALL TELCO CLOSET AND DROP CEILING
1994 031310 CI	915 STORY RD SAN JOSE	(M)	Commercial/Industrial		Additions/ Alterations	Closed	INSTALL HVAC UNIT
1993 015607 CI	915 STORY RD SAN JOSE	ENTRY ADD. H-P	Commercial/Industrial			Technical Review	ADD NEW LOBBY - 528 SQ FT
1993 000169 CI	915 STORY RD SAN JOSE	H-P	Commercial/Industrial			Technical Review	ADD LIFT ASSIST FOR H-P
1992 003286 CI	915 STORY RD SAN JOSE	HEWLETT-PACKARD	Commercial/Industrial	Manufacturing		Technical Review	INSTALL HOIST SUPPORT STRUCTURE
1992 002792 CI	915 STORY RD SAN JOSE	HEWLETT PACKARD	Commercial/Industrial			Technical Review	STORAGE RACK
1991 001248 CI	915 STORY RD SAN JOSE	HP CRANE RUNWAY SYST ()	Commercial/Industrial		Additions/ Alterations	Finaled	INST. OF OVERHEAD VACCUM ASSIST EQUIPMENT.
1992 002684 CI	915 STORY RD SAN JOSE	HP CRANE RUNWAY SYST	Commercial/Industrial			Technical Review	INST. OF OVERHEAD VACCUM ASSIST EQUIPMENT.

County of Santa Clara

Department of Environmental Health
Hazardous Materials Compliance Division
2220 Moorpark Avenue
P.O. Box 28070
San Jose, CA 95159-8070
(408) 299-6930 Fax (408) 280-6479

RECEIVED
JUL 23 1998
Reviewed by
Date

Program Record ID	E	SC	Time
340009			

OFFICIAL NOTICE OF INSPECTION

Facility Name:	Hewlett Packard Company	Inspection Date:	6/24/98
Site Address:	915 Story Road, San Jose	Work Area:	614
Contact Person(s):	Kim Austin / Joyce Gee	Employee No.:	4677
Inspection Type:	☐ Hazardous Materials ☑ Hazardous Waste ☐ Toxic Gas ☐ Cal-Accidental Release Prevention Program ☐ Medical Waste Storage/Treatment ☐ Medical Waste Generator	Samples Taken? Photographs Taken?	☐ Yes; ☑ No. ☐ Yes; ☑ No.

VIOLATIONS: Codes noted below in the "Violation Code" column represent specific violations of State law and/or local Ordinance. These codes are defined in the attached Violation Codes document(s). Time granted for correction of violations does not preclude any enforcement action by this Department or other agencies. This facility may be subject to reinspection at any time.

Violation Codes	Summary of Violations, Notice to Comply, Observations, and Required Corrective Actions	Corrective Actions Taken
2255	Contingency Plan not updated. Secondary	UPDATED CONTINGENCY
66262.34	Emergency Coordinator listed no longer	PLAN. COPY ATTACHED.
(a)(3)	working for the company. Submit	ALSO SENT COPY TO
66265.	updated plan to this department to verify	FIRE DEPARTMENT - SAN JOSE
	compliance.	
2252	Hazardous waste management training	DAN HAMILTON HAS BEEN
66262.34	Records not available for Dan	CLEARED. HE DOES NOT
(a)(3)	Hamilton. Submit copy of training	HANDLE HAZARDOUS MATERIAL
66265.16	records.	
(e)		
2259	Implement a daily inspection for the	THE DAILY INSPECTION
66262.34	(a)(1) Waste water recycling area. Keep inspection	ARE NOT REQUIRED
66265.195	Records on site for regulatory review.	DUE TO THE SYSTEM
		BEING COMPLETELY SELF
		CONTAINED.

All violations must be corrected within 30 days of the inspection date unless noted otherwise, above. Section 25187.8 of the State Health and Safety Code (H&SC) requires that you write a brief description of the corrective actions you have taken to bring this facility into compliance and submit it to this Department within 5 days of achieving compliance, or within 35 days of the inspection date, whichever comes first. ***(Note: Detailed instructions on actions you must take are printed on the reverse side of this page.)***

Received by: Kim Austin Inspected by: [signature] Entered by:

Certification: I certify under penalty of perjury that this facility has complied with directives specified in this Notice to Comply.

Signature of Owner/Operator: Kimberly Austin Title: EHS COORDINATOR Date: 7/20/98

FACILITY SENDS YELLOW COPY TO AGENCY, KEEPS PINK COPY.

County of Santa Clara

Hazardous Materials Compliance Division
2220 Moorpark Avenue
P.O. Box 28070
San Jose, CA 95159-8070
(408) 299-6930 Fax (408) 280-6479

511768AA
1147I
4-3-97
(3-31-98)

Agency Use Only
BC: 2213-A
WA: 614
LC: 13
CT: 31.05
PS: 1
KG: ~~14 386~~ 6766 n.p.

HAZARDOUS WASTE GENERATOR PERMIT APPLICATION

Business Name (DBA): Hewlett Packard Company

Site Address: 915 Story Road City: San Jose Zip: 95122

Mailing Address: 915 Story Road City: San Jose Zip: 95122
If different from site address.

Business Owner Name: Hewlett Packard Company

Proprietor/Billing Contact Name: Joyce Gee
If different from owner.

Billing Address: _____ City: _____ State: ____ Zip: _____
If different from mailing address.

Facility Phone No.: (408) 293-2444 Days/Hours of Operation: Monday - Friday / 6am-11pm

Contact Person: Joyce Gee Contact Phone No.: (408) 993-4237

Principal Type of Business: Distribution of Electronics EPA ID Number: CAL 912544059

Primary Standard Industrial Classification (SIC) 4 Digit Code No.: 3571

List any other permits you currently have for the storage, treatment and/or disposal of hazardous waste: _____

Hazardous Waste Inventory Information:

The annual permit fee is determined by the total quantity of hazardous waste generated per year. Complete the table below for all hazardous waste inventory *(e.g. used oil, used parts cleaning solvent, used oil filters, waste paint, etc.)*. Additional space is provided on the other side of this form if needed.

Name of Hazardous Waste	Treatment/Disposal Method(s) *(Definitions provided on bottom of page 2)*	Annual Quantity Generated*
Aqueous Parts Cleaner	☐ Recycled on-site. ☐ Treated on-site. ☒ Shipped off-site for recycling/treatment/disposal.	☒ gal. ☐ lbs. 30
Hazardous Waste Liquid (Sludge)	☐ Recycled on-site. ☐ Treated on-site. ☒ Shipped off-site for recycling/treatment/disposal.	☐ gal. ☒ lbs. 458
Waste Oil, diesel	☐ Recycled on-site. ☐ Treated on-site. ☒ Shipped off-site for recycling/treatment/disposal.	☒ gal. ☐ lbs. 1,000 to 1,700

* *Solids must be reported in pounds. Liquids may be reported in either pounds or gallons.*

The undersigned hereby applies for a hazardous waste generator permit from the County of Santa Clara. I hereby certify that the submitted information is true, accurate, and complete.

Signature of Owner/Operator: [signature] Title: EH&S Specialist Date: 3 / 11 / 97

Continued on Other Side

Hazardous Waste Inventory Information *(Continued)*:

Name of Hazardous Waste	Treatment/Disposal Method(s) *(Definitions provided on bottom of page 2)*	Annual Quantity Generated*
	❑ Recycled on-site. ❑ Treated on-site. ❑ Shipped off-site for recycling/treatment/disposal.	❑ gal. ❑ lbs.
	❑ Recycled on-site. ❑ Treated on-site. ❑ Shipped off-site for recycling/treatment/disposal.	❑ gal. ❑ lbs.
	❑ Recycled on-site. ❑ Treated on-site. ❑ Shipped off-site for recycling/treatment/disposal.	❑ gal. ❑ lbs.
	❑ Recycled on-site. ❑ Treated on-site. ❑ Shipped off-site for recycling/treatment/disposal.	❑ gal. ❑ lbs.
	❑ Recycled on-site. ❑ Treated on-site. ❑ Shipped off-site for recycling/treatment/disposal.	❑ gal. ❑ lbs.
	❑ Recycled on-site. ❑ Treated on-site. ❑ Shipped off-site for recycling/treatment/disposal.	❑ gal. ❑ lbs.
	❑ Recycled on-site. ❑ Treated on-site. ❑ Shipped off-site for recycling/treatment/disposal.	❑ gal. ❑ lbs.
	❑ Recycled on-site. ❑ Treated on-site. ❑ Shipped off-site for recycling/treatment/disposal.	❑ gal. ❑ lbs.
	❑ Recycled on-site. ❑ Treated on-site. ❑ Shipped off-site for recycling/treatment/disposal.	❑ gal. ❑ lbs.
	❑ Recycled on-site. ❑ Treated on-site. ❑ Shipped off-site for recycling/treatment/disposal.	❑ gal. ❑ lbs.
	❑ Recycled on-site. ❑ Treated on-site. ❑ Shipped off-site for recycling/treatment/disposal.	❑ gal. ❑ lbs.

* *Solids must be reported in pounds. Liquids may be reported in either pounds or gallons.*

For the following questions, check the appropriate box:

1. Does this facility discharge process waste waters to sanitary sewer? ❑ Yes; ☒ No
2. Does this facility generate infectious/biomedical wastes? ❑ Yes; ☒ No

Definitions of Treatment/Disposal Methods

Recycled on-site: The facility takes the waste or any constituent of the waste, treated or not, and reuses it on-site or ships it off-site as an Excluded Recyclable Material.

Treated on-site: The facility employs any method, technique, or process which changes or is designed to change the physical, chemical, or biological character or composition of the hazardous waste or any material contained therein, or removes or reduces its harmful properties or characteristics for any purpose including, but not limited to, energy recovery, material recovery, or reduction in volume *(e.g. pH adjustment, evaporation, precipitation, filtration, distillation, compacting, etc.)*. If, after treatment, the material is reused at the facility, the "Recycled on-site" box in the waste inventory table should be checked.

Shipped off-site for recycling/treatment/disposal: The facility sends the waste, or any hazardous treatment residual, to an off-site permitted treatment, storage, or disposal facility (TSDF).

Note: Depending on how a waste or its constituents are recycled and/or treated, more than one treatment/disposal category may apply. All applicable boxes in column 2 of the waste inventory table should be checked.

APPENDIX C
ENVIRONMENTAL DATABASE REPORT

TRACK ➤ INFO SERVICES, LLC

Environmental FirstSearch™ Report

TARGET PROPERTY:

915 STORY RD & 935 MCLAUGHLIN AVE

SAN JOSE CA 95122

Job Number: CA1247-1

PREPARED FOR:

Ceres Associates

555 First Street, Suite 303

Benicia, California 94510

07-22-04

Tel: (323) 664-9981 *Fax: (323) 664-9982*

Environmental FirstSearch is a registered trademark of FirstSearch Technology Corporation. All rights reserved.

Environmental FirstSearch
Search Summary Report

Target Site: 915 STORY RD & 935 MCLAUGHLIN AVE
SAN JOSE CA 95122

FirstSearch Summary

Database	Sel	Updated	Radius	Site	1/8	1/4	1/2	1/2>	ZIP	TOTALS
NPL	Y	04-08-04	1.00	0	0	0	0	0	0	0
CERCLIS	Y	02-09-04	0.50	0	0	1	0	-	0	1
NFRAP	Y	02-09-04	0.12	0	0	-	-	-	0	0
RCRA TSD	Y	02-09-04	0.50	0	0	1	0	-	0	1
RCRA COR	Y	02-09-04	1.00	0	0	1	0	0	0	1
RCRA GEN	Y	02-09-04	0.25	0	0	3	-	-	0	3
RCRA NLR	Y	02-09-04	0.12	0	0	-	-	-	0	0
ERNS	Y	12-31-03	0.12	0	0	-	-	-	0	0
State Sites	Y	03-02-04	1.00	0	0	1	0	0	0	1
Spills-1990	Y	07-01-03	0.12	0	0	-	-	-	0	0
SWL	Y	07-07-04	0.50	0	0	1	3	-	1	5
Permits	Y	02-11-04	0.12	0	0	-	-	-	0	0
Other	Y	03-02-04	0.12	0	0	-	-	-	0	0
REG UST/AST	Y	06-02-04	0.25	0	0	2	-	-	0	2
Leaking UST	Y	05-26-04	0.50	0	0	12	9	-	0	21
- TOTALS -				0	0	22	12	0	1	35

Notice of Disclaimer

Due to the limitations, constraints, inaccuracies and incompleteness of government information and computer mapping data currently available to TRACK Info Services, certain conventions have been utilized in preparing the locations of all federal, state and local agency sites residing in TRACK Info Services's databases. All EPA NPL and state landfill sites are depicted by a rectangle approximating their location and size. The boundaries of the rectangles represent the eastern and western most longitudes; the northern and southern most latitudes. As such, the mapped areas may exceed the actual areas and do not represent the actual boundaries of these properties. All other sites are depicted by a point representing their approximate address location and make no attempt to represent the actual areas of the associated property. Actual boundaries and locations of individual properties can be found in the files residing at the agency responsible for such information.

Waiver of Liability

Although TRACK Info Services uses its best efforts to research the actual location of each site, TRACK Info Services does not and can not warrant the accuracy of these sites with regard to exact location and size. All authorized users of TRACK Info Services's services proceeding are signifying an understanding of TRACK Info Services's searching and mapping conventions, and agree to waive any and all liability claims associated with search and map results showing incomplete and or inaccurate site locations.

Environmental FirstSearch
Site Information Report

Request Date:	07-22-04	**Search Type:**	COORD
Requestor Name:	CERES ASSOCIATES	**Job Number:**	CA1247-1
Standard:	ASTM		Filtered Report

TARGET ADDRESS: 915 STORY RD & 935 MCLAUGHLIN AVE
SAN JOSE CA 95122

Demographics

Sites:	35	**Non-Geocoded:**	1	**Population:**	NA
Radon:	NA				

Site Location

	Degrees (Decimal)	Degrees (Min/Sec)		UTMs
Longitude:	-121.857402	-121:51:27	**Easting:**	601222.764
Latitude:	37.333245	37:19:60	**Northing:**	4132249.463
			Zone:	10

Comment

Comment:

Additional Requests/Services

Adjacent ZIP Codes: 1 Mile(s)

ZIP Code	City Name	ST	Dist/Dir	Sel
95112	SAN JOSE	CA	0.52 SW	Y
95116	SAN JOSE	CA	0.34 NW	Y

Services:

	Requested?	Date
Sanborns	No	
Aerial Photographs	No	
Topographical Maps	No	
City Directories	No	
Title Search	No	
Municipal Reports	No	
Online Topos	No	

Environmental FirstSearch
Street Name Report for Streets within .25 Mile(s) of Target Property

TARGET SITE: 915 STORY RD & 935 MCLAUGHLIN AVE
SAN JOSE CA 95122

JOB: CA1247-1

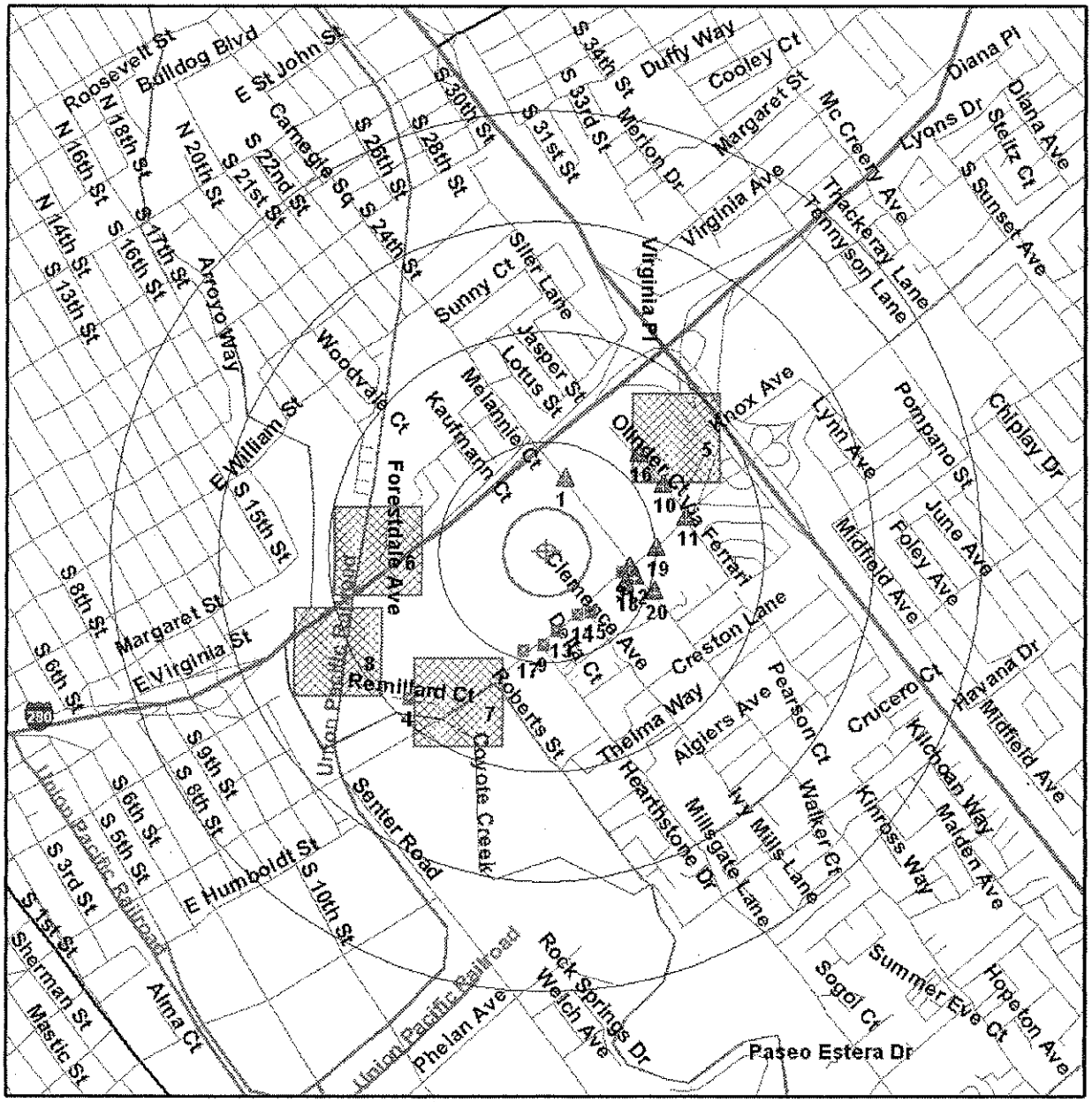
Street Name	Dist/Dir	Street Name	Dist/Dir
Bertolone Ct	0.25 SE		
Clemence Ave	0.15 SE		
I-280	0.19 NW		
Kaufmann Ct	0.25 NW		
Lucretia Ave	0.21 SW		
Macredes Ave	0.23 NW		
McLaughlin Ave	0.13 NE		
Owsley Ave	0.25 SE		
Sargenti Ct	0.25 SE		
Story Rd	0.15 SE		

Environmental FirstSearch

1 Mile Radius

ASTM: All Databases

915 STORY RD & 935 MCLAUGHLIN AVE, SAN JOSE CA 95122



Source: 1999 U.S. Census TIGER Files

Target Site (Latitude: 37.333245 Longitude: -121.857402) .....

Identified Site, Multiple Sites, Receptor .....

NPL, Solid Waste Landfill (SWL) or Hazardous Waste .....

Railroads .....

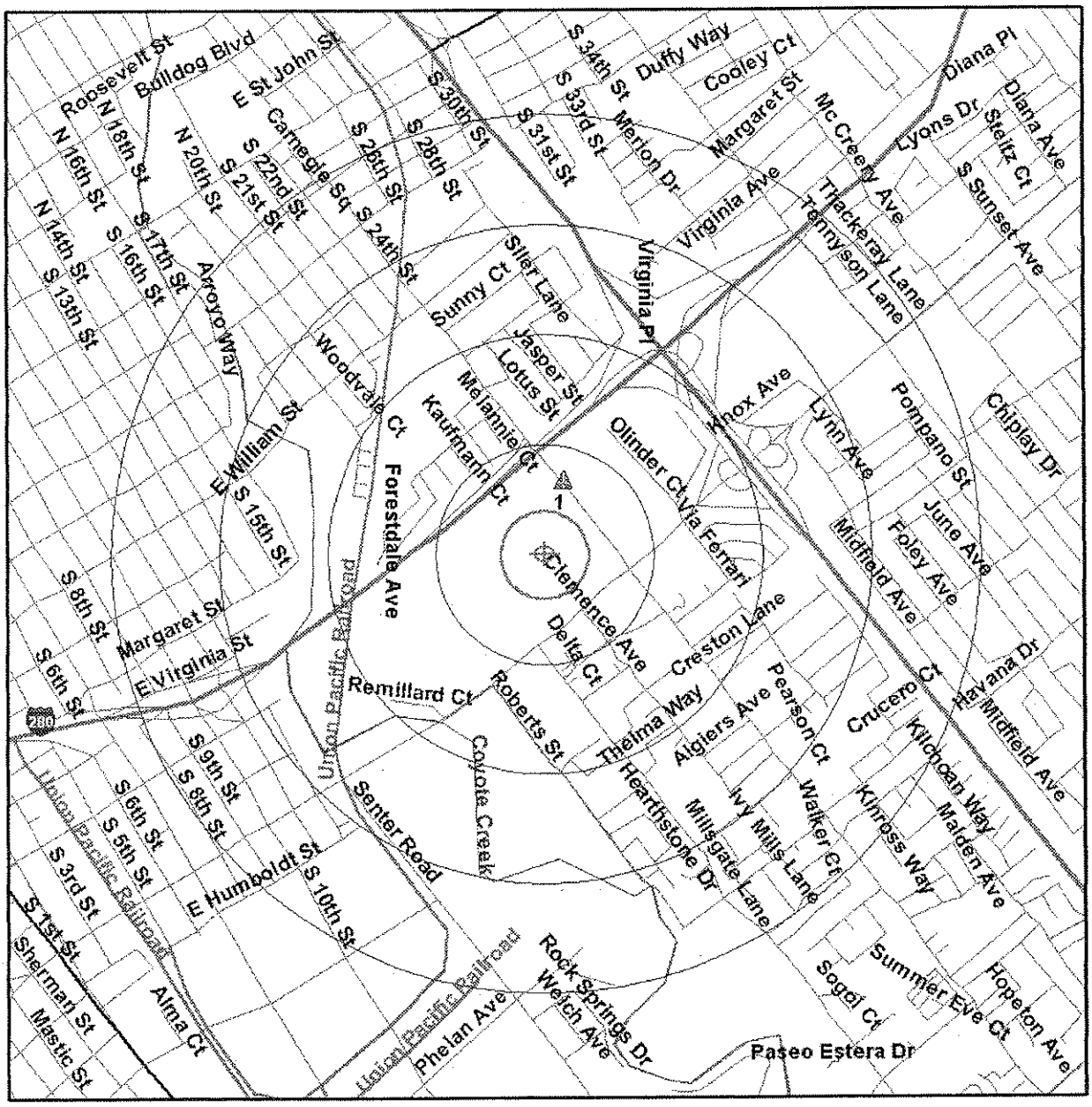
Black Rings Represent 1/4 Mile Radii; Red Ring Represents 500 ft. Radius

Environmental FirstSearch

1 Mile Radius

ASTM: NPL, RCRACOR, STATE

915 STORY RD & 935 MCLAUGHLIN AVE, SAN JOSE CA 95122



Source: 1999 U.S. Census TIGER Files

Target Site (Latitude: 37.333245 Longitude: -121.857402) .....

Identified Site, Multiple Sites, Receptor .....

NPL, Solid Waste Landfill (SWL) or Hazardous Waste .....

Railroads .....

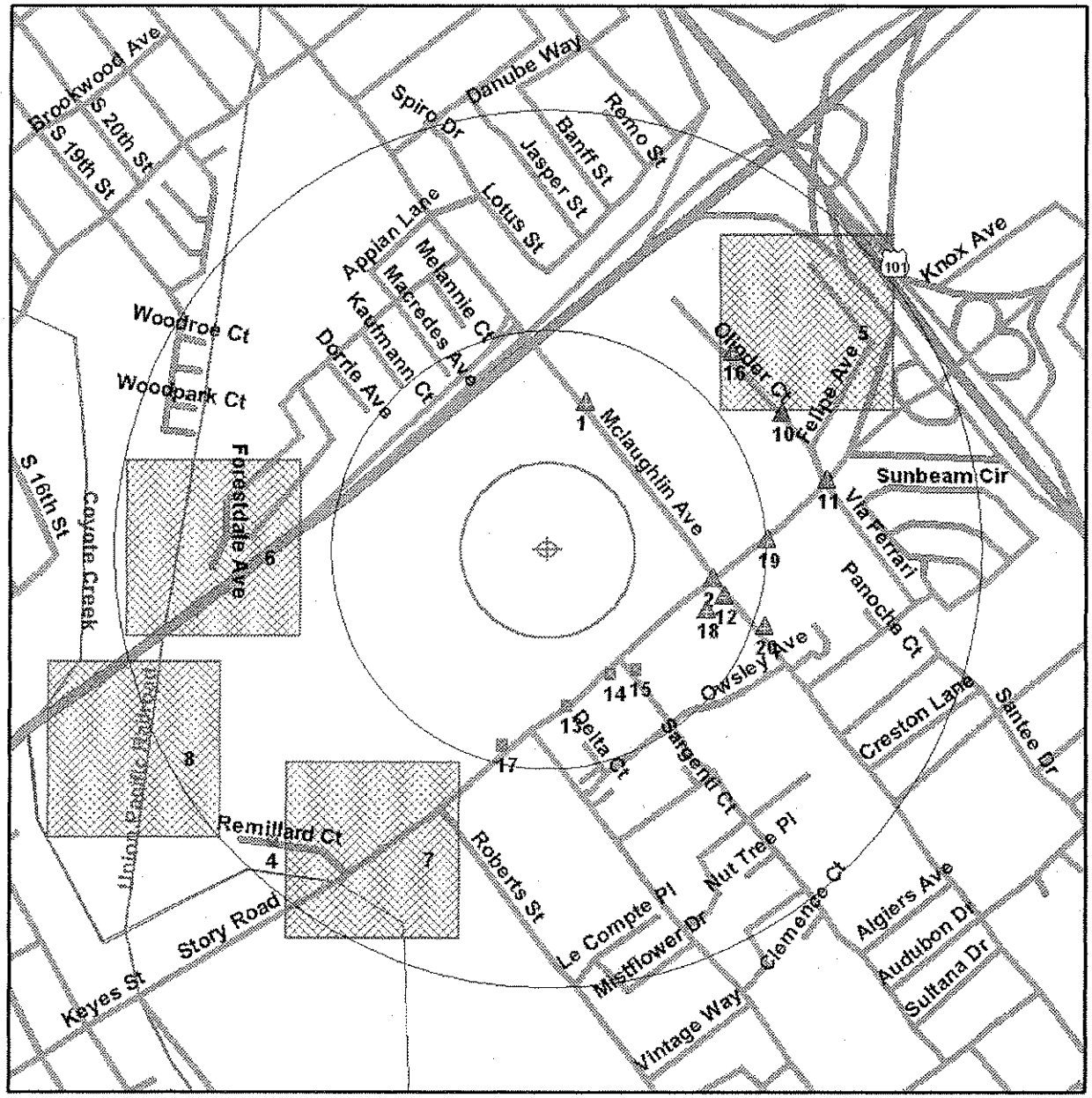
Black Rings Represent 1/4 Mile Radii; Red Ring Represents 500 ft. Radius

Environmental FirstSearch

.5 Mile Radius

ASTM: CERCLIS, RCRATSD, LUST, SWL

915 STORY RD & 935 MCLAUGHLIN AVE, SAN JOSE CA 95122



Source: 1999 U.S. Census TIGER Files

Target Site (Latitude: 37.333245 Longitude: -121.857402) .....

Identified Site, Multiple Sites, Receptor .....

NPL, Solid Waste Landfill (SWL) or Hazardous Waste .....

Railroads .....

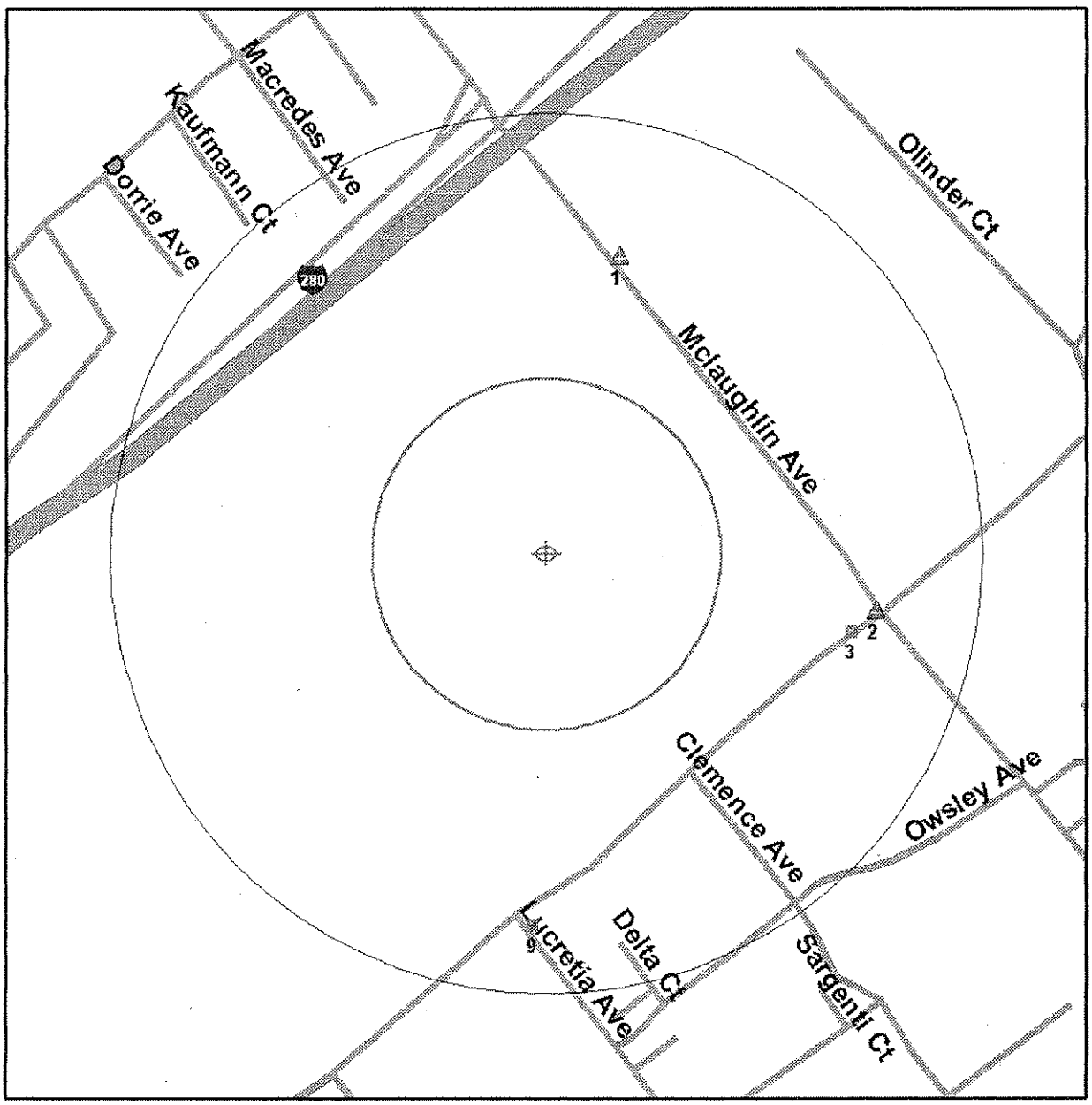
Black Rings Represent 1/4 Mile Radii; Red Ring Represents 500 ft. Radius

Environmental FirstSearch

.25 Mile Radius

ASTM: RCRAGEN, UST

915 STORY RD & 935 MCLAUGHLIN AVE, SAN JOSE CA 95122



Source: 1999 U.S. Census TIGER Files

Target Site (Latitude: 37.333245 Longitude: -121.857402) .....

Identified Site, Multiple Sites, Receptor .....

NPL, Solid Waste Landfill (SWL) or Hazardous Waste .....

Railroads .....

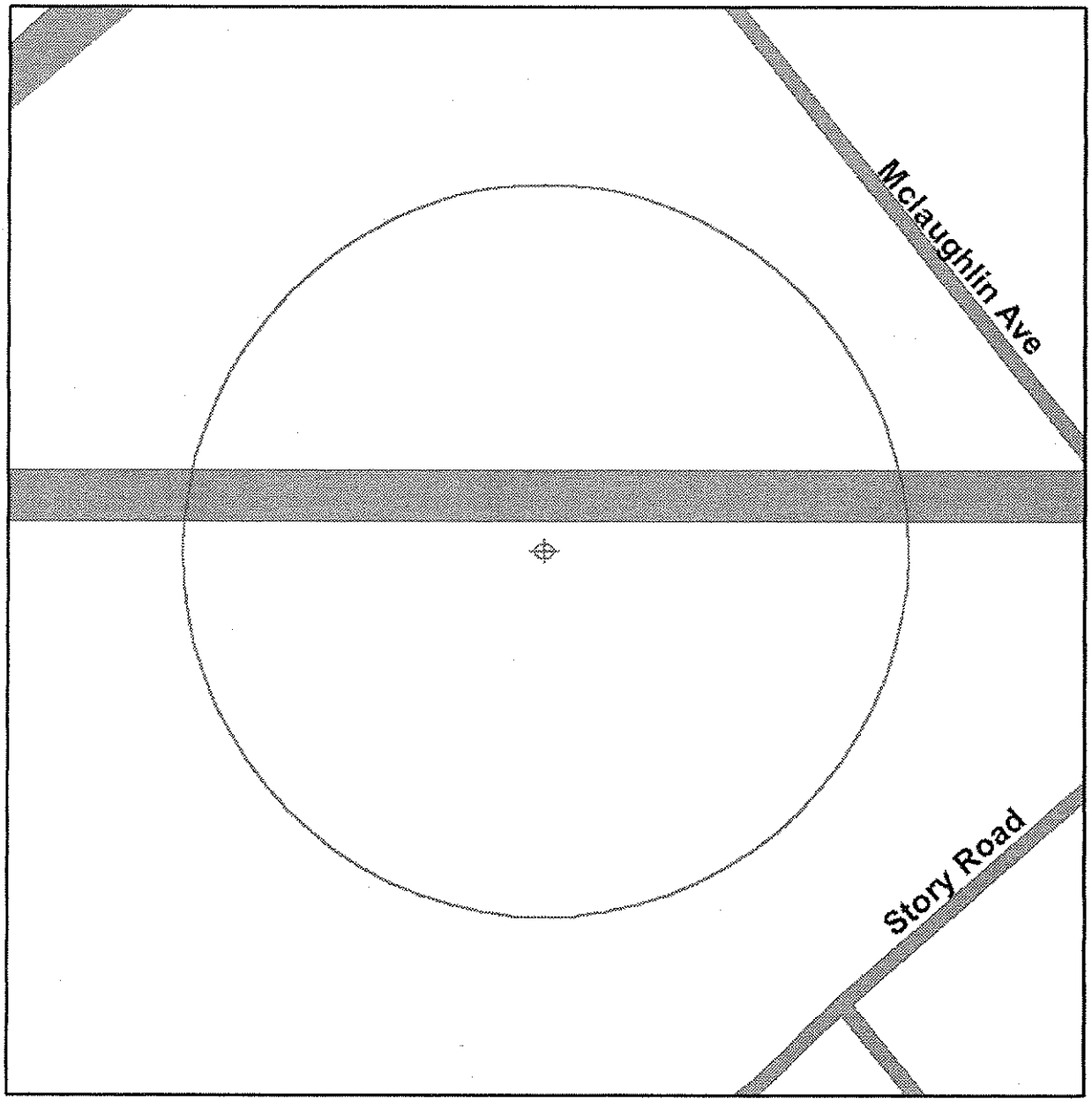
Black Rings Represent 1/4 Mile Radii; Red Ring Represents 500 ft. Radius

Environmental FirstSearch

.12 Mile Radius

ASTM: Multiple Databases

915 STORY RD & 935 MCLAUGHLIN AVE, SAN JOSE CA 95122



Source: 1999 U.S. Census TIGER Files

Target Site (Latitude: 37.333245 Longitude: -121.857402) .....

Identified Site, Multiple Sites, Receptor .....

NPL, Solid Waste Landfill (SWL) or Hazardous Waste .....

Railroads .....

Black Rings Represent 1/4 Mile Radii; Red Ring Represents 500 ft. Radius

Environmental FirstSearch
Sites Summary Report

TARGET SITE: 915 STORY RD & 935 MCLAUGHLIN AVE
SAN JOSE CA 95122

JOB: CA1247-1

TOTAL: 35 **GEOCODED:** 34 **NON GEOCODED:** 1 **SELECTED:** 0

ID	DB Type	Site Name/ID/Status	Address	Dist/Dir	Map ID
19	LUST	MARTINEZ 43-0862/CASE CLOSED	990 STORY RD SAN JOSE CA 95122	0.16 SE	14
7	STATE	ITT-JENNINGS RADIO CAL43360001/PROPERTY/SITE REFERR	970 MCLAUGHLIN AVE SAN JOSE CA 95112	0.17 NE	1
1	CERCLIS	JENNINGS A DIV OF FL IND INC CAD001216548/NOT PROPOSED	970 MCLAUGHLIN AVE SAN JOSE CA 95122	0.17 NE	1
3	RCRACOR	JENNINGS TECHNOLOGY CAD001216548/CA	970 MCLAUGHLIN AVE SAN JOSE CA 95122	0.17 NE	1
2	RCRA	JENNINGS, A DIV OF FL IND INC CAD001216548/TSD	970 MCLAUGHLIN AVE SAN JOSE CA 95122	0.17 NE	1
5	RCRAGN	JENNINGS, A DIV OF FL IND INC CAD001216548/LGN	970 MCLAUGHLIN AVE SAN JOSE CA 95122	0.17 NE	1
20	LUST	MARTINEZ T0608500873/CASE CLOSED	990 STORY RD SAN JOSE CA 95122	0.17 SE	15
18	LUST	HEWLETT PACKARD T0608500717/CASE CLOSED	915 STORY RD SAN JOSE CA 95122	0.18 SE	13
6	RCRAGN	PRICE CLUB NO 425 CAR000013029/SGN	1111 STORY RD SAN JOSE CA 95122	0.18 SE	3
4	RCRAGN	A 1 RENTS CAD982416612/SGN	1145 STORY RD SAN JOSE CA 95122	0.19 SE	2
12	UST	A 1 RENTS SANJOSE400917	1145 STORY RD SAN JOSE CA 95122	0.19 SE	2
15	LUST	A1 RENTS 43-0018/PRELIM. SITE ASSES.	1145 STORY RD SAN JOSE CA 95122	0.19 SE	2
14	LUST	A-1 RENTS T0608500090/POLLUTION CHARACTERI	1145 STORY RD San Jose CA 95122	0.19 SE	2
27	LUST	SHELL 43-1266/CASE CLOSED	1100 STORY RD SAN JOSE CA 95122	0.19 SE	18
28	LUST	SHELL T0608501244/CASE CLOSED	1100 STORY RD SAN JOSE CA 95122	0.19 SE	18
16	LUST	CHEVRON 43-0276/REMEDIATION PLAN	1144 STORY RD SAN JOSE CA 95122	0.21 SE	12
17	LUST	CHEVRON #9-3477 T0608500333/POLLUTION CHARACTERI	1144 STORY RD SAN JOSE CA 95122	0.21 SE	12
13	UST	QUIK STOP MARKET #5086 SANJOSE440213	01100 LUCRETIA AV SAN JOSE CA 95122	0.21 SW	9
23	LUST	QUIK STOP MARKET #86 T0608513416/POLLUTION CHARACTERI	1100 LUCRETIA AVE SAN JOSE CA 95112	0.23 SW	17
8	SWL	AMECAS NEW & USED TIRES SWIS43-TI-1328/ACTIVE	1345 FELIPE AVENUE SAN JOSE CA 95122	0.25 NE	5
29	LUST	SWIM POOL SUPPLY 43-1426/CASE CLOSED	1181 STORY RD SAN JOSE CA 95122	0.25 NE	19

Environmental FirstSearch
Sites Summary Report

TARGET SITE: 915 STORY RD & 935 MCLAUGHLIN AVE
SAN JOSE CA 95122

JOB: CA1247-1

TOTAL: 35 **GEOCODED:** 34 **NON GEOCODED:** 1 **SELECTED:** 0

ID	DB Type	Site Name/ID/Status	Address	Dist/Dir	Map ID
30	LUST	SWIM POOL SUPPLY T0608501398/CASE CLOSED	1181 STORY RD SAN JOSE CA 95122	0.25 NE	19
32	LUST	THERESA COURT JOINT VENTURE T0608580508/CASE CLOSED	1222 MCLAUGHLIN AVE SAN JOSE CA 95122	0.26 SE	20
31	LUST	THERESA COURT JOINT VENTURE 43-1692/CASE CLOSED	1222 MCLAUGHLIN AVE SAN JOSE CA 95122	0.26 SE	20
10	SWL	ROBERTS AVENUE LANDFILL SWIS43-AN-0009/CLOSED	ROBERTS AVENUE SAN JOSE CA	0.26 SW	7
9	SWL	MARTIN PARK LANDFILL SWIS43-AN-0010/CLOSED	FORESTDALE AVENUE SAN JOSE CA	0.28 -W	6
21	LUST	POLYAIRE MECHANICAL T0608570681/CASE CLOSED	1010 OLINDER CT SAN JOSE CA 95122	0.31 NE	16
22	LUST	POLYAIRE MECHANICAL T0608501063/CASE CLOSED	1010 OLINDER ST SAN JOSE CA 95122	0.31 NE	16
25	LUST	RACE STREET FISH & POULTRY T0608501693/CASE CLOSED	1130 OLINDER CT SAN JOSE CA 95122	0.31 NE	10
24	LUST	RACE STREET FISH & POULTRY 43-1759/CASE CLOSED	1130 OLINDER CT SAN JOSE CA 95122	0.31 NE	10
33	LUST	TOSCO - FACILITY #5925 43-1533/POLLUTION CHARACTERI	1299 STORY RD SAN JOSE CA 95122	0.33 NE	11
34	LUST	UNOCAL #5925 T0608501495/REMEDIAL ACTION	1299 STORY RD SAN JOSE CA 95122	0.33 NE	11
11	SWL	STORY ROAD LANDFILL SWIS43-AN-0012/CLOSED	REMILLARD COURT SAN JOSE CA	0.40 SW	8
26	LUST	SANTA CLARA TRANSFER T0608501793/CASE CLOSED	925 REMILLARD CT SAN JOSE CA 95122	0.46 SW	4

Environmental FirstSearch
Sites Summary Report

TARGET SITE: 915 STORY RD & 935 MCLAUGHLIN AVE
SAN JOSE CA 95122

JOB: CA1247-1

TOTAL: 35 **GEOCODED:** 34 **NON GEOCODED:** 1 **SELECTED:** 0

ID	DB Type	Site Name/ID/Status	Address	Dist/Dir	Map ID
35	SWL	SAN JOSE CITY-STORY ROAD LANDF WMUD2 438262N01	US I-280 & COYOTE CREEK SAN JOSE CA 95122	NON GC	

Environmental FirstSearch
Site Detail Report

TARGET SITE: 915 STORY RD & 935 MCLAUGHLIN AVE
SAN JOSE CA 95122

JOB: CA1247-1

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 19 **DIST/DIR:** 0.16 SE **MAP ID:** 14

NAME: MARTINEZ
ADDRESS: 990 STORY RD
SAN JOSE CA 95122
SANTA CLARA
CONTACT:

REV: 07/11/02
ID1: 43-0862
ID2:
STATUS: CASE CLOSED
PHONE:

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

Please note that some data previously provided by the State Water Resources Control Board in the LUSTIS database is not currently being provided by the agency in the most recent edition. Incidents that occurred dating after the year 2000 may not have much information. Field headers with blank information following after should be interpreted as unreported by the agency.

LEAD AGENCY: *LOCAL AGENCY*
REGIONAL BOARD: *SAN FRANCISCO BAY REGION*
LOCAL CASE NUMBER: *07S1E15D01*
RESPONSIBLE PARTY: *BLANK RP*
ADDRESS OF RESPONSIBLE PARTY:
SITE OPERATOR:
WATER SYSTEM:

CASE NUMBER: *43-0862*
CASE TYPE: *OTHER*
SUBSTANCE LEAKED: *GASOLINE*
SUBSTANCE QUANTITY:
LEAK CAUSE: *STRUCTURE FAILURE*
LEAK SOURCE: *TANK*
HOW LEAK WAS DISCOVERED: *TANK CLOSURE*
DATE DISCOVERED (blank if not reported): *10/2/87*
HOW LEAK WAS STOPPED: *CLOSE TANK*
STOP DATE (blank if not reported): *10/2/87*
STATUS: *CASE CLOSED*
ABATEMENT METHOD (please note that not all code translations have been provided by the reporting agency): *EXCAVATE AND DISPOSE- REMOVE CONTAMINATED SOIL AND DISPOSE IN APPROVED SITE. PUMP AND TREAT GROUND WATER. EXCAVATE AND TREAT*
ENFORCEMENT TYPE (please note that not all code translations have been provided by the reporting agency):
DATE OF ENFORCEMENT (blank if not reported):

ENTER DATE (blank if not reported): *9/26/87*
REVIEW DATE (blank if not reported): *2/3/99*
DATE OF LEAK CONFIRMATION (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN WAS SUBMITTED (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN BEGAN (blank if not reported): *11/10/87*
DATE POLLUTION CHARACTERIZATION PLAN BEGAN (blank if not reported):
DATE REMEDIATION PLAN WAS SUBMITTED (blank if not reported):
DATE REMEDIAL ACTION UNDERWAY (blank if not reported):
DATE POST REMEDIAL ACTION MONITORING BEGAN (blank if not reported):
DATE CLOSURE LETTER ISSUED (SITE CLOSED) (blank if not reported): *4/16/98*
REPORT DATE (blank if not reported): *9/16/87*

MTBE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

MTBE DATE(Date of historical maximum MTBE concentration): *1/2/65*
MTBE GROUNDWATER CONCENTRATION: *LESS THAN 5*
MTBE SOIL CONCENTRATION:
MTBE CNTS: *1*
MTBE FUEL: *1*

- Continued on next page -

Environmental FirstSearch
Site Detail Report

TARGET SITE: 915 STORY RD & 935 MCLAUGHLIN AVE
SAN JOSE CA 95122

JOB: CA1247-1

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 19 **DIST/DIR:** 0.16 SE **MAP ID:** 14

NAME: MARTINEZ
ADDRESS: 990 STORY RD
SAN JOSE CA 95122
SANTA CLARA
CONTACT:

REV: 07/11/02
ID1: 43-0862
ID2:
STATUS: CASE CLOSED
PHONE:

MTBE TESTED: *YES*
MTBE CLASS:

Environmental FirstSearch
Site Detail Report

TARGET SITE: 915 STORY RD & 935 MCLAUGHLIN AVE
SAN JOSE CA 95122

JOB: CA1247-1

STATE SITE

SEARCH ID: 7 **DIST/DIR:** 0.17 NE **MAP ID:** 1

NAME: ITT-JENNINGS RADIO
ADDRESS: 970 MCLAUGHLIN AVE
SAN JOSE CA 95112
Santa Clara
CONTACT:

REV: 07/03/00
ID1: CAL43360001
ID2:
STATUS: PROPERTY/SITE REFERRED TO RWQC
PHONE:

OTHER SITE NAMES (blank below = not reported by agency)

OTHER SITE NAMES (blank below = not reported by agency)

OTHER SITE NAMES (blank below = not reported by agency)
LSI JENNINGS

GENERAL SITE INFORMATION
File Name (if different than site name):

Status: *PROPERTY/SITE REFERRED TO RWQCB (REFRW)*
AWP Site Type: *N/A*
NPL Site:
Fund:
Status Date: *07011995*
Lead:
Staff:
Senior Supervisor:

DTSC Region & RWQCB #: *2 / BERKELEY*
Branch: *NORTH COAST*
RWQCB: *SAN FRANCISCO BAY*
Site Access:
On Cortese List:
Groundwater Contamination:
Haz Ranking Score:
Haz Ranking Score:
Number of Sources Contributing to Contamination at the Site: *0*

OTHER AGENCY ID NUMBERS (blank below = not reported by agency)
ID SOURCE NAME, & VALUE: *EPA IDENTIFICATION NUMBER CAD001216548*

DTSC COMMENTS REGARDING THIS SITE (blank below = not reported by agency)

DATE	COMMENT
07081981	*FACILITY DRIVE-BY DRIVE BY OKAY*

DATE	COMMENT
07081981	*RATIONALE FOR NFA NO PROBLEM BASED ON DRIVEBY*

Environmental FirstSearch
Site Detail Report

TARGET SITE: 915 STORY RD & 935 MCLAUGHLIN AVE
SAN JOSE CA 95122

JOB: CA1247-1

CERCLIS SITE

SEARCH ID: 1 **DIST/DIR:** 0.17 NE **MAP ID:** 1

NAME: JENNINGS A DIV OF FL IND INC
ADDRESS: 970 MCLAUGHLIN AVE
SAN JOSE CA 95122
SANTA CLARA
CONTACT: JERE JOHNSON

REV: 2/9/04
ID1: CAD001216548
ID2: 0903319
STATUS: NOT PROPOSED
PHONE: 4159723094

DESCRIPTION:

ACTION/QUALITY	AGENCY/RPS	START/RAA	END
DISCOVERY	EPA Fund-Financed		08-24-1990
PRELIMINARY ASSESSMENT Deferred to RCRA (Subtitle C)	EPA Fund-Financed		02-28-1991

Environmental FirstSearch
Site Detail Report

TARGET SITE: 915 STORY RD & 935 MCLAUGHLIN AVE
SAN JOSE CA 95122

JOB: CA1247-1

RCRA COR SITE

SEARCH ID: 3 **DIST/DIR:** 0.17 NE **MAP ID:** 1

NAME:	JENNINGS TECHNOLOGY	**REV:**	5/10/04
ADDRESS:	970 MCLAUGHLIN AVE	**ID1:**	CAD001216548
	SAN JOSE CA 95122	**ID2:**	
	SANTA CLARA	**STATUS:**	CA
CONTACT:	ROBERT L THOMPSON	**PHONE:**	4082924025 398

SITE INFORMATION

CONTACT INFORMATION: ENVIRONMENTAL MANAGER
ENVIRO MANAGER
970 MCLAUGHLIN AVE
SAN JOSE CA 95122

PHONE: 4082924025

UNIVERSE NAME:

ST: STORAGE AND TREATMENT
SUBJECT TO CEI
DF: LAND DISPOSAL FACILITY
TSDS SUBJECT TO CORRECTIVE ACT
SUBJECT TO CORRECTIVE ACTION
INCINERATOR

SIC INFORMATION:

3675 - MANUFACTURING - ELECTRONIC CAPACITORS
3699 - MANUFACTURING - ELECTRICAL EQUIPMENT AND SUPPLIES,
3699 - MANUFACTURING - ELECTRICAL EQUIPMENT AND SUPPLIES,

ENFORCEMENT INFORMATION:

AGENCY:	S - STATE	**DATE:**	17-AUG-87
TYPE:	120 - WRITTEN INFORMAL		
AGENCY:	S - STATE	**DATE:**	16-MAY-88
TYPE:	210 - INITIAL 3008(A) COMPLIANCE ORDER		
AGENCY:	S - STATE	**DATE:**	03-JUN-88
TYPE:	210 - INITIAL 3008(A) COMPLIANCE ORDER		
AGENCY:	S - STATE	**DATE:**	30-NOV-88
TYPE:	120 - WRITTEN INFORMAL		
AGENCY:	S - STATE	**DATE:**	20-JUN-89
TYPE:	310 - FINAL 3008(A) COMPLIANCE ORDER		
AGENCY:	S - STATE	**DATE:**	22-JAN-90
TYPE:	120 - WRITTEN INFORMAL		

- Continued on next page -

TARGET SITE: 915 STORY RD & 935 MCLAUGHLIN AVE
SAN JOSE CA 95122 **JOB:** CA1247-1

RCRA COR SITE

SEARCH ID: 3 **DIST/DIR:** 0.17 NE **MAP ID:** 1

NAME:	JENNINGS TECHNOLOGY	**REV:**	5/10/04
ADDRESS:	970 MCLAUGHLIN AVE	**ID1:**	CAD001216548
	SAN JOSE CA 95122	**ID2:**	
	SANTA CLARA	**STATUS:**	CA
CONTACT:	ROBERT L THOMPSON	**PHONE:**	4082924025 398

AGENCY: S - STATE **DATE:** 23-APR-90
TYPE: 120 - WRITTEN INFORMAL

VIOLATION INFORMATION:

VIOLATION NUMBER: 0001 **RESPONSIBLE:** B - STATE CONTRACTOR
DETERMINED: 21-OCT-93 **DETERMINED BY:** B - STATE CONTRACTOR
CITATION: **RESOLVED:** 29-NOV-93
TYPE: GGR - GENERATOR GENERAL REQUIREMENTS

VIOLATION NUMBER: 0002 **RESPONSIBLE:** S - STATE
DETERMINED: 25-JAN-90 **DETERMINED BY:** S - STATE
CITATION: **RESOLVED:** 05-JUN-90
TYPE: DOR - TSD OTHER REQUIREMENTS

VIOLATION NUMBER: 0003 **RESPONSIBLE:** S - STATE
DETERMINED: 19-JAN-90 **DETERMINED BY:** S - STATE
CITATION: **RESOLVED:** 20-MAR-90
TYPE: DFR - TSD FINANCIAL RESPONSIBILITY REQUIREMENTS

VIOLATION NUMBER: 0004 **RESPONSIBLE:** S - STATE
DETERMINED: 28-JUN-89 **DETERMINED BY:** S - STATE
CITATION: **RESOLVED:** 20-MAR-90
TYPE: DFR - TSD FINANCIAL RESPONSIBILITY REQUIREMENTS

VIOLATION NUMBER: 0005 **RESPONSIBLE:** S - STATE
DETERMINED: 28-JUN-88 **DETERMINED BY:** S - STATE
CITATION: **RESOLVED:** 20-MAR-90
TYPE: DOR - TSD OTHER REQUIREMENTS

VIOLATION NUMBER: 0006 **RESPONSIBLE:** S - STATE
DETERMINED: 28-JUN-88 **DETERMINED BY:** S - STATE
CITATION: **RESOLVED:** 20-MAR-90
TYPE: DCL - TSD CLOSURE/POST CLOSURE REQUIREMENTS

VIOLATION NUMBER: 0007 **RESPONSIBLE:** S - STATE
DETERMINED: 28-JUN-88 **DETERMINED BY:** S - STATE
CITATION: **RESOLVED:** 20-MAR-90
TYPE: DLB - TSD LAND BAN REQUIREMENTS

VIOLATION NUMBER: 0008 **RESPONSIBLE:** S - STATE
DETERMINED: 28-JUN-88 **DETERMINED BY:** S - STATE
CITATION: **RESOLVED:** 20-MAR-90
TYPE: GLB - GENERATOR LAND BAN REQUIREMENTS

VIOLATION NUMBER: 0009 **RESPONSIBLE:** S - STATE
DETERMINED: 01-JUN-88 **DETERMINED BY:** S - STATE

- Continued on next page -

Environmental FirstSearch
Site Detail Report

TARGET SITE: 915 STORY RD & 935 MCLAUGHLIN AVE
SAN JOSE CA 95122 **JOB:** CA1247-1

RCRA COR SITE

SEARCH ID: 3 **DIST/DIR:** 0.17 NE **MAP ID:** 1

NAME:	JENNINGS TECHNOLOGY	**REV:**	5/10/04
ADDRESS:	970 MCLAUGHLIN AVE	**ID1:**	CAD001216548
	SAN JOSE CA 95122	**ID2:**	
	SANTA CLARA	**STATUS:**	CA
CONTACT:	ROBERT L THOMPSON	**PHONE:**	4082924025 398

CITATION:		**RESOLVED:**	20-MAR-90
TYPE:	DFR - TSD FINANCIAL RESPONSIBILITY REQUIREMENTS		
VIOLATION NUMBER:	0010	**RESPONSIBLE:**	S - STATE
DETERMINED:	16-MAR-88	**DETERMINED BY:**	S - STATE
CITATION:		**RESOLVED:**	20-MAR-90
TYPE:	DFR - TSD FINANCIAL RESPONSIBILITY REQUIREMENTS		
VIOLATION NUMBER:	0011	**RESPONSIBLE:**	S - STATE
DETERMINED:	03-AUG-87	**DETERMINED BY:**	S - STATE
CITATION:		**RESOLVED:**	20-MAR-90
TYPE:	DFR - TSD FINANCIAL RESPONSIBILITY REQUIREMENTS		

Environmental FirstSearch
Site Detail Report

TARGET SITE: 915 STORY RD & 935 MCLAUGHLIN AVE
SAN JOSE CA 95122

JOB: CA1247-1

RCRA TSD SITE

SEARCH ID: 2 **DIST/DIR:** 0.17 NE **MAP ID:** 1

NAME:	JENNINGS, A DIV OF FL IND INC	**REV:**	6/8/02
ADDRESS:	970 MCLAUGHLIN AVE	**ID1:**	CAD001216548
	SAN JOSE CA 95122	**ID2:**	
	SANTA CLARA	**STATUS:**	TSD
CONTACT:	ENVIRONMENTAL MANAGER	**PHONE:**	4082924025

SITE INFORMATION

CONTACT INFORMATION: ENVIRONMENTAL MANAGER
ENVIRO MANAGER
970 MCLAUGHLIN AVE
SAN JOSE CA 95122

PHONE: 4082924025

UNIVERSE NAME:

SUBJECT TO CEI
INCINERATOR
SUBJECT TO CORRECTIVE ACTION
ST: STORAGE AND TREATMENT
TSDS SUBJECT TO CORRECTIVE ACT
DF: LAND DISPOSAL FACILITY

SIC INFORMATION:

3699 - MANUFACTURING - ELECTRICAL EQUIPMENT AND SUPPLIES,
3675 - MANUFACTURING - ELECTRONIC CAPACITORS
3699 - MANUFACTURING - ELECTRICAL EQUIPMENT AND SUPPLIES,

ENFORCEMENT INFORMATION:

AGENCY:	S - STATE	**DATE:**	16-MAY-88
TYPE:	210 - INITIAL 3008(A) COMPLIANCE ORDER		
AGENCY:	S - STATE	**DATE:**	17-AUG-87
TYPE:	120 - WRITTEN INFORMAL		
AGENCY:	S - STATE	**DATE:**	23-APR-90
TYPE:	120 - WRITTEN INFORMAL		
AGENCY:	S - STATE	**DATE:**	30-NOV-88
TYPE:	120 - WRITTEN INFORMAL		
AGENCY:	S - STATE	**DATE:**	22-JAN-90
TYPE:	120 - WRITTEN INFORMAL		
AGENCY:	S - STATE	**DATE:**	20-JUN-89
TYPE:	310 - FINAL 3008(A) COMPLIANCE ORDER		

- Continued on next page -

TARGET SITE: 915 STORY RD & 935 MCLAUGHLIN AVE
SAN JOSE CA 95122 **JOB:** CA1247-1

RCRA TSD SITE

SEARCH ID: 2 **DIST/DIR:** 0.17 NE **MAP ID:** 1

NAME:	JENNINGS, A DIV OF FL IND INC	**REV:**	6/8/02
ADDRESS:	970 MCLAUGHLIN AVE	**ID1:**	CAD001216548
	SAN JOSE CA 95122	**ID2:**	
	SANTA CLARA	**STATUS:**	TSD
CONTACT:	ENVIRONMENTAL MANAGER	**PHONE:**	4082924025

AGENCY: S - STATE **DATE:** 03-JUN-88
TYPE: 210 - INITIAL 3008(A) COMPLIANCE ORDER

VIOLATION INFORMATION:

VIOLATION NUMBER: 0001 **RESPONSIBLE:** B - STATE CONTRACTOR
DETERMINED: 21-OCT-93 **DETERMINED BY:** B - STATE CONTRACTOR
CITATION: **RESOLVED:** 11/29/1993
TYPE: GGR - GENERATOR GENERAL REQUIREMENTS

VIOLATION NUMBER: 0002 **RESPONSIBLE:** S - STATE
DETERMINED: 25-JAN-90 **DETERMINED BY:** S - STATE
CITATION: **RESOLVED:** 06/05/1990
TYPE: DOR - TSD OTHER REQUIREMENTS

VIOLATION NUMBER: 0003 **RESPONSIBLE:** S - STATE
DETERMINED: 19-JAN-90 **DETERMINED BY:** S - STATE
CITATION: **RESOLVED:** 03/20/1990
TYPE: DFR - TSD FINANCIAL RESPONSIBILITY REQUIREMENTS

VIOLATION NUMBER: 0004 **RESPONSIBLE:** S - STATE
DETERMINED: 28-JUN-89 **DETERMINED BY:** S - STATE
CITATION: **RESOLVED:** 03/20/1990
TYPE: DFR - TSD FINANCIAL RESPONSIBILITY REQUIREMENTS

VIOLATION NUMBER: 0005 **RESPONSIBLE:** S - STATE
DETERMINED: 28-JUN-88 **DETERMINED BY:** S - STATE
CITATION: **RESOLVED:** 03/20/1990
TYPE: DOR - TSD OTHER REQUIREMENTS

VIOLATION NUMBER: 0006 **RESPONSIBLE:** S - STATE
DETERMINED: 28-JUN-88 **DETERMINED BY:** S - STATE
CITATION: **RESOLVED:** 03/20/1990
TYPE: DCL - TSD CLOSURE/POST CLOSURE REQUIREMENTS

VIOLATION NUMBER: 0007 **RESPONSIBLE:** S - STATE
DETERMINED: 28-JUN-88 **DETERMINED BY:** S - STATE
CITATION: **RESOLVED:** 03/20/1990
TYPE: DLB - TSD LAND BAN REQUIREMENTS

VIOLATION NUMBER: 0008 **RESPONSIBLE:** S - STATE
DETERMINED: 28-JUN-88 **DETERMINED BY:** S - STATE
CITATION: **RESOLVED:** 03/20/1990
TYPE: GLB - GENERATOR LAND BAN REQUIREMENTS

VIOLATION NUMBER: 0009 **RESPONSIBLE:** S - STATE
DETERMINED: 01-JUN-88 **DETERMINED BY:** S - STATE

- Continued on next page -

TARGET SITE: 915 STORY RD & 935 MCLAUGHLIN AVE
SAN JOSE CA 95122

JOB: CA1247-1

RCRA TSD SITE

SEARCH ID: 2 **DIST/DIR:** 0.17 NE **MAP ID:** 1

NAME:	JENNINGS, A DIV OF FL IND INC	**REV:**	6/8/02
ADDRESS:	970 MCLAUGHLIN AVE	**ID1:**	CAD001216548
	SAN JOSE CA 95122	**ID2:**	
	SANTA CLARA	**STATUS:**	TSD
CONTACT:	ENVIRONMENTAL MANAGER	**PHONE:**	4082924025

CITATION:		**RESOLVED:**	03/20/1990
TYPE:	DFR - TSD FINANCIAL RESPONSIBILITY REQUIREMENTS		
VIOLATION NUMBER:	0010	**RESPONSIBLE:**	S - STATE
DETERMINED:	16-MAR-88	**DETERMINED BY:**	S - STATE
CITATION:		**RESOLVED:**	03/20/1990
TYPE:	DFR - TSD FINANCIAL RESPONSIBILITY REQUIREMENTS		
VIOLATION NUMBER:	0011	**RESPONSIBLE:**	S - STATE
DETERMINED:	03-AUG-87	**DETERMINED BY:**	S - STATE
CITATION:		**RESOLVED:**	03/20/1990
TYPE:	DFR - TSD FINANCIAL RESPONSIBILITY REQUIREMENTS		

Environmental FirstSearch
Site Detail Report

TARGET SITE: 915 STORY RD & 935 MCLAUGHLIN AVE
SAN JOSE CA 95122

JOB: CA1247-1

RCRA GENERATOR SITE

SEARCH ID: 5 **DIST/DIR:** 0.17 NE **MAP ID:** 1

NAME: JENNINGS, A DIV OF FL IND INC
ADDRESS: 970 MCLAUGHLIN AVE
SAN JOSE CA 95122
SANTA CLARA
CONTACT:

REV: 12/9/02
ID1: CAD001216548
ID2:
STATUS: LGN
PHONE:

SITE INFORMATION

UNIVERSE TYPE:

SUBJCA - SUBJECT TO CORRECTIVE ACTION
PERMPROG - PERMITTING/CLOSURE/POST-CLOSURE PROGRESS
LQG - LARGE QUANTITY GENERATORS: GENERATES MORE THAN 1000 KG/MONTH OF HAZARDOUS WASTE

SIC INFORMATION:

3699 - MANUFACTURING - ELECTRICAL EQUIPMENT AND SUPPLIES,
3675 - MANUFACTURING - ELECTRONIC CAPACITORS
3699 - MANUFACTURING - ELECTRICAL EQUIPMENT AND SUPPLIES,

ENFORCEMENT INFORMATION:

AGENCY:	S - STATE	**DATE:**	17-AUG-87
TYPE:	120 - WRITTEN INFORMAL		
AGENCY:	S - STATE	**DATE:**	16-MAY-88
TYPE:	210 - INITIAL 3008(A) COMPLIANCE ORDER		
AGENCY:	S - STATE	**DATE:**	03-JUN-88
TYPE:	210 - INITIAL 3008(A) COMPLIANCE ORDER		
AGENCY:	S - STATE	**DATE:**	30-NOV-88
TYPE:	120 - WRITTEN INFORMAL		
AGENCY:	S - STATE	**DATE:**	20-JUN-89
TYPE:	310 - FINAL 3008(A) COMPLIANCE ORDER		
AGENCY:	S - STATE	**DATE:**	22-JAN-90
TYPE:	120 - WRITTEN INFORMAL		
AGENCY:	S - STATE	**DATE:**	23-APR-90
TYPE:	120 - WRITTEN INFORMAL		

VIOLATION INFORMATION:

VIOLATION NUMBER:	0001	**RESPONSIBLE:**	B - STATE CONTRACTOR
DETERMINED:	21-OCT-93	**DETERMINED BY:**	B - STATE CONTRACTOR
CITATION:		**RESOLVED:**	29-NOV-93
TYPE:	GGR - GENERATOR GENERAL REQUIREMENTS		

- Continued on next page -

TARGET SITE: 915 STORY RD & 935 MCLAUGHLIN AVE
SAN JOSE CA 95122 **JOB:** CA1247-1

RCRA GENERATOR SITE

SEARCH ID: 5 **DIST/DIR:** 0.17 NE **MAP ID:** 1

NAME: JENNINGS, A DIV OF FL IND INC
ADDRESS: 970 MCLAUGHLIN AVE
SAN JOSE CA 95122
SANTA CLARA
CONTACT:

REV: 12/9/02
ID1: CAD001216548
ID2:
STATUS: LGN
PHONE:

VIOLATION NUMBER: 0002 **RESPONSIBLE:** S - STATE
DETERMINED: 25-JAN-90 **DETERMINED BY:** S - STATE
CITATION: **RESOLVED:** 05-JUN-90
TYPE: DOR - TSD OTHER REQUIREMENTS

VIOLATION NUMBER: 0003 **RESPONSIBLE:** S - STATE
DETERMINED: 19-JAN-90 **DETERMINED BY:** S - STATE
CITATION: **RESOLVED:** 20-MAR-90
TYPE: DFR - TSD FINANCIAL RESPONSIBILITY REQUIREMENTS

VIOLATION NUMBER: 0004 **RESPONSIBLE:** S - STATE
DETERMINED: 28-JUN-89 **DETERMINED BY:** S - STATE
CITATION: **RESOLVED:** 20-MAR-90
TYPE: DFR - TSD FINANCIAL RESPONSIBILITY REQUIREMENTS

VIOLATION NUMBER: 0005 **RESPONSIBLE:** S - STATE
DETERMINED: 28-JUN-88 **DETERMINED BY:** S - STATE
CITATION: **RESOLVED:** 20-MAR-90
TYPE: DOR - TSD OTHER REQUIREMENTS

VIOLATION NUMBER: 0006 **RESPONSIBLE:** S - STATE
DETERMINED: 28-JUN-88 **DETERMINED BY:** S - STATE
CITATION: **RESOLVED:** 20-MAR-90
TYPE: DCL - TSD CLOSURE/POST CLOSURE REQUIREMENTS

VIOLATION NUMBER: 0007 **RESPONSIBLE:** S - STATE
DETERMINED: 28-JUN-88 **DETERMINED BY:** S - STATE
CITATION: **RESOLVED:** 20-MAR-90
TYPE: DLB - TSD LAND BAN REQUIREMENTS

VIOLATION NUMBER: 0008 **RESPONSIBLE:** S - STATE
DETERMINED: 28-JUN-88 **DETERMINED BY:** S - STATE
CITATION: **RESOLVED:** 20-MAR-90
TYPE: GLB - GENERATOR LAND BAN REQUIREMENTS

VIOLATION NUMBER: 0009 **RESPONSIBLE:** S - STATE
DETERMINED: 01-JUN-88 **DETERMINED BY:** S - STATE
CITATION: **RESOLVED:** 20-MAR-90
TYPE: DFR - TSD FINANCIAL RESPONSIBILITY REQUIREMENTS

VIOLATION NUMBER: 0010 **RESPONSIBLE:** S - STATE
DETERMINED: 16-MAR-88 **DETERMINED BY:** S - STATE
CITATION: **RESOLVED:** 20-MAR-90
TYPE: DFR - TSD FINANCIAL RESPONSIBILITY REQUIREMENTS

VIOLATION NUMBER: 0011 **RESPONSIBLE:** S - STATE
DETERMINED: 03-AUG-87 **DETERMINED BY:** S - STATE
CITATION: **RESOLVED:** 20-MAR-90

Environmental FirstSearch
Site Detail Report

TARGET SITE: 915 STORY RD & 935 MCLAUGHLIN AVE
SAN JOSE CA 95122

JOB: CA1247-1

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 20 **DIST/DIR:** 0.17 SE **MAP ID:** 15

NAME: MARTINEZ
ADDRESS: 990 STORY RD
SAN JOSE CA 95122
SANTA CLARA
CONTACT:

REV: 05/26/04
ID1: T0608500873
ID2:
STATUS: CASE CLOSED
PHONE:

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

Please note that some data previously provided by the State Water Resources Control Board in the LUSTIS database is not currently being provided by the agency in the most recent edition. Incidents that occurred dating after the year 2000 may not have much information. Field headers with blank information following after should be interpreted as unreported by the agency.

LEAD AGENCY: *LOCAL AGENCY*
REGIONAL BOARD: *02*
LOCAL CASE NUMBER: *07S1E15D01f*
RESPONSIBLE PARTY: *Helen Joseph*
ADDRESS OF RESPONSIBLE PARTY: *4035 Stoneridge Rd*
SITE OPERATOR:
WATER SYSTEM:

CASE NUMBER:
CASE TYPE: *OTHER*
SUBSTANCE LEAKED: *GASOLINE*
SUBSTANCE QUANTITY:
LEAK CAUSE:
LEAK SOURCE:
HOW LEAK WAS DISCOVERED:
DATE DISCOVERED (blank if not reported):
HOW LEAK WAS STOPPED:
STOP DATE (blank if not reported):
STATUS: *CASE CLOSED*
ABATEMENT METHOD (please note that not all code translations have been provided by the reporting agency):
ENFORCEMENT TYPE (please note that not all code translations have been provided by the reporting agency): *SEL*
DATE OF ENFORCEMENT (blank if not reported):

ENTER DATE (blank if not reported):
REVIEW DATE (blank if not reported):
DATE OF LEAK CONFIRMATION (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN WAS SUBMITTED (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN BEGAN (blank if not reported): *1987-11-06 00:00:00*
DATE POLLUTION CHARACTERIZATION PLAN BEGAN (blank if not reported): *1987-11-06 00:00:00*
DATE REMEDIATION PLAN WAS SUBMITTED (blank if not reported):
DATE REMEDIAL ACTION UNDERWAY (blank if not reported):
DATE POST REMEDIAL ACTION MONITORING BEGAN (blank if not reported):
DATE CLOSURE LETTER ISSUED (SITE CLOSED) (blank if not reported): *1998-04-16 00:00:00*
REPORT DATE (blank if not reported): *1987-09-16 00:00:00*

MTBE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE
MTBE DATE(Date of historical maximum MTBE concentration): *1997-06-11 00:00:00*
MTBE GROUNDWATER CONCENTRATION: *EQUAL TO 5*
MTBE SOIL CONCENTRATION: *EQUAL TO*
MTBE CNTS: *1*
MTBE FUEL: *1*
MTBE TESTED: *YES*
MTBE CLASS:

TARGET SITE: 915 STORY RD & 935 MCLAUGHLIN AVE
SAN JOSE CA 95122 **JOB:** CA1247-1

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 18 **DIST/DIR:** 0.18 SE **MAP ID:** 13

NAME: HEWLETT PACKARD
ADDRESS: 915 STORY RD
SAN JOSE CA 95122
SANTA CLARA
CONTACT:

REV: 05/26/04
ID1: T0608500717
ID2:
STATUS: CASE CLOSED
PHONE:

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

Please note that some data previously provided by the State Water Resources Control Board in the LUSTIS database is not currently being provided by the agency in the most recent edition. Incidents that occurred dating after the year 2000 may not have much information. Field headers with blank information following after should be interpreted as unreported by the agency.

LEAD AGENCY: *REGIONAL BOARD*
REGIONAL BOARD: *02*
LOCAL CASE NUMBER: *43-0687*
RESPONSIBLE PARTY: *BLANK RP*
ADDRESS OF RESPONSIBLE PARTY:
SITE OPERATOR:
WATER SYSTEM:

CASE NUMBER: *43-0687*
CASE TYPE: *SOIL ONLY*
SUBSTANCE LEAKED: *WASTE OIL*
SUBSTANCE QUANTITY:
LEAK CAUSE: *STRUCTURE FAILURE*
LEAK SOURCE: *TANK*
HOW LEAK WAS DISCOVERED: *TANK CLOSURE*
DATE DISCOVERED (blank if not reported): *1990-07-06 00:00:00*
HOW LEAK WAS STOPPED:
STOP DATE (blank if not reported): *1990-07-06 00:00:00*
STATUS: *CASE CLOSED*
ABATEMENT METHOD (please note that not all code translations have been provided by the reporting agency): *NO ACTION TAKEN- NO ACTION HAS YET BEEN TAKEN AT THE SITE*
ENFORCEMENT TYPE (please note that not all code translations have been provided by the reporting agency):
DATE OF ENFORCEMENT (blank if not reported):

ENTER DATE (blank if not reported): *1991-06-18 00:00:00*
REVIEW DATE (blank if not reported): *1997-09-15 00:00:00*
DATE OF LEAK CONFIRMATION (blank if not reported): *1995-09-06 00:00:00*
DATE PRELIMINARY SITE ASSESSMENT PLAN WAS SUBMITTED (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN BEGAN (blank if not reported):
DATE POLLUTION CHARACTERIZATION PLAN BEGAN (blank if not reported):
DATE REMEDIATION PLAN WAS SUBMITTED (blank if not reported):
DATE REMEDIAL ACTION UNDERWAY (blank if not reported):
DATE POST REMEDIAL ACTION MONITORING BEGAN (blank if not reported):
DATE CLOSURE LETTER ISSUED (SITE CLOSED) (blank if not reported): *1997-09-15 00:00:00*
REPORT DATE (blank if not reported): *1990-07-06 00:00:00*

MTBE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

MTBE DATE(Date of historical maximum MTBE concentration):
MTBE GROUNDWATER CONCENTRATION:
MTBE SOIL CONCENTRATION:
MTBE CNTS: *0*
MTBE FUEL: *0*
MTBE TESTED: *NOT REQUIRED TO BE TESTED*

- Continued on next page -

Environmental FirstSearch
Site Detail Report

TARGET SITE: 915 STORY RD & 935 MCLAUGHLIN AVE
SAN JOSE CA 95122

JOB: CA1247-1

RCRA GENERATOR SITE

SEARCH ID: 4 **DIST/DIR:** 0.19 SE **MAP ID:** 2

NAME: A 1 RENTS
ADDRESS: 1145 STORY RD
SAN JOSE CA 95122
SANTA CLARA
CONTACT:

REV: 5/10/04
ID1: CAD982416612
ID2:
STATUS: SGN
PHONE:

SITE INFORMATION

UNIVERSE TYPE:

SQG - SMALL QUANTITY GENERATOR: GENERATES 100 - 1000 KG/MONTH OF HAZARDOUS WASTE

SIC INFORMATION:

7359 - SERVICES - EQUIPMENT RENTAL AND LEASING, NEC

ENFORCEMENT INFORMATION:

VIOLATION INFORMATION:

Environmental FirstSearch
Site Detail Report

TARGET SITE: 915 STORY RD & 935 MCLAUGHLIN AVE
SAN JOSE CA 95122

JOB: CA1247-1

REGISTERED UNDERGROUND STORAGE TANKS

SEARCH ID: 12 **DIST/DIR:** 0.19 SE **MAP ID:** 2

NAME:	A 1 RENTS	**REV:**	03/20/2000
ADDRESS:	1145 STORY RD	**ID1:**	SANJOSE400917
	SAN JOSE CA 95122	**ID2:**	CERTNO10585
	SANTA CLARA	**STATUS:**	
CONTACT:		**PHONE:**	

SAN JOSE CITY TANKS LIST INFORMATION
According to the San Jose City Fire Dept. the following information is current as of 12/11/02

Tank Number:	*1*
Date Certificate Issued:	*10585*
Aboveground or Underground Tank:	*Underground*
Date Installed:	*4/17/86*
Tank Type:	*Motor Vehicle Fuel*
Tank Capacity:	*2,000*
Contents:	*Motor Vehicle Fuel*
Date Permit Issued:	*2/9/98*
Date Permit Expires:	*2/22/2003*
Financial Responsibility:	*State Fund*
Tank Manufactured By:	*ACE*
Tank Material:	*Steel/Iron*
Corrosion Protection:	*None*
System Type:	*Suction*
Monitoring System:	*Ronan #*
Detection Method:	*Interstitial Monitor*
Mail Business Name:	
Mail Address:	

SAN JOSE CITY TANKS LIST INFORMATION
According to the San Jose City Fire Dept. the following information is current as of 12/11/02

Tank Number:	*2*
Date Certificate Issued:	*10585*
Aboveground or Underground Tank:	*Underground*
Date Installed:	*041786*
Tank Type:	*Motor Vehicle Fuel*
Tank Capacity:	*2,000*
Contents:	*Motor Vehicle Fuel*
Date Permit Issued:	*2/9/98*
Date Permit Expires:	*2/22/2003*
Financial Responsibility:	*State Fund*
Tank Manufactured By:	*ACE*
Tank Material:	*Steel/Iron*
Corrosion Protection:	*None*
System Type:	*Suction*
Monitoring System:	*Ronan #*
Detection Method:	*Interstitial Monitor*
Mail Business Name:	
Mail Address:	

Environmental FirstSearch
Site Detail Report

TARGET SITE: 915 STORY RD & 935 MCLAUGHLIN AVE
SAN JOSE CA 95122 **JOB:** CA1247-1

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 15 **DIST/DIR:** 0.19 SE **MAP ID:** 2

NAME: A1 RENTS
ADDRESS: 1145 STORY RD
SAN JOSE CA 95122
SANTA CLARA
CONTACT:

REV: 07/11/02
ID1: 43-0018
ID2:
STATUS: PRELIM. SITE ASSES. WKPLN SUBM
PHONE:

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE
Please note that some data previously provided by the State Water Resources Control Board in the LUSTIS database is not currently being provided by the agency in the most recent edition. Incidents that occurred dating after the year 2000 may not have much information. Field headers with blank information following after should be interpreted as unreported by the agency.

LEAD AGENCY: *LOCAL AGENCY*
REGIONAL BOARD: *SAN FRANCISCO BAY REGION*
LOCAL CASE NUMBER: *07S1E10P03*
RESPONSIBLE PARTY: *BLANK RP*
ADDRESS OF RESPONSIBLE PARTY:
SITE OPERATOR:
WATER SYSTEM:

CASE NUMBER: *43-0018*
CASE TYPE: *OTHER*
SUBSTANCE LEAKED: *GASOLINE*
SUBSTANCE QUANTITY:
LEAK CAUSE: *STRUCTURE FAILURE*
LEAK SOURCE: *TANK*
HOW LEAK WAS DISCOVERED: *TANK CLOSURE*
DATE DISCOVERED (blank if not reported): *2/4/86*
HOW LEAK WAS STOPPED: *CLOSE TANK*
STOP DATE (blank if not reported): *2/4/86*
STATUS: *PRELIM. SITE ASSES. WKPLN SUBMITTED*
ABATEMENT METHOD (please note that not all code translations have been provided by the reporting agency): *NO ACTION TAKEN- NO ACTION HAS YET BEEN TAKEN AT THE SITE*
ENFORCEMENT TYPE (please note that not all code translations have been provided by the reporting agency):
DATE OF ENFORCEMENT (blank if not reported):

ENTER DATE (blank if not reported): *2/14/86*
REVIEW DATE (blank if not reported): *11/15/00*
DATE OF LEAK CONFIRMATION (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN WAS SUBMITTED (blank if not reported): *1/2/65*
DATE PRELIMINARY SITE ASSESSMENT PLAN BEGAN (blank if not reported):
DATE POLLUTION CHARACTERIZATION PLAN BEGAN (blank if not reported):
DATE REMEDIATION PLAN WAS SUBMITTED (blank if not reported):
DATE REMEDIAL ACTION UNDERWAY (blank if not reported):
DATE POST REMEDIAL ACTION MONITORING BEGAN (blank if not reported):
DATE CLOSURE LETTER ISSUED (SITE CLOSED) (blank if not reported):
REPORT DATE (blank if not reported): *2/4/86*

MTBE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE
MTBE DATE(Date of historical maximum MTBE concentration): *10/11/00*
MTBE GROUNDWATER CONCENTRATION: *75*
MTBE SOIL CONCENTRATION:
MTBE CNTS: *1*
MTBE FUEL: *1*
MTBE TESTED: *YES*

- Continued on next page -

Environmental FirstSearch
Site Detail Report

TARGET SITE: 915 STORY RD & 935 MCLAUGHLIN AVE
SAN JOSE CA 95122

JOB: CA1247-1

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 15 **DIST/DIR:** 0.19 SE **MAP ID:** 2

NAME: A1 RENTS
ADDRESS: 1145 STORY RD
SAN JOSE CA 95122
SANTA CLARA
CONTACT:

REV: 07/11/02
ID1: 43-0018
ID2:
STATUS: PRELIM. SITE ASSES. WKPLN SUBM
PHONE:

MTBE CLASS: *C*

Environmental FirstSearch
Site Detail Report

TARGET SITE: 915 STORY RD & 935 MCLAUGHLIN AVE
SAN JOSE CA 95122

JOB: CA1247-1

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 14 **DIST/DIR:** 0.19 SE **MAP ID:** 2

NAME: A-1 RENTS
ADDRESS: 1145 STORY RD
SAN JOSE CA 95122
SANTA CLARA
CONTACT:

REV: 05/26/04
ID1: T0608500090
ID2:
STATUS: POLLUTION CHARACTERIZATION
PHONE:

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

Please note that some data previously provided by the State Water Resources Control Board in the LUSTIS database is not currently being provided by the agency in the most recent edition. Incidents that occurred dating after the year 2000 may not have much information. Field headers with blank information following after should be interpreted as unreported by the agency.

LEAD AGENCY: *LOCAL AGENCY*
REGIONAL BOARD: *02*
LOCAL CASE NUMBER: *07S1E10P03f*
RESPONSIBLE PARTY: *Rob Martin*
ADDRESS OF RESPONSIBLE PARTY: *4622 Meridian Avenue*
SITE OPERATOR:
WATER SYSTEM:

CASE NUMBER:
CASE TYPE: *OTHER*
SUBSTANCE LEAKED: *GASOLINE*
SUBSTANCE QUANTITY:
LEAK CAUSE:
LEAK SOURCE:
HOW LEAK WAS DISCOVERED:
DATE DISCOVERED (blank if not reported):
HOW LEAK WAS STOPPED:
STOP DATE (blank if not reported):
STATUS: *POLLUTION CHARACTERIZATION*
ABATEMENT METHOD (please note that not all code translations have been provided by the reporting agency):
ENFORCEMENT TYPE (please note that not all code translations have been provided by the reporting agency): *SEL*
DATE OF ENFORCEMENT (blank if not reported):

ENTER DATE (blank if not reported):
REVIEW DATE (blank if not reported):
DATE OF LEAK CONFIRMATION (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN WAS SUBMITTED (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN BEGAN (blank if not reported): *1986-01-30 00:00:00*
DATE POLLUTION CHARACTERIZATION PLAN BEGAN (blank if not reported): *2000-06-01 00:00:00*
DATE REMEDIATION PLAN WAS SUBMITTED (blank if not reported):
DATE REMEDIAL ACTION UNDERWAY (blank if not reported):
DATE POST REMEDIAL ACTION MONITORING BEGAN (blank if not reported):
DATE CLOSURE LETTER ISSUED (SITE CLOSED) (blank if not reported):
REPORT DATE (blank if not reported): *1986-02-04 00:00:00*

MTBE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE
MTBE DATE(Date of historical maximum MTBE concentration): *2000-10-04 00:00:00*
MTBE GROUNDWATER CONCENTRATION: *EQUAL TO 75.3*
MTBE SOIL CONCENTRATION: *EQUAL TO*
MTBE CNTS: *2*
MTBE FUEL: *1*
MTBE TESTED: *YES*
MTBE CLASS: *C*

TARGET SITE: 915 STORY RD & 935 MCLAUGHLIN AVE
SAN JOSE CA 95122 **JOB:** CA1247-1

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 27 **DIST/DIR:** 0.19 SE **MAP ID:** 18

NAME: SHELL
ADDRESS: 1100 STORY RD
SAN JOSE CA 95122
SANTA CLARA
CONTACT:

REV: 07/11/02
ID1: 43-1266
ID2:
STATUS: CASE CLOSED
PHONE:

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

Please note that some data previously provided by the State Water Resources Control Board in the LUSTIS database is not currently being provided by the agency in the most recent edition. Incidents that occurred dating after the year 2000 may not have much information. Field headers with blank information following after should be interpreted as unreported by the agency.

LEAD AGENCY: *LOCAL AGENCY*
REGIONAL BOARD: *SAN FRANCISCO BAY REGION*
LOCAL CASE NUMBER: *07S1E10P01*
RESPONSIBLE PARTY: *BLANK RP*
ADDRESS OF RESPONSIBLE PARTY:
SITE OPERATOR:
WATER SYSTEM:

CASE NUMBER: *43-1266*
CASE TYPE: *OTHER*
SUBSTANCE LEAKED: *GASOLINE*
SUBSTANCE QUANTITY:
LEAK CAUSE: *STRUCTURE FAILURE*
LEAK SOURCE: *TANK*
HOW LEAK WAS DISCOVERED: *TANK CLOSURE*
DATE DISCOVERED (blank if not reported): *3/15/84*
HOW LEAK WAS STOPPED: *CLOSE TANK*
STOP DATE (blank if not reported): *3/15/84*
STATUS: *CASE CLOSED*
ABATEMENT METHOD (please note that not all code translations have been provided by the reporting agency): *EXCAVATE AND DISPOSE- REMOVE CONTAMINATED SOIL AND DISPOSE IN APPROVED SITE*
ENFORCEMENT TYPE (please note that not all code translations have been provided by the reporting agency):
DATE OF ENFORCEMENT (blank if not reported): *5/31/89*

ENTER DATE (blank if not reported): *8/11/87*
REVIEW DATE (blank if not reported): *6/19/96*
DATE OF LEAK CONFIRMATION (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN WAS SUBMITTED (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN BEGAN (blank if not reported):
DATE POLLUTION CHARACTERIZATION PLAN BEGAN (blank if not reported): *3/1/87*
DATE REMEDIATION PLAN WAS SUBMITTED (blank if not reported):
DATE REMEDIAL ACTION UNDERWAY (blank if not reported):
DATE POST REMEDIAL ACTION MONITORING BEGAN (blank if not reported):
DATE CLOSURE LETTER ISSUED (SITE CLOSED) (blank if not reported): *6/12/96*
REPORT DATE (blank if not reported): *3/19/84*

MTBE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

MTBE DATE(Date of historical maximum MTBE concentration):
MTBE GROUNDWATER CONCENTRATION:
MTBE SOIL CONCENTRATION:
MTBE CNTS: *0*
MTBE FUEL: *1*
MTBE TESTED: *SITE NOT TESTED FOR MTBE. INCLUDES UNKNOWN AND NOT ANALYZED*

- Continued on next page -

Environmental FirstSearch
Site Detail Report

TARGET SITE: 915 STORY RD & 935 MCLAUGHLIN AVE
SAN JOSE CA 95122

JOB: CA1247-1

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 27 **DIST/DIR:** 0.19 SE **MAP ID:** 18

NAME: SHELL
ADDRESS: 1100 STORY RD
SAN JOSE CA 95122
SANTA CLARA
CONTACT:

REV: 07/11/02
ID1: 43-1266
ID2:
STATUS: CASE CLOSED
PHONE:

MTBE CLASS: *

Environmental FirstSearch
Site Detail Report

TARGET SITE: 915 STORY RD & 935 MCLAUGHLIN AVE
SAN JOSE CA 95122 **JOB:** CA1247-1

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 28 **DIST/DIR:** 0.19 SE **MAP ID:** 18

NAME: SHELL
ADDRESS: 1100 STORY RD
SAN JOSE CA 95122
SANTA CLARA
CONTACT:

REV: 05/26/04
ID1: T0608501244
ID2:
STATUS: CASE CLOSED
PHONE:

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

Please note that some data previously provided by the State Water Resources Control Board in the LUSTIS database is not currently being provided by the agency in the most recent edition. Incidents that occurred dating after the year 2000 may not have much information. Field headers with blank information following after should be interpreted as unreported by the agency.

LEAD AGENCY: *LOCAL AGENCY*
REGIONAL BOARD: *02*
LOCAL CASE NUMBER: *07S1E10P01f*
RESPONSIBLE PARTY: *Hai Nguyen*
ADDRESS OF RESPONSIBLE PARTY: *PO Box 23200-602*
SITE OPERATOR:
WATER SYSTEM:

CASE NUMBER:
CASE TYPE: *OTHER*
SUBSTANCE LEAKED: *GASOLINE*
SUBSTANCE QUANTITY:
LEAK CAUSE:
LEAK SOURCE:
HOW LEAK WAS DISCOVERED:
DATE DISCOVERED (blank if not reported):
HOW LEAK WAS STOPPED:
STOP DATE (blank if not reported):
STATUS: *CASE CLOSED*
ABATEMENT METHOD (please note that not all code translations have been provided by the reporting agency):
ENFORCEMENT TYPE (please note that not all code translations have been provided by the reporting agency): *SEL*
DATE OF ENFORCEMENT (blank if not reported):

ENTER DATE (blank if not reported):
REVIEW DATE (blank if not reported):
DATE OF LEAK CONFIRMATION (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN WAS SUBMITTED (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN BEGAN (blank if not reported): *1984-03-06 00:00:00*
DATE POLLUTION CHARACTERIZATION PLAN BEGAN (blank if not reported): *1988-05-17 00:00:00*
DATE REMEDIATION PLAN WAS SUBMITTED (blank if not reported):
DATE REMEDIAL ACTION UNDERWAY (blank if not reported):
DATE POST REMEDIAL ACTION MONITORING BEGAN (blank if not reported):
DATE CLOSURE LETTER ISSUED (SITE CLOSED) (blank if not reported): *1996-06-12 00:00:00*
REPORT DATE (blank if not reported): *1984-03-19 00:00:00*

MTBE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE
MTBE DATE(Date of historical maximum MTBE concentration):
MTBE GROUNDWATER CONCENTRATION: *EQUAL TO*
MTBE SOIL CONCENTRATION:
MTBE CNTS: *0*
MTBE FUEL: *1*
MTBE TESTED: *SITE NOT TESTED FOR MTBE. INCLUDES UNKNOWN AND NOT ANALYZED*
MTBE CLASS: *

TARGET SITE: 915 STORY RD & 935 MCLAUGHLIN AVE SAN JOSE CA 95122 **JOB:** CA1247-1

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 16 **DIST/DIR:** 0.21 SE **MAP ID:** 12

NAME: CHEVRON
ADDRESS: 1144 STORY RD
SAN JOSE CA 95122
SANTA CLARA
CONTACT:

REV: 07/11/02
ID1: 43-0276
ID2:
STATUS: REMEDIATION PLAN
PHONE:

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

Please note that some data previously provided by the State Water Resources Control Board in the LUSTIS database is not currently being provided by the agency in the most recent edition. Incidents that occurred dating after the year 2000 may not have much information. Field headers with blank information following after should be interpreted as unreported by the agency.

LEAD AGENCY: *LOCAL AGENCY*
REGIONAL BOARD: *SAN FRANCISCO BAY REGION*
LOCAL CASE NUMBER: *07S1E10P02*
RESPONSIBLE PARTY: *BLANK RP*
ADDRESS OF RESPONSIBLE PARTY:
SITE OPERATOR:
WATER SYSTEM:

CASE NUMBER: *43-0276*
CASE TYPE: *OTHER*
SUBSTANCE LEAKED: *GASOLINE*
SUBSTANCE QUANTITY:
LEAK CAUSE: *STRUCTURE FAILURE*
LEAK SOURCE: *TANK*
HOW LEAK WAS DISCOVERED: *TANK CLOSURE*
DATE DISCOVERED (blank if not reported): *9/12/86*
HOW LEAK WAS STOPPED: *CLOSE TANK*
STOP DATE (blank if not reported): *9/12/86*
STATUS: *REMEDIATION PLAN*
ABATEMENT METHOD (please note that not all code translations have been provided by the reporting agency): *NO ACTION TAKEN- NO ACTION HAS YET BEEN TAKEN AT THE SITE*
ENFORCEMENT TYPE (please note that not all code translations have been provided by the reporting agency):
DATE OF ENFORCEMENT (blank if not reported):

ENTER DATE (blank if not reported): *1/26/87*
REVIEW DATE (blank if not reported): *6/20/89*
DATE OF LEAK CONFIRMATION (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN WAS SUBMITTED (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN BEGAN (blank if not reported): *3/22/89*
DATE POLLUTION CHARACTERIZATION PLAN BEGAN (blank if not reported): *10/11/89*
DATE REMEDIATION PLAN WAS SUBMITTED (blank if not reported): *4/5/91*
DATE REMEDIAL ACTION UNDERWAY (blank if not reported):
DATE POST REMEDIAL ACTION MONITORING BEGAN (blank if not reported):
DATE CLOSURE LETTER ISSUED (SITE CLOSED) (blank if not reported):
REPORT DATE (blank if not reported): *1/16/87*

MTBE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

MTBE DATE(Date of historical maximum MTBE concentration): *1/2/65*
MTBE GROUNDWATER CONCENTRATION: *330*
MTBE SOIL CONCENTRATION:
MTBE CNTS: *1*
MTBE FUEL: *1*
MTBE TESTED: *YES*

- Continued on next page -

TARGET SITE: 915 STORY RD & 935 MCLAUGHLIN AVE
SAN JOSE CA 95122

JOB: CA1247-1

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 16 **DIST/DIR:** 0.21 SE **MAP ID:** 12

NAME: CHEVRON
ADDRESS: 1144 STORY RD
SAN JOSE CA 95122
SANTA CLARA
CONTACT:

REV: 07/11/02
ID1: 43-0276
ID2:
STATUS: REMEDIATION PLAN
PHONE:

MTBE CLASS: *C*

Environmental FirstSearch
Site Detail Report

TARGET SITE: 915 STORY RD & 935 MCLAUGHLIN AVE
SAN JOSE CA 95122

JOB: CA1247-1

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 17 **DIST/DIR:** 0.21 SE **MAP ID:** 12

NAME: CHEVRON #9-3477
ADDRESS: 1144 STORY RD
SAN JOSE CA 95122
SANTA CLARA
CONTACT:

REV: 05/26/04
ID1: T0608500333
ID2:
STATUS: POLLUTION CHARACTERIZATION
PHONE:

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

Please note that some data previously provided by the State Water Resources Control Board in the LUSTIS database is not currently being provided by the agency in the most recent edition. Incidents that occurred dating after the year 2000 may not have much information. Field headers with blank information following after should be interpreted as unreported by the agency.

LEAD AGENCY: *LOCAL AGENCY*
REGIONAL BOARD: *02*
LOCAL CASE NUMBER: *07S1E10P02f*
RESPONSIBLE PARTY: *Mark Lafferty*
ADDRESS OF RESPONSIBLE PARTY: *P.O. Box 5004*
SITE OPERATOR:
WATER SYSTEM:

CASE NUMBER:
CASE TYPE: *OTHER*
SUBSTANCE LEAKED: *GASOLINE*
SUBSTANCE QUANTITY:
LEAK CAUSE:
LEAK SOURCE:
HOW LEAK WAS DISCOVERED:
DATE DISCOVERED (blank if not reported):
HOW LEAK WAS STOPPED:
STOP DATE (blank if not reported):
STATUS: *POLLUTION CHARACTERIZATION*
ABATEMENT METHOD (please note that not all code translations have been provided by the reporting agency):
ENFORCEMENT TYPE (please note that not all code translations have been provided by the reporting agency): *SEL*
DATE OF ENFORCEMENT (blank if not reported):

ENTER DATE (blank if not reported):
REVIEW DATE (blank if not reported):
DATE OF LEAK CONFIRMATION (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN WAS SUBMITTED (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN BEGAN (blank if not reported): *1989-08-10 00:00:00*
DATE POLLUTION CHARACTERIZATION PLAN BEGAN (blank if not reported): *1992-04-14 00:00:00*
DATE REMEDIATION PLAN WAS SUBMITTED (blank if not reported):
DATE REMEDIAL ACTION UNDERWAY (blank if not reported):
DATE POST REMEDIAL ACTION MONITORING BEGAN (blank if not reported):
DATE CLOSURE LETTER ISSUED (SITE CLOSED) (blank if not reported):
REPORT DATE (blank if not reported): *1987-01-16 00:00:00*

MTBE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

MTBE DATE(Date of historical maximum MTBE concentration): *1996-05-03 00:00:00*
MTBE GROUNDWATER CONCENTRATION: *EQUAL TO 330*
MTBE SOIL CONCENTRATION: *EQUAL TO*
MTBE CNTS: *2*
MTBE FUEL: *1*
MTBE TESTED: *YES*
MTBE CLASS: *C*

Environmental FirstSearch
Site Detail Report

TARGET SITE: 915 STORY RD & 935 MCLAUGHLIN AVE
SAN JOSE CA 95122

JOB: CA1247-1

REGISTERED UNDERGROUND STORAGE TANKS

SEARCH ID: 13 **DIST/DIR:** 0.21 SW **MAP ID:** 9

NAME: QUIK STOP MARKET #5086
ADDRESS: 01100 LUCRETIA AV
SAN JOSE CA 95122
SANTA CLARA
CONTACT:

REV: 03/20/2000
ID1: SANJOSE440213
ID2: CERTNO10430
STATUS:
PHONE:

SAN JOSE CITY TANKS LIST INFORMATION
According to the San Jose City Fire Dept. the following information is current as of 12/11/02

Tank Number:	*3*
Date Certificate Issued:	*10430*
Aboveground or Underground Tank:	*Underground*
Date Installed:	*12/1/98*
Tank Type:	*Motor Vehicle Fuel*
Tank Capacity:	*12,000*
Contents:	*Motor Vehicle Fuel*
Date Permit Issued:	*1/5/99*
Date Permit Expires:	*1/5/2004*
Financial Responsibility:	*Self-Insured*
Tank Manufactured By:	*XERXES*
Tank Material:	*Fiberglass*
Corrosion Protection:	*None*
System Type:	*Pressure*
Monitoring System:	*GILBARCO-EMC*
Detection Method:	*Interstitial Monitor*
Mail Business Name:	*Quick Stop Markets, Inc.*
Mail Address:	*4567 Enterprise Street Fremont, CA 94538*

SAN JOSE CITY TANKS LIST INFORMATION
According to the San Jose City Fire Dept. the following information is current as of 12/11/02

Tank Number:	*4*
Date Certificate Issued:	*10430*
Aboveground or Underground Tank:	*Underground*
Date Installed:	*12/1/98*
Tank Type:	*Motor Vehicle Fuel*
Tank Capacity:	*12,000*
Contents:	*Motor Vehicle Fuel*
Date Permit Issued:	*1/5/99*
Date Permit Expires:	*1/4/2004*
Financial Responsibility:	*Self-Insured*
Tank Manufactured By:	*XERXES*
Tank Material:	*Fiberglass*
Corrosion Protection:	*None*
System Type:	*Pressure*
Monitoring System:	*GILBARCO-EMC*
Detection Method:	*Interstitial Monitor*
Mail Business Name:	*Quick Stop Markets, Inc.*
Mail Address:	*4567 Enterprise Street Fremont, CA 94538*

Environmental FirstSearch
Site Detail Report

TARGET SITE: 915 STORY RD & 935 MCLAUGHLIN AVE
SAN JOSE CA 95122

JOB: CA1247-1

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 23 **DIST/DIR:** 0.23 SW **MAP ID:** 17

NAME: QUIK STOP MARKET #86
ADDRESS: 1100 LUCRETIA AVE
SAN JOSE CA 95112
SANTA CLARA
CONTACT:

REV: 05/26/04
ID1: T0608513416
ID2:
STATUS: POLLUTION CHARACTERIZATION
PHONE:

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

Please note that some data previously provided by the State Water Resources Control Board in the LUSTIS database is not currently being provided by the agency in the most recent edition. Incidents that occurred dating after the year 2000 may not have much information. Field headers with blank information following after should be interpreted as unreported by the agency.

LEAD AGENCY: *LOCAL AGENCY*
REGIONAL BOARD: *02*
LOCAL CASE NUMBER: *07S1E15D02f*
RESPONSIBLE PARTY: *Ruth Dallman*
ADDRESS OF RESPONSIBLE PARTY: *4567 Enterprise Street*
SITE OPERATOR:
WATER SYSTEM:

CASE NUMBER:
CASE TYPE: *OTHER*
SUBSTANCE LEAKED: *GASOLINE*
SUBSTANCE QUANTITY:
LEAK CAUSE: *UNKNOWN*
LEAK SOURCE:
HOW LEAK WAS DISCOVERED:
DATE DISCOVERED (blank if not reported):
HOW LEAK WAS STOPPED:
STOP DATE (blank if not reported):
STATUS: *POLLUTION CHARACTERIZATION*
ABATEMENT METHOD (please note that not all code translations have been provided by the reporting agency):
ENFORCEMENT TYPE (please note that not all code translations have been provided by the reporting agency): *SEL*
DATE OF ENFORCEMENT (blank if not reported):

ENTER DATE (blank if not reported):
REVIEW DATE (blank if not reported):
DATE OF LEAK CONFIRMATION (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN WAS SUBMITTED (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN BEGAN (blank if not reported): *2003-03-31 00:00:00*
DATE POLLUTION CHARACTERIZATION PLAN BEGAN (blank if not reported): *2003-07-01 00:00:00*
DATE REMEDIATION PLAN WAS SUBMITTED (blank if not reported):
DATE REMEDIAL ACTION UNDERWAY (blank if not reported):
DATE POST REMEDIAL ACTION MONITORING BEGAN (blank if not reported):
DATE CLOSURE LETTER ISSUED (SITE CLOSED) (blank if not reported):
REPORT DATE (blank if not reported): *2003-05-30 00:00:00*

MTBE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

MTBE DATE(Date of historical maximum MTBE concentration): *2003-12-02 00:00:00*
MTBE GROUNDWATER CONCENTRATION: *EQUAL TO 670000*
MTBE SOIL CONCENTRATION: *EQUAL TO 190*
MTBE CNTS: *5*
MTBE FUEL: *1*
MTBE TESTED: *YES*
MTBE CLASS: *

TARGET SITE: 915 STORY RD & 935 MCLAUGHLIN AVE
SAN JOSE CA 95122 **JOB:** CA1247-1

SOLID WASTE LANDFILL SITE

SEARCH ID: 8 **DIST/DIR:** 0.25 NE **MAP ID:** 5

NAME: AMECAS NEW & USED TIRES
ADDRESS: 1345 FELIPE AVENUE
SAN JOSE CA 95122
SANTA CLARA
CONTACT:

REV: 07/07/04
ID1: SWIS43-TI-1328
ID2:
STATUS: ACTIVE
PHONE:

SITE OPERATOR INFORMATION:

SITE OPERATOR INFORMATION:

Operator: *Amecas New & USed Tires*
Operator Address: *1345 Felipe Avenue San Jose CA 95122-2602*
Permit Date:
Permit Status:
Land Use Name: *Commercial*
GIS Source for LAT and LONG: *Map*

Operator: *Amecas New & USed Tires*
Operator Address: *1345 Felipe Avenue San Jose CA 95122-2602*
Permit Date:
Permit Status:
Land Use Name: *Commercial*
GIS Source for LAT and LONG: *Map*

SITE ACTIVITY INFORMATION:

SITE ACTIVITY INFORMATION:

Activity: *Waste Tire Location*
Accepted Waste: *Tires, Passenger*
Operational Status: *Active*
Regulatory Status *Not Currently Regulated*
Closure Date:
Closure Type:
Permitted Throughput with Units: *Tires*
Permitted Capacity with Units: *Tires*
Remaining Capacity with Units (landfills only):
Permitted Total Acreage: *0*
Permitted Disposal Acreage:
Last Tire Inspection Count: *100*
Last Tire Inspection Count Date: *5/8/2001*
Original Tire Inspection Count:
Last Tire Inspection Count Date:
Inspection Frequency: *None*

Activity: *Waste Tire Location*
Accepted Waste: *Tires, Passenger*
Operational Status: *Active*
Regulatory Status *Not Currently Regulated*
Closure Date:

- Continued on next page -

Environmental FirstSearch
Site Detail Report

TARGET SITE: 915 STORY RD & 935 MCLAUGHLIN AVE
SAN JOSE CA 95122

JOB: CA1247-1

SOLID WASTE LANDFILL SITE

SEARCH ID: 8 **DIST/DIR:** 0.25 NE **MAP ID:** 5

NAME: AMECAS NEW & USED TIRES
ADDRESS: 1345 FELIPE AVENUE
SAN JOSE CA 95122
SANTA CLARA
CONTACT:

REV: 07/07/04
ID1: SWIS43-TI-1328
ID2:
STATUS: ACTIVE
PHONE:

Closure Type:
Permitted Throughput with Units: *Tires*
Permitted Capacity with Units: *Tires*
Remaining Capacity with Units (landfills only):
Permitted Total Acreage: *0*
Permitted Disposal Acreage:
Last Tire Inspection Count: *100*
Last Tire Inspection Count Date: *5/8/2001*
Original Tire Inspection Count:
Last Tire Inspection Count Date:
Inspection Frequency: *None*

SITE OWNER INFORMATION:

SITE OWNER INFORMATION:

Owner: *Holland, Charles & Mora*
Owner Phone:
Owner Address: *P.O. Box 3394*

Owner: *Holland, Charles & Mora*
Owner Phone:
Owner Address: *P.O. Box 3394*

Environmental FirstSearch
Site Detail Report

TARGET SITE: 915 STORY RD & 935 MCLAUGHLIN AVE
SAN JOSE CA 95122 **JOB:** CA1247-1

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 29 **DIST/DIR:** 0.25 NE **MAP ID:** 19

NAME: SWIM POOL SUPPLY
ADDRESS: 1181 STORY RD
SAN JOSE CA 95122
SANTA CLARA
CONTACT:

REV: 07/11/02
ID1: 43-1426
ID2:
STATUS: CASE CLOSED
PHONE:

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

Please note that some data previously provided by the State Water Resources Control Board in the LUSTIS database is not currently being provided by the agency in the most recent edition. Incidents that occurred dating after the year 2000 may not have much information. Field headers with blank information following after should be interpreted as unreported by the agency.

LEAD AGENCY: *LOCAL AGENCY*
REGIONAL BOARD: *SAN FRANCISCO BAY REGION*
LOCAL CASE NUMBER: *07S1E10P04*
RESPONSIBLE PARTY: *BLANK RP*
ADDRESS OF RESPONSIBLE PARTY:
SITE OPERATOR:
WATER SYSTEM:

CASE NUMBER: *43-1426*
CASE TYPE: *OTHER*
SUBSTANCE LEAKED: *GASOLINE*
SUBSTANCE QUANTITY:
LEAK CAUSE: *STRUCTURE FAILURE*
LEAK SOURCE: *TANK*
HOW LEAK WAS DISCOVERED: *TANK CLOSURE*
DATE DISCOVERED (blank if not reported): *3/2/88*
HOW LEAK WAS STOPPED: *CLOSE TANK*
STOP DATE (blank if not reported): *3/2/88*
STATUS: *CASE CLOSED*
ABATEMENT METHOD (please note that not all code translations have been provided by the reporting agency): *NO ACTION TAKEN- NO ACTION HAS YET BEEN TAKEN AT THE SITE*
ENFORCEMENT TYPE (please note that not all code translations have been provided by the reporting agency):
DATE OF ENFORCEMENT (blank if not reported):

ENTER DATE (blank if not reported): *3/2/88*
REVIEW DATE (blank if not reported): *6/7/96*
DATE OF LEAK CONFIRMATION (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN WAS SUBMITTED (blank if not reported): *11/16/93*
DATE PRELIMINARY SITE ASSESSMENT PLAN BEGAN (blank if not reported):
DATE POLLUTION CHARACTERIZATION PLAN BEGAN (blank if not reported):
DATE REMEDIATION PLAN WAS SUBMITTED (blank if not reported):
DATE REMEDIAL ACTION UNDERWAY (blank if not reported):
DATE POST REMEDIAL ACTION MONITORING BEGAN (blank if not reported):
DATE CLOSURE LETTER ISSUED (SITE CLOSED) (blank if not reported): *6/3/96*
REPORT DATE (blank if not reported): *3/2/88*

MTBE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE
MTBE DATE(Date of historical maximum MTBE concentration):
MTBE GROUNDWATER CONCENTRATION:
MTBE SOIL CONCENTRATION:
MTBE CNTS: *0*
MTBE FUEL: *1*
MTBE TESTED: *SITE NOT TESTED FOR MTBE. INCLUDES UNKNOWN AND NOT ANALYZED*

- Continued on next page -

Environmental FirstSearch
Site Detail Report

TARGET SITE: 915 STORY RD & 935 MCLAUGHLIN AVE
SAN JOSE CA 95122

JOB: CA1247-1

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 29 **DIST/DIR:** 0.25 NE **MAP ID:** 19

NAME: SWIM POOL SUPPLY
ADDRESS: 1181 STORY RD
SAN JOSE CA 95122
SANTA CLARA
CONTACT:

REV: 07/11/02
ID1: 43-1426
ID2:
STATUS: CASE CLOSED
PHONE:

MTBE CLASS: *

Environmental FirstSearch
Site Detail Report

TARGET SITE: 915 STORY RD & 935 MCLAUGHLIN AVE
SAN JOSE CA 95122

JOB: CA1247-1

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 30 **DIST/DIR:** 0.25 NE **MAP ID:** 19

NAME: SWIM POOL SUPPLY
ADDRESS: 1181 STORY RD
SAN JOSE CA 95122
SANTA CLARA
CONTACT:

REV: 05/26/04
ID1: T0608501398
ID2:
STATUS: CASE CLOSED
PHONE:

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

Please note that some data previously provided by the State Water Resources Control Board in the LUSTIS database is not currently being provided by the agency in the most recent edition. Incidents that occurred dating after the year 2000 may not have much information. Field headers with blank information following after should be interpreted as unreported by the agency.

LEAD AGENCY: *LOCAL AGENCY*
REGIONAL BOARD: *02*
LOCAL CASE NUMBER: *07S1E10P04f*
RESPONSIBLE PARTY: *Doug Roderick*
ADDRESS OF RESPONSIBLE PARTY: *1181 Story Road*
SITE OPERATOR:
WATER SYSTEM:

CASE NUMBER:
CASE TYPE: *OTHER*
SUBSTANCE LEAKED: *GASOLINE*
SUBSTANCE QUANTITY:
LEAK CAUSE:
LEAK SOURCE:
HOW LEAK WAS DISCOVERED:
DATE DISCOVERED (blank if not reported):
HOW LEAK WAS STOPPED:
STOP DATE (blank if not reported):
STATUS: *CASE CLOSED*
ABATEMENT METHOD (please note that not all code translations have been provided by the reporting agency):
ENFORCEMENT TYPE (please note that not all code translations have been provided by the reporting agency): *NOV*
DATE OF ENFORCEMENT (blank if not reported):

ENTER DATE (blank if not reported):
REVIEW DATE (blank if not reported):
DATE OF LEAK CONFIRMATION (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN WAS SUBMITTED (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN BEGAN (blank if not reported): *1988-02-05 00:00:00*
DATE POLLUTION CHARACTERIZATION PLAN BEGAN (blank if not reported): *1994-04-01 00:00:00*
DATE REMEDIATION PLAN WAS SUBMITTED (blank if not reported):
DATE REMEDIAL ACTION UNDERWAY (blank if not reported):
DATE POST REMEDIAL ACTION MONITORING BEGAN (blank if not reported):
DATE CLOSURE LETTER ISSUED (SITE CLOSED) (blank if not reported): *1996-06-03 00:00:00*
REPORT DATE (blank if not reported): *1988-03-02 00:00:00*

MTBE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE
MTBE DATE(Date of historical maximum MTBE concentration):
MTBE GROUNDWATER CONCENTRATION:
MTBE SOIL CONCENTRATION:
MTBE CNTS: *0*
MTBE FUEL: *1*
MTBE TESTED: *SITE NOT TESTED FOR MTBE. INCLUDES UNKNOWN AND NOT ANALYZED*
MTBE CLASS: *

Environmental FirstSearch
Site Detail Report

TARGET SITE: 915 STORY RD & 935 MCLAUGHLIN AVE
SAN JOSE CA 95122

JOB: CA1247-1

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 32 **DIST/DIR:** 0.26 SE **MAP ID:** 20

NAME: THERESA COURT JOINT VENTURE
ADDRESS: 1222 MCLAUGHLIN AVE
SAN JOSE CA 95122
SANTA CLARA
CONTACT:

REV: 05/26/04
ID1: T0608580508
ID2:
STATUS: CASE CLOSED
PHONE:

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

Please note that some data previously provided by the State Water Resources Control Board in the LUSTIS database is not currently being provided by the agency in the most recent edition. Incidents that occurred dating after the year 2000 may not have much information. Field headers with blank information following after should be interpreted as unreported by the agency.

LEAD AGENCY: *LOCAL AGENCY*
REGIONAL BOARD: *02*
LOCAL CASE NUMBER: *07S1E10P06f*
RESPONSIBLE PARTY: *Jeff Igeny*
ADDRESS OF RESPONSIBLE PARTY: *20370 Town Center Lane Stello*
SITE OPERATOR:
WATER SYSTEM:

CASE NUMBER:
CASE TYPE: *SOIL ONLY*
SUBSTANCE LEAKED: *0*
SUBSTANCE QUANTITY:
LEAK CAUSE:
LEAK SOURCE:
HOW LEAK WAS DISCOVERED:
DATE DISCOVERED (blank if not reported):
HOW LEAK WAS STOPPED:
STOP DATE (blank if not reported):
STATUS: *CASE CLOSED*
ABATEMENT METHOD (please note that not all code translations have been provided by the reporting agency):
ENFORCEMENT TYPE (please note that not all code translations have been provided by the reporting agency):
DATE OF ENFORCEMENT (blank if not reported):

ENTER DATE (blank if not reported):
REVIEW DATE (blank if not reported):
DATE OF LEAK CONFIRMATION (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN WAS SUBMITTED (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN BEGAN (blank if not reported):
DATE POLLUTION CHARACTERIZATION PLAN BEGAN (blank if not reported):
DATE REMEDIATION PLAN WAS SUBMITTED (blank if not reported):
DATE REMEDIAL ACTION UNDERWAY (blank if not reported):
DATE POST REMEDIAL ACTION MONITORING BEGAN (blank if not reported):
DATE CLOSURE LETTER ISSUED (SITE CLOSED) (blank if not reported): *1994-06-08 00:00:00*
REPORT DATE (blank if not reported): *1991-01-01 00:00:00*

MTBE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE
MTBE DATE(Date of historical maximum MTBE concentration):
MTBE GROUNDWATER CONCENTRATION:
MTBE SOIL CONCENTRATION:
MTBE CNTS: *0*
MTBE FUEL: *0*
MTBE TESTED: *NOT REQUIRED TO BE TESTED*
MTBE CLASS: *

TARGET SITE: 915 STORY RD & 935 MCLAUGHLIN AVE
SAN JOSE CA 95122 **JOB:** CA1247-1

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 31 **DIST/DIR:** 0.26 SE **MAP ID:** 20

NAME: THERESA COURT JOINT VENTURE
ADDRESS: 1222 MCLAUGHLIN AVE
SAN JOSE CA 95122
SANTA CLARA
CONTACT:

REV: 07/11/02
ID1: 43-1692
ID2:
STATUS: CASE CLOSED
PHONE:

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE
Please note that some data previously provided by the State Water Resources Control Board in the LUSTIS database is not currently being provided by the agency in the most recent edition. Incidents that occurred dating after the year 2000 may not have much information. Field headers with blank information following after should be interpreted as unreported by the agency.

LEAD AGENCY: *LOCAL AGENCY*
REGIONAL BOARD: *SAN FRANCISCO BAY REGION*
LOCAL CASE NUMBER: *43-1692*
RESPONSIBLE PARTY: *BLANK RP*
ADDRESS OF RESPONSIBLE PARTY:
SITE OPERATOR:
WATER SYSTEM:

CASE NUMBER: *43-1692*
CASE TYPE: *SOIL ONLY*
SUBSTANCE LEAKED: *DIESEL*
SUBSTANCE QUANTITY:
LEAK CAUSE: *UNKNOWN*
LEAK SOURCE: *UNKNOWN*
HOW LEAK WAS DISCOVERED: *TANK CLOSURE*
DATE DISCOVERED (blank if not reported): *9/17/93*
HOW LEAK WAS STOPPED: *CLOSE TANK*
STOP DATE (blank if not reported): *9/17/93*
STATUS: *CASE CLOSED*
ABATEMENT METHOD (please note that not all code translations have been provided by the reporting agency): *NO ACTION TAKEN- NO ACTION HAS YET BEEN TAKEN AT THE SITE*
ENFORCEMENT TYPE (please note that not all code translations have been provided by the reporting agency):
DATE OF ENFORCEMENT (blank if not reported):

ENTER DATE (blank if not reported): *9/24/93*
REVIEW DATE (blank if not reported): *6/13/94*
DATE OF LEAK CONFIRMATION (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN WAS SUBMITTED (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN BEGAN (blank if not reported):
DATE POLLUTION CHARACTERIZATION PLAN BEGAN (blank if not reported):
DATE REMEDIATION PLAN WAS SUBMITTED (blank if not reported):
DATE REMEDIAL ACTION UNDERWAY (blank if not reported):
DATE POST REMEDIAL ACTION MONITORING BEGAN (blank if not reported):
DATE CLOSURE LETTER ISSUED (SITE CLOSED) (blank if not reported): *6/13/94*
REPORT DATE (blank if not reported): *9/17/93*

MTBE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE
MTBE DATE(Date of historical maximum MTBE concentration):
MTBE GROUNDWATER CONCENTRATION:
MTBE SOIL CONCENTRATION:
MTBE CNTS: *0*
MTBE FUEL: *0*
MTBE TESTED: *NOT REQUIRED TO BE TESTED*

- Continued on next page -

Environmental FirstSearch
Site Detail Report

TARGET SITE: 915 STORY RD & 935 MCLAUGHLIN AVE
SAN JOSE CA 95122

JOB: CA1247-1

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 31 **DIST/DIR:** 0.26 SE **MAP ID:** 20

NAME: THERESA COURT JOINT VENTURE
ADDRESS: 1222 MCLAUGHLIN AVE
SAN JOSE CA 95122
SANTA CLARA
CONTACT:

REV: 07/11/02
ID1: 43-1692
ID2:
STATUS: CASE CLOSED
PHONE:

MTBE CLASS: *

Environmental FirstSearch
Site Detail Report

TARGET SITE: 915 STORY RD & 935 MCLAUGHLIN AVE
SAN JOSE CA 95122

JOB: CA1247-1

SOLID WASTE LANDFILL SITE

SEARCH ID: 10 **DIST/DIR:** 0.26 SW **MAP ID:** 7

NAME: ROBERTS AVENUE LANDFILL
ADDRESS: ROBERTS AVENUE
SAN JOSE CA
SANTA CLARA
CONTACT:

REV: 07/07/04
ID1: SWIS43-AN-0009
ID2:
STATUS: CLOSED
PHONE:

SITE OPERATOR INFORMATION:

SITE OPERATOR INFORMATION:

Operator:
Operator Address:
Permit Date:
Permit Status:
Land Use Name:
GIS Source for LAT and LONG: *Map*

Operator:
Operator Address:
Permit Date:
Permit Status:
Land Use Name:
GIS Source for LAT and LONG: *Map*

SITE ACTIVITY INFORMATION:

SITE ACTIVITY INFORMATION:

Activity: *Solid Waste Disposal Site*
Accepted Waste:
Operational Status: *Closed*
Regulatory Status *Unpermitted*
Closure Date:
Closure Type:
Permitted Throughput with Units:
Permitted Capacity with Units:
Remaining Capacity with Units (landfills only):
Permitted Total Acreage: *0*
Permitted Disposal Acreage: *0*
Last Tire Inspection Count:
Last Tire Inspection Count Date:
Original Tire Inspection Count:
Last Tire Inspection Count Date:
Inspection Frequency: *None*

Activity: *Solid Waste Disposal Site*
Accepted Waste:
Operational Status: *Closed*
Regulatory Status *Unpermitted*
Closure Date:

- Continued on next page -

Environmental FirstSearch
Site Detail Report

TARGET SITE: 915 STORY RD & 935 MCLAUGHLIN AVE
SAN JOSE CA 95122

JOB: CA1247-1

SOLID WASTE LANDFILL SITE

SEARCH ID: 10 **DIST/DIR:** 0.26 SW **MAP ID:** 7

NAME: ROBERTS AVENUE LANDFILL
ADDRESS: ROBERTS AVENUE
SAN JOSE CA
SANTA CLARA
CONTACT:

REV: 07/07/04
ID1: SWIS43-AN-0009
ID2:
STATUS: CLOSED
PHONE:

Closure Type:
Permitted Throughput with Units:
Permitted Capacity with Units:
Remaining Capacity with Units (landfills only):
Permitted Total Acreage: *0*
Permitted Disposal Acreage: *0*
Last Tire Inspection Count:
Last Tire Inspection Count Date:
Original Tire Inspection Count:
Last Tire Inspection Count Date:
Inspection Frequency: *None*

SITE OWNER INFORMATION:

SITE OWNER INFORMATION:

Owner: *City Of San Jose Ofc Of Environ Mgmt*
Owner Phone: *4082775533*
Owner Address: *777 N. First Street, Suite 450*

Owner: *City Of San Jose Ofc Of Environ Mgmt*
Owner Phone: *4082775533*
Owner Address: *777 N. First Street, Suite 450*

Environmental FirstSearch
Site Detail Report

TARGET SITE: 915 STORY RD & 935 MCLAUGHLIN AVE
SAN JOSE CA 95122

JOB: CA1247-1

SOLID WASTE LANDFILL SITE

SEARCH ID: 9 **DIST/DIR:** 0.28 -W **MAP ID:** 6

NAME: MARTIN PARK LANDFILL
ADDRESS: FORESTDALE AVENUE
SAN JOSE CA
SANTA CLARA
CONTACT:

REV: 07/07/04
ID1: SWIS43-AN-0010
ID2:
STATUS: CLOSED
PHONE:

SITE OPERATOR INFORMATION:

SITE OPERATOR INFORMATION:

Operator:
Operator Address:
Permit Date:
Permit Status:
Land Use Name: *Residential,Park,Industrial*
GIS Source for LAT and LONG: *Map*

Operator:
Operator Address:
Permit Date:
Permit Status:
Land Use Name: *Residential,Park,Industrial*
GIS Source for LAT and LONG: *Map*

SITE ACTIVITY INFORMATION:

SITE ACTIVITY INFORMATION:

Activity: *Solid Waste Disposal Site*
Accepted Waste:
Operational Status: *Closed*
Regulatory Status *Pre-regulations*
Closure Date:
Closure Type:
Permitted Throughput with Units:
Permitted Capacity with Units:
Remaining Capacity with Units (landfills only):
Permitted Total Acreage:
Permitted Disposal Acreage:
Last Tire Inspection Count:
Last Tire Inspection Count Date:
Original Tire Inspection Count:
Last Tire Inspection Count Date:
Inspection Frequency: *Quarterly*

Activity: *Solid Waste Disposal Site*
Accepted Waste:
Operational Status: *Closed*
Regulatory Status *Pre-regulations*
Closure Date:

- Continued on next page -

Environmental FirstSearch
Site Detail Report

TARGET SITE: 915 STORY RD & 935 MCLAUGHLIN AVE
SAN JOSE CA 95122

JOB: CA1247-1

SOLID WASTE LANDFILL SITE

SEARCH ID: 9 **DIST/DIR:** 0.28 -W **MAP ID:** 6

NAME: MARTIN PARK LANDFILL
ADDRESS: FORESTDALE AVENUE
SAN JOSE CA
SANTA CLARA
CONTACT:

REV: 07/07/04
ID1: SWIS43-AN-0010
ID2:
STATUS: CLOSED
PHONE:

Closure Type:
Permitted Throughput with Units:
Permitted Capacity with Units:
Remaining Capacity with Units (landfills only):
Permitted Total Acreage:
Permitted Disposal Acreage:
Last Tire Inspection Count:
Last Tire Inspection Count Date:
Original Tire Inspection Count:
Last Tire Inspection Count Date:
Inspection Frequency: *Quarterly*

SITE OWNER INFORMATION:

SITE OWNER INFORMATION:

Owner: *City Of San Jose Ofc Of Environ Mgmt*
Owner Phone: *4082775533*
Owner Address: *777 N. First Street, Suite 450*

Owner: *City Of San Jose Ofc Of Environ Mgmt*
Owner Phone: *4082775533*
Owner Address: *777 N. First Street, Suite 450*

Environmental FirstSearch
Site Detail Report

TARGET SITE: 915 STORY RD & 935 MCLAUGHLIN AVE
SAN JOSE CA 95122

JOB: CA1247-1

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 21 **DIST/DIR:** 0.31 NE **MAP ID:** 16

NAME: POLYAIRE MECHANICAL
ADDRESS: 1010 OLINDER CT
SAN JOSE CA 95122
SANTA CLARA
CONTACT:

REV: 05/26/04
ID1: T0608570681
ID2:
STATUS: CASE CLOSED
PHONE:

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

Please note that some data previously provided by the State Water Resources Control Board in the LUSTIS database is not currently being provided by the agency in the most recent edition. Incidents that occurred dating after the year 2000 may not have much information. Field headers with blank information following after should be interpreted as unreported by the agency.

LEAD AGENCY: *LOCAL AGENCY*
REGIONAL BOARD: *02*
LOCAL CASE NUMBER: *07S1E10L01f*
RESPONSIBLE PARTY: *Greg Castagnoli*
ADDRESS OF RESPONSIBLE PARTY: *1010 Olinder Ct.*
SITE OPERATOR:
WATER SYSTEM:

CASE NUMBER:
CASE TYPE: *SOIL ONLY*
SUBSTANCE LEAKED: *GASOLINE*
SUBSTANCE QUANTITY:
LEAK CAUSE:
LEAK SOURCE:
HOW LEAK WAS DISCOVERED:
DATE DISCOVERED (blank if not reported):
HOW LEAK WAS STOPPED:
STOP DATE (blank if not reported):
STATUS: *CASE CLOSED*
ABATEMENT METHOD (please note that not all code translations have been provided by the reporting agency):
ENFORCEMENT TYPE (please note that not all code translations have been provided by the reporting agency): *NOR*
DATE OF ENFORCEMENT (blank if not reported):

ENTER DATE (blank if not reported):
REVIEW DATE (blank if not reported):
DATE OF LEAK CONFIRMATION (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN WAS SUBMITTED (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN BEGAN (blank if not reported): *1990-05-18 00:00:00*
DATE POLLUTION CHARACTERIZATION PLAN BEGAN (blank if not reported):
DATE REMEDIATION PLAN WAS SUBMITTED (blank if not reported):
DATE REMEDIAL ACTION UNDERWAY (blank if not reported):
DATE POST REMEDIAL ACTION MONITORING BEGAN (blank if not reported):
DATE CLOSURE LETTER ISSUED (SITE CLOSED) (blank if not reported): *1991-06-19 00:00:00*
REPORT DATE (blank if not reported): *1991-01-09 00:00:00*

MTBE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

MTBE DATE(Date of historical maximum MTBE concentration):
MTBE GROUNDWATER CONCENTRATION:
MTBE SOIL CONCENTRATION:
MTBE CNTS: *0*
MTBE FUEL: *1*
MTBE TESTED: *SITE NOT TESTED FOR MTBE. INCLUDES UNKNOWN AND NOT ANALYZED*
MTBE CLASS: *

TARGET SITE: 915 STORY RD & 935 MCLAUGHLIN AVE
SAN JOSE CA 95122

JOB: CA1247-1

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 22 **DIST/DIR:** 0.31 NE **MAP ID:** 16

NAME: POLYAIRE MECHANICAL
ADDRESS: 1010 OLINDER ST
SAN JOSE CA 95122
SANTA CLARA
CONTACT:

REV: 05/26/04
ID1: T0608501063
ID2:
STATUS: CASE CLOSED
PHONE:

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

Please note that some data previously provided by the State Water Resources Control Board in the LUSTIS database is not currently being provided by the agency in the most recent edition. Incidents that occurred dating after the year 2000 may not have much information. Field headers with blank information following after should be interpreted as unreported by the agency.

LEAD AGENCY: *REGIONAL BOARD*
REGIONAL BOARD: *02*
LOCAL CASE NUMBER: *07S1E0L01*
RESPONSIBLE PARTY: *BLANK RP*
ADDRESS OF RESPONSIBLE PARTY:
SITE OPERATOR:
WATER SYSTEM:

CASE NUMBER: *43-1069*
CASE TYPE: *SOIL ONLY*
SUBSTANCE LEAKED: *GASOLINE*
SUBSTANCE QUANTITY:
LEAK CAUSE: *STRUCTURE FAILURE*
LEAK SOURCE: *TANK*
HOW LEAK WAS DISCOVERED: *TANK CLOSURE*
DATE DISCOVERED (blank if not reported): *1991-05-22 00:00:00*
HOW LEAK WAS STOPPED:
STOP DATE (blank if not reported): *1991-05-22 00:00:00*
STATUS: *CASE CLOSED*
ABATEMENT METHOD (please note that not all code translations have been provided by the reporting agency): *EXCAVATE AND DISPOSE- REMOVE CONTAMINATED SOIL AND DISPOSE IN APPROVED SITE*
ENFORCEMENT TYPE (please note that not all code translations have been provided by the reporting agency):
DATE OF ENFORCEMENT (blank if not reported):

ENTER DATE (blank if not reported): *1991-05-05 00:00:00*
REVIEW DATE (blank if not reported): *1991-02-05 00:00:00*
DATE OF LEAK CONFIRMATION (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN WAS SUBMITTED (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN BEGAN (blank if not reported):
DATE POLLUTION CHARACTERIZATION PLAN BEGAN (blank if not reported):
DATE REMEDIATION PLAN WAS SUBMITTED (blank if not reported):
DATE REMEDIAL ACTION UNDERWAY (blank if not reported):
DATE POST REMEDIAL ACTION MONITORING BEGAN (blank if not reported):
DATE CLOSURE LETTER ISSUED (SITE CLOSED) (blank if not reported): *1991-06-19 00:00:00*
REPORT DATE (blank if not reported): *1991-01-09 00:00:00*

MTBE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

MTBE DATE(Date of historical maximum MTBE concentration):
MTBE GROUNDWATER CONCENTRATION:
MTBE SOIL CONCENTRATION:
MTBE CNTS: *0*
MTBE FUEL: *1*
MTBE TESTED: *SITE NOT TESTED FOR MTBE. INCLUDES UNKNOWN AND NOT ANALYZED*

- Continued on next page -

Environmental FirstSearch
Site Detail Report

TARGET SITE: 915 STORY RD & 935 MCLAUGHLIN AVE
SAN JOSE CA 95122

JOB: CA1247-1

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 22 **DIST/DIR:** 0.31 NE **MAP ID:** 16

NAME: POLYAIRE MECHANICAL
ADDRESS: 1010 OLINDER ST
SAN JOSE CA 95122
SANTA CLARA
CONTACT:

REV: 05/26/04
ID1: T0608501063
ID2:
STATUS: CASE CLOSED
PHONE:

MTBE CLASS: *

Environmental FirstSearch
Site Detail Report

TARGET SITE: 915 STORY RD & 935 MCLAUGHLIN AVE
SAN JOSE CA 95122

JOB: CA1247-1

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 25 **DIST/DIR:** 0.31 NE **MAP ID:** 10

NAME: RACE STREET FISH & POULTRY
ADDRESS: 1130 OLINDER CT
SAN JOSE CA 95122
SANTA CLARA
CONTACT:

REV: 05/26/04
ID1: T0608501693
ID2:
STATUS: CASE CLOSED
PHONE:

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

Please note that some data previously provided by the State Water Resources Control Board in the LUSTIS database is not currently being provided by the agency in the most recent edition. Incidents that occurred dating after the year 2000 may not have much information. Field headers with blank information following after should be interpreted as unreported by the agency.

LEAD AGENCY: *LOCAL AGENCY*
REGIONAL BOARD: *02*
LOCAL CASE NUMBER: *07S1E10L02f*
RESPONSIBLE PARTY: *Dan Barsanti*
ADDRESS OF RESPONSIBLE PARTY: *P. O. Box 28385*
SITE OPERATOR:
WATER SYSTEM:

CASE NUMBER:
CASE TYPE: *SOIL ONLY*
SUBSTANCE LEAKED: *0*
SUBSTANCE QUANTITY:
LEAK CAUSE:
LEAK SOURCE:
HOW LEAK WAS DISCOVERED:
DATE DISCOVERED (blank if not reported):
HOW LEAK WAS STOPPED:
STOP DATE (blank if not reported):
STATUS: *CASE CLOSED*
ABATEMENT METHOD (please note that not all code translations have been provided by the reporting agency):
ENFORCEMENT TYPE (please note that not all code translations have been provided by the reporting agency):
DATE OF ENFORCEMENT (blank if not reported):

ENTER DATE (blank if not reported):
REVIEW DATE (blank if not reported):
DATE OF LEAK CONFIRMATION (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN WAS SUBMITTED (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN BEGAN (blank if not reported):
DATE POLLUTION CHARACTERIZATION PLAN BEGAN (blank if not reported):
DATE REMEDIATION PLAN WAS SUBMITTED (blank if not reported):
DATE REMEDIAL ACTION UNDERWAY (blank if not reported):
DATE POST REMEDIAL ACTION MONITORING BEGAN (blank if not reported):
DATE CLOSURE LETTER ISSUED (SITE CLOSED) (blank if not reported): *1995-06-27 00:00:00*
REPORT DATE (blank if not reported): *1991-01-01 00:00:00*

MTBE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE
MTBE DATE(Date of historical maximum MTBE concentration):
MTBE GROUNDWATER CONCENTRATION:
MTBE SOIL CONCENTRATION:
MTBE CNTS: *0*
MTBE FUEL: *0*
MTBE TESTED: *NOT REQUIRED TO BE TESTED*
MTBE CLASS: *

Environmental FirstSearch
Site Detail Report

TARGET SITE: 915 STORY RD & 935 MCLAUGHLIN AVE
SAN JOSE CA 95122

JOB: CA1247-1

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 24 **DIST/DIR:** 0.31 NE **MAP ID:** 10

NAME: RACE STREET FISH & POULTRY
ADDRESS: 1130 OLINDER CT
SAN JOSE CA 95122
SANTA CLARA
CONTACT:

REV: 07/11/02
ID1: 43-1759
ID2:
STATUS: CASE CLOSED
PHONE:

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

Please note that some data previously provided by the State Water Resources Control Board in the LUSTIS database is not currently being provided by the agency in the most recent edition. Incidents that occurred dating after the year 2000 may not have much information. Field headers with blank information following after should be interpreted as unreported by the agency.

LEAD AGENCY: *LOCAL AGENCY*
REGIONAL BOARD: *SAN FRANCISCO BAY REGION*
LOCAL CASE NUMBER: *07S1E10L02*
RESPONSIBLE PARTY: *BLANK RP*
ADDRESS OF RESPONSIBLE PARTY:
SITE OPERATOR:
WATER SYSTEM:

CASE NUMBER: *43-1759*
CASE TYPE: *UNDEFINED*
SUBSTANCE LEAKED: *MISCELLANEOUS MOTOR VEHICLE FUELS*
SUBSTANCE QUANTITY:
LEAK CAUSE: *UNKNOWN*
LEAK SOURCE: *UNKNOWN*
HOW LEAK WAS DISCOVERED: *TANK CLOSURE*
DATE DISCOVERED (blank if not reported): *11/10/93*
HOW LEAK WAS STOPPED: *CLOSE TANK*
STOP DATE (blank if not reported): *11/10/93*
STATUS: *CASE CLOSED*
ABATEMENT METHOD (please note that not all code translations have been provided by the reporting agency): *NO ACTION TAKEN- NO ACTION HAS YET BEEN TAKEN AT THE SITE*
ENFORCEMENT TYPE (please note that not all code translations have been provided by the reporting agency):
DATE OF ENFORCEMENT (blank if not reported):

ENTER DATE (blank if not reported): *2/27/92*
REVIEW DATE (blank if not reported): *2/27/92*
DATE OF LEAK CONFIRMATION (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN WAS SUBMITTED (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN BEGAN (blank if not reported):
DATE POLLUTION CHARACTERIZATION PLAN BEGAN (blank if not reported):
DATE REMEDIATION PLAN WAS SUBMITTED (blank if not reported):
DATE REMEDIAL ACTION UNDERWAY (blank if not reported):
DATE POST REMEDIAL ACTION MONITORING BEGAN (blank if not reported):
DATE CLOSURE LETTER ISSUED (SITE CLOSED) (blank if not reported): *6/27/95*
REPORT DATE (blank if not reported): *10/1/93*

MTBE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

MTBE DATE(Date of historical maximum MTBE concentration):
MTBE GROUNDWATER CONCENTRATION:
MTBE SOIL CONCENTRATION:
MTBE CNTS: *0*
MTBE FUEL: *0*
MTBE TESTED: *NOT REQUIRED TO BE TESTED*

- Continued on next page -

Environmental FirstSearch
Site Detail Report

TARGET SITE: 915 STORY RD & 935 MCLAUGHLIN AVE
SAN JOSE CA 95122

JOB: CA1247-1

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 24 **DIST/DIR:** 0.31 NE **MAP ID:** 10

NAME: RACE STREET FISH & POULTRY
ADDRESS: 1130 OLINDER CT
SAN JOSE CA 95122
SANTA CLARA
CONTACT:

REV: 07/11/02
ID1: 43-1759
ID2:
STATUS: CASE CLOSED
PHONE:

MTBE CLASS: *

TARGET SITE: 915 STORY RD & 935 MCLAUGHLIN AVE
SAN JOSE CA 95122

JOB: CA1247-1

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 33 **DIST/DIR:** 0.33 NE **MAP ID:** 11

NAME: TOSCO - FACILITY #5925
ADDRESS: 1299 STORY RD
SAN JOSE CA 95122
SANTA CLARA
CONTACT:

REV: 07/11/02
ID1: 43-1533
ID2:
STATUS: POLLUTION CHARACTERIZATION
PHONE:

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

Please note that some data previously provided by the State Water Resources Control Board in the LUSTIS database is not currently being provided by the agency in the most recent edition. Incidents that occurred dating after the year 2000 may not have much information. Field headers with blank information following after should be interpreted as unreported by the agency.

LEAD AGENCY: *LOCAL AGENCY*
REGIONAL BOARD: *SAN FRANCISCO BAY REGION*
LOCAL CASE NUMBER: *07S1E10P05*
RESPONSIBLE PARTY: *BLANK RP*
ADDRESS OF RESPONSIBLE PARTY:
SITE OPERATOR:
WATER SYSTEM:

CASE NUMBER: *43-1533*
CASE TYPE: *OTHER*
SUBSTANCE LEAKED: *GASOLINE*
SUBSTANCE QUANTITY:
LEAK CAUSE: *STRUCTURE FAILURE*
LEAK SOURCE: *TANK*
HOW LEAK WAS DISCOVERED: *TANK CLOSURE*
DATE DISCOVERED (blank if not reported): *12/4/89*
HOW LEAK WAS STOPPED: *CLOSE TANK*
STOP DATE (blank if not reported): *12/4/89*
STATUS: *POLLUTION CHARACTERIZATION*
ABATEMENT METHOD (please note that not all code translations have been provided by the reporting agency): *EXCAVATE AND DISPOSE- REMOVE CONTAMINATED SOIL AND DISPOSE IN APPROVED SITE*
ENFORCEMENT TYPE (please note that not all code translations have been provided by the reporting agency):
DATE OF ENFORCEMENT (blank if not reported):

ENTER DATE (blank if not reported): *3/25/91*
REVIEW DATE (blank if not reported): *8/2/01*
DATE OF LEAK CONFIRMATION (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN WAS SUBMITTED (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN BEGAN (blank if not reported): *7/10/90*
DATE POLLUTION CHARACTERIZATION PLAN BEGAN (blank if not reported): *12/12/90*
DATE REMEDIATION PLAN WAS SUBMITTED (blank if not reported):
DATE REMEDIAL ACTION UNDERWAY (blank if not reported):
DATE POST REMEDIAL ACTION MONITORING BEGAN (blank if not reported):
DATE CLOSURE LETTER ISSUED (SITE CLOSED) (blank if not reported):
REPORT DATE (blank if not reported): *12/4/89*

MTBE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

MTBE DATE(Date of historical maximum MTBE concentration): *1/2/65*
MTBE GROUNDWATER CONCENTRATION: *75000*
MTBE SOIL CONCENTRATION:
MTBE CNTS: *1*
MTBE FUEL: *1*
MTBE TESTED: *YES*

- Continued on next page -

Environmental FirstSearch
Site Detail Report

TARGET SITE: 915 STORY RD & 935 MCLAUGHLIN AVE
SAN JOSE CA 95122

JOB: CA1247-1

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 33 **DIST/DIR:** 0.33 NE **MAP ID:** 11

NAME: TOSCO - FACILITY #5925
ADDRESS: 1299 STORY RD
SAN JOSE CA 95122
SANTA CLARA
CONTACT:

REV: 07/11/02
ID1: 43-1533
ID2:
STATUS: POLLUTION CHARACTERIZATION
PHONE:

MTBE CLASS: *B*

Environmental FirstSearch
Site Detail Report

TARGET SITE: 915 STORY RD & 935 MCLAUGHLIN AVE
SAN JOSE CA 95122

JOB: CA1247-1

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 34 **DIST/DIR:** 0.33 NE **MAP ID:** 11

NAME: UNOCAL #5925
ADDRESS: 1299 STORY RD
SAN JOSE CA 95122
SANTA CLARA
CONTACT:

REV: 05/26/04
ID1: T0608501495
ID2:
STATUS: REMEDIAL ACTION
PHONE:

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

Please note that some data previously provided by the State Water Resources Control Board in the LUSTIS database is not currently being provided by the agency in the most recent edition. Incidents that occurred dating after the year 2000 may not have much information. Field headers with blank information following after should be interpreted as unreported by the agency.

LEAD AGENCY: *LOCAL AGENCY*
REGIONAL BOARD: *02*
LOCAL CASE NUMBER: *07S1E10P05f*
RESPONSIBLE PARTY: *David Camille*
ADDRESS OF RESPONSIBLE PARTY: *276 Tank Farm Rd*
SITE OPERATOR:
WATER SYSTEM:

CASE NUMBER:
CASE TYPE: *OTHER*
SUBSTANCE LEAKED: *GASOLINE*
SUBSTANCE QUANTITY:
LEAK CAUSE:
LEAK SOURCE:
HOW LEAK WAS DISCOVERED:
DATE DISCOVERED (blank if not reported):
HOW LEAK WAS STOPPED:
STOP DATE (blank if not reported):
STATUS: *REMEDIAL ACTION*
ABATEMENT METHOD (please note that not all code translations have been provided by the reporting agency):
ENFORCEMENT TYPE (please note that not all code translations have been provided by the reporting agency): *SEL*
DATE OF ENFORCEMENT (blank if not reported):

ENTER DATE (blank if not reported):
REVIEW DATE (blank if not reported):
DATE OF LEAK CONFIRMATION (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN WAS SUBMITTED (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN BEGAN (blank if not reported): *1990-07-10 00:00:00*
DATE POLLUTION CHARACTERIZATION PLAN BEGAN (blank if not reported): *1990-12-12 00:00:00*
DATE REMEDIATION PLAN WAS SUBMITTED (blank if not reported):
DATE REMEDIAL ACTION UNDERWAY (blank if not reported): *2001-02-27 00:00:00*
DATE POST REMEDIAL ACTION MONITORING BEGAN (blank if not reported):
DATE CLOSURE LETTER ISSUED (SITE CLOSED) (blank if not reported):
REPORT DATE (blank if not reported): *1989-12-04 00:00:00*

MTBE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE
MTBE DATE(Date of historical maximum MTBE concentration): *2004-01-13 00:00:00*
MTBE GROUNDWATER CONCENTRATION: *EQUAL TO 2*
MTBE SOIL CONCENTRATION:
MTBE CNTS: *3*
MTBE FUEL: *1*
MTBE TESTED: *YES*
MTBE CLASS: *D*

Environmental FirstSearch
Site Detail Report

TARGET SITE: 915 STORY RD & 935 MCLAUGHLIN AVE
SAN JOSE CA 95122

JOB: CA1247-1

SOLID WASTE LANDFILL SITE

SEARCH ID: 11 **DIST/DIR:** 0.40 SW **MAP ID:** 8

NAME: STORY ROAD LANDFILL
ADDRESS: REMILLARD COURT
SAN JOSE CA
SANTA CLARA
CONTACT:

REV: 07/07/04
ID1: SWIS43-AN-0012
ID2:
STATUS: CLOSED
PHONE:

SITE OPERATOR INFORMATION:

SITE OPERATOR INFORMATION:

Operator:
Operator Address:
Permit Date:
Permit Status:
Land Use Name:
GIS Source for LAT and LONG: *Map*

Operator:
Operator Address:
Permit Date:
Permit Status:
Land Use Name:
GIS Source for LAT and LONG: *Map*

SITE ACTIVITY INFORMATION:

SITE ACTIVITY INFORMATION:

Activity: *Solid Waste Disposal Site*
Accepted Waste:
Operational Status: *Closed*
Regulatory Status *Unpermitted*
Closure Date:
Closure Type:
Permitted Throughput with Units: *0*
Permitted Capacity with Units: *0*
Remaining Capacity with Units (landfills only): *0*
Permitted Total Acreage: *0*
Permitted Disposal Acreage: *0*
Last Tire Inspection Count: *0*
Last Tire Inspection Count Date:
Original Tire Inspection Count: *0*
Last Tire Inspection Count Date:
Inspection Frequency: *Quarterly*

Activity: *Solid Waste Disposal Site*
Accepted Waste:
Operational Status: *Closed*
Regulatory Status *Unpermitted*
Closure Date:

- Continued on next page -

Environmental FirstSearch
Site Detail Report

TARGET SITE: 915 STORY RD & 935 MCLAUGHLIN AVE
SAN JOSE CA 95122

JOB: CA1247-1

SOLID WASTE LANDFILL SITE

SEARCH ID: 11 **DIST/DIR:** 0.40 SW **MAP ID:** 8

NAME: STORY ROAD LANDFILL
ADDRESS: REMILLARD COURT
SAN JOSE CA
SANTA CLARA
CONTACT:

REV: 07/07/04
ID1: SWIS43-AN-0012
ID2:
STATUS: CLOSED
PHONE:

Closure Type:
Permitted Throughput with Units: *0*
Permitted Capacity with Units: *0*
Remaining Capacity with Units (landfills only): *0*
Permitted Total Acreage: *0*
Permitted Disposal Acreage: *0*
Last Tire Inspection Count: *0*
Last Tire Inspection Count Date:
Original Tire Inspection Count: *0*
Last Tire Inspection Count Date:
Inspection Frequency: *Quarterly*

SITE OWNER INFORMATION:

SITE OWNER INFORMATION:

Owner: *City Of San Jose Ofc Of Environ Mgmt*
Owner Phone: *4082775533*
Owner Address: *777 N. First Street, Suite 450*

Owner: *City Of San Jose Ofc Of Environ Mgmt*
Owner Phone: *4082775533*
Owner Address: *777 N. First Street, Suite 450*

TARGET SITE: 915 STORY RD & 935 MCLAUGHLIN AVE SAN JOSE CA 95122 **JOB:** CA1247-1

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 26 **DIST/DIR:** 0.46 SW **MAP ID:** 4

NAME: SANTA CLARA TRANSFER
ADDRESS: 925 REMILLARD CT
SAN JOSE CA 95122
SANTA CLARA
CONTACT:

REV: 05/26/04
ID1: T0608501793
ID2:
STATUS: CASE CLOSED
PHONE:

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

Please note that some data previously provided by the State Water Resources Control Board in the LUSTIS database is not currently being provided by the agency in the most recent edition. Incidents that occurred dating after the year 2000 may not have much information. Field headers with blank information following after should be interpreted as unreported by the agency.

LEAD AGENCY: *REGIONAL BOARD*
REGIONAL BOARD: *02*
LOCAL CASE NUMBER: *07S1E16A01*
RESPONSIBLE PARTY: *BLANK RP*
ADDRESS OF RESPONSIBLE PARTY:
SITE OPERATOR:
WATER SYSTEM:

CASE NUMBER: *43-1871*
CASE TYPE: *OTHER*
SUBSTANCE LEAKED: *WASTE OIL*
SUBSTANCE QUANTITY:
LEAK CAUSE: *STRUCTURE FAILURE*
LEAK SOURCE: *TANK*
HOW LEAK WAS DISCOVERED: *TANK CLOSURE*
DATE DISCOVERED (blank if not reported): *1989-12-29 00:00:00*
HOW LEAK WAS STOPPED:
STOP DATE (blank if not reported): *1989-12-29 00:00:00*
STATUS: *CASE CLOSED*
ABATEMENT METHOD (please note that not all code translations have been provided by the reporting agency): *NO ACTION TAKEN- NO ACTION HAS YET BEEN TAKEN AT THE SITE*
ENFORCEMENT TYPE (please note that not all code translations have been provided by the reporting agency): *CLOS*
DATE OF ENFORCEMENT (blank if not reported):

ENTER DATE (blank if not reported): *1992-01-15 00:00:00*
REVIEW DATE (blank if not reported): *1990-01-15 00:00:00*
DATE OF LEAK CONFIRMATION (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN WAS SUBMITTED (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN BEGAN (blank if not reported):
DATE POLLUTION CHARACTERIZATION PLAN BEGAN (blank if not reported): *1994-05-13 00:00:00*
DATE REMEDIATION PLAN WAS SUBMITTED (blank if not reported):
DATE REMEDIAL ACTION UNDERWAY (blank if not reported):
DATE POST REMEDIAL ACTION MONITORING BEGAN (blank if not reported):
DATE CLOSURE LETTER ISSUED (SITE CLOSED) (blank if not reported): *2002-12-05 00:00:00*
REPORT DATE (blank if not reported): *1990-01-22 00:00:00*

MTBE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

MTBE DATE(Date of historical maximum MTBE concentration): *1965-01-02 00:00:00*
MTBE GROUNDWATER CONCENTRATION: *LESS THAN 5*
MTBE SOIL CONCENTRATION:
MTBE CNTS: *1*
MTBE FUEL: *0*
MTBE TESTED: *YES*

- Continued on next page -

TARGET SITE: 915 STORY RD & 935 MCLAUGHLIN AVE
SAN JOSE CA 95122

JOB: CA1247-1

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 26 **DIST/DIR:** 0.46 SW **MAP ID:** 4

NAME: SANTA CLARA TRANSFER
ADDRESS: 925 REMILLARD CT
SAN JOSE CA 95122
SANTA CLARA
CONTACT:

REV: 05/26/04
ID1: T0608501793
ID2:
STATUS: CASE CLOSED
PHONE:

MTBE CLASS:

Environmental FirstSearch
Site Detail Report

TARGET SITE: 915 STORY RD & 935 MCLAUGHLIN AVE
SAN JOSE CA 95122

JOB: CA1247-1

SOLID WASTE LANDFILL SITE

SEARCH ID: 35 **DIST/DIR:** NON GC **MAP ID:**

NAME:	SAN JOSE CITY-STORY ROAD LANDF	**REV:**	07/03/00
ADDRESS:	US I-280 & COYOTE CREEK	**ID1:**	WMUD2 438262N01
	SAN JOSE CA 95122	**ID2:**	
	SANTA CLARA	**STATUS:**	
CONTACT:	GARY LYNCH/CITY OF SAN JOSE	**PHONE:**	4082775533

WMUDS FACILITY INFORMATION (blank = not reported)

Regional ID #:	
NPDES ID #:	
Region:	*2*
Edit Date:	*7/31/95*
Last Edit:	*CDCJHMJHM*
Waste Discharger Facility:	*No*
Sub Chapter 15 Facility:	*No*
Solid Waste Assessment Test Site:	*Yes*
Toxic Pits Cleanup Act Facility:	*No*
RCRA Facility:	*No*
Department of Defense Facility:	*No*
Municipal Solid Waste Facility:	*No*
Total WMUS at Facility:	*1*
Facility Open to the Public:	*No*
Facility Type:	
SIC 1 & SIC 2:	*/*
Primary Waste Type:	*MSW/IND*
Secondary Waste Type:	
Tons Per Day:	*0*
Complexity:	

LAND OWNER INFORMATION

Land Owner:	*VARIOUS OWNERS; SEE REGIONAL*
Department:	*BOARD ORDER 92-125 FOR LIST*
Contact & Phone:	,
Land Owner Address:	*, , CA*

AGENCY INFORMATION

Agency Name:	*CITY OF SAN JOSE*
Department:	*MUNICIPALITY*
Agency Contact & Phone:	*GARY LYNCH.*

WASTE MANAGEMENT UNIT INFORMATION (blank = not reported)

WMU ID #:	*2 438262N01-01*
WMU Status:	*CEASE DISCHARGE*
WMU Size in Acres:	*60*
Year WMU Will Reach Capacity:	
Close Plan:	*0*
Avg Depth to Groundwater:	*10*
Primary Liner Present:	*0*

- Continued on next page -

Environmental FirstSearch
Site Detail Report

TARGET SITE: 915 STORY RD & 935 MCLAUGHLIN AVE
SAN JOSE CA 95122

JOB: CA1247-1

SOLID WASTE LANDFILL SITE

SEARCH ID: 35 **DIST/DIR:** NON GC **MAP ID:**

NAME:	SAN JOSE CITY-STORY ROAD LANDF	**REV:**	07/03/00
ADDRESS:	US I-280 & COYOTE CREEK	**ID1:**	WMUD2 438262N01
	SAN JOSE CA 95122	**ID2:**	
	SANTA CLARA	**STATUS:**	
CONTACT:	GARY LYNCH/CITY OF SAN JOSE	**PHONE:**	4082775533

SOLID WASTE ASSESSMENT TEST PROGRAM INFORMATION (SWAT) (blank = not reported)

Site Name: *SAN JOSE CITY-STORY ROAD LANDFILL*
Site Rank: *2*
Leak to Surface Water:
Leak to Ground:
Leak to Vandose Zone:

Environmental FirstSearch
Federal Databases and Sources

ASTM Databases:

CERCLIS: ***Comprehensive Environmental Response Compensation and Liability Information System***. The EPA's database of current and potential Superfund sites currently or previously under investigation. Source: Environmental Protection Agency.

Updated quarterly.

CERCLIS-NFRAP (Archive): ***Comprehensive Environmental Response Compensation and Liability Information System Archived Sites***. The Archive designation means 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 this site on the National Priorities List (NPL). This 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 a potential NPL site.

Updated quarterly.

ERNS: ***Emergency Response Notification System***. The EPA's database of emergency response actions. Source: Environmental Protection Agency. Data since January, 2001, has been received from the National Response Center as the EPA no longer maintains this data.

Updated quarterly.

FINDS: ***The Facility Index System***. The EPA's Index of identification numbers associated with a property or facility which the EPA has investigated or has been made aware of in conjunction with various regulatory programs. Each record indicates the EPA office that may have files on the site or facility. Source: Environmental Protection Agency.

Updated semi-annually.

NPL: ***National Priority List***. The EPA's list of confirmed or proposed Superfund sites. Source: Environmental Protection Agency.

Updated quarterly.

RCRIS: ***Resource Conservation and Recovery Information System***. The EPA's database of registered hazardous waste generators and treatment, storage and disposal facilities. Included are RAATS (RCRA Administrative Action Tracking System) and CMEL (Compliance Monitoring & Enforcement List). Source: Environmental Protection Agency.

RCRA TSD: ***Resource Conservation and Recovery Information System Treatment, Storage, and Disposal Facilities***. The EPA's database of RCRIS sites which treat, store, dispose, or incinerate hazardous waste. This information is also reported in the standard RCRIS

ASTM Databases (continued):

RCRA COR: ***Resource Conservation and Recovery Information System Corrective Action Sites***. The EPA's database of RCRIS sites with reported corrective action. This information is also reported in the standard RCRIS detailed data.

RCRA GEN: ***Resource Conservation and Recovery Information System Large and Small Quantity Generators.*** The EPA's database of RCRIS sites that create more than 100kg of hazardous waste per month or meet other RCRA requirements. Included are RAATS (RCRA Administrative Action Tracking System) and CMEL (Compliance Monitoring & Enforcement List).

RCRA NLR: ***Resource Conservation and Recovery Information System sites No Longer Regulated.*** The EPA's database of RCRIS sites that create less than 100kg of hazardous waste per month or do not meet other RCRA requirements.

All RCRA databases are Updated quarterly

Environmental FirstSearch
Federal Databases and Sources

Non-ASTM Databases:

HMIRS: ***Hazardous Materials Incident Response System.*** This database contains information from the US Department of Transportation regarding materials, packaging, and a description of events for tracked incidents.

Updated quarterly.

NCDB: ***National Compliance Database.*** The National Compliance Data Base System (NCDB) tracks regional compliance and enforcement activity and manages the Pesticides and Toxic Substances Compliance and Enforcement program at a national level. The system tracks all compliance monitoring and enforcement activities from the time an inspector conducts and inspection until the time the inspector closes or the case settles the enforcement action. NCDB is the national repository of the 10 regional and Headquarters FIFRA/TSCA Tracking System (FTTS). Data collected in the regional FTTS is transferred to NCDB to support the need for monitoring national performance of regional programs.

Updated quarterly

NPDES: ***National Pollution Discharge Elimination System.*** The EPA's database of all permitted facilities receiving and discharging effluents. Source: Environmental Protection Agency.

Updated semi-annually.

NRDB: ***National Radon Database.*** The NRDB was created by the EPA to distribute information regarding the EPA/State Residential Radon Surveys and the National Residential Radon Survey. The data is presented by zipcode in Environmental FirstSearch Reports. Source: National Technical Information Service (NTIS)

Updated Periodically

Nuclear: The Nuclear Regulatory Commission's (NRC) list of permitted nuclear facilities.

Updated Periodically

PADS: PCB Activity Database System
The EPA's database PCB handlers (generators, transporters, storers and/or disposers) that are required to notify the EPA, the rules being similar to RCRA. This database indicates the type of handler and registration number. Also included is the PCB Transformer Registration Database.

Updated semi-annually.

Receptors: 1995 TIGER census listing of schools and hospitals that may house individuals deemed sensitive to environmental discharges due to their fragile immune systems.

Non-ASTM Databases (continued):

RELEASES: ***Air and Surface Water Releases.*** A subset of the EPA's ERNS database which have impacted only air or surface water.

Updated semi-annually.

Soils: This database includes the State Soil Geographic (STATSGO) data for the conterminous United States. It contains information regarding soil characteristics such as water capacity, percent clay, organic material, permeability, thickness of layers, hydrological characteristics, quality of drainage, surface, slope, liquid limit, and the annual frequency of flooding. Source: United States Geographical Survey (USGS).

Updated quarterly

TRIS: ***Toxic Release Inventory System.*** The EPA's database of all facilities that have had or may be prone to toxic material releases. Source: Environmental Protection Agency.

Updated semi-annually.

ENVIRONMENTAL FIRST SEARCH
CALIFORNIA DATABASES (DB) AND SOURCES

CAL SITES: DB TYPE = ST (STATE SITES)
Source: The CAL EPA, Depart. Of Toxic Substances Control
Phone: (916) 323-3400

The CAL EPA Department of Toxic Substances Control (DTSC) maintains a database of information on properties (or sites) in California where hazardous substances have been released, or where the potential for such release exists. The types of properties in the CALSITES database are categorized as: Annual Work Plan, Backlogged Properties, Certified / De-listed Sites, No Further Action, Preliminary Endangerment Assessment in Progress, Preliminary Endangerment Assessment Required, Removal Action Required, Expedited Remedial Action Program, Voluntary Cleanup Program, Deed Restricted Properties, and Referred Properties. For more information on individual sites call the number listed above.

CORTESE: DB TYPE = ST (STATE SITES)
Source: The CAL EPA, Department of Toxic Substances Control
Phone: (916) 445-6532

Pursuant to Government Code Section 65962.5, the Hazardous Waste and Substances Sites List has been compiled by Cal/EPA, Hazardous Materials Data Management Program. The CAL EPA Dept. of Toxic Substances Control compiles information from subsets of the following databases to make up the CORTESE list:

1. The Dept. of Toxic Substances Control; contaminated or potentially contaminated hazardous waste sites listed in the CAL Sites database. Formerly known as ASPIS are included (CALSITES formerly known as ASPIS).
2. The California State Water Resources Control Board; listing of Leaking Underground Storage Tanks are included (LTANK)
3. The California Integrated Waste Management Board; Sanitary Landfills which have evidence of groundwater contamination or known migration of hazardous materials (formerly WB-LF, now AB 3750).

Note: Track Info Services collects each of the above data sets individually and lists them separately in the following First Search categories in order to provide more current and comprehensive information: CALSITES: SPL, LTANK: LUST, WB-LF: SWL

SWIS SOLID WASTE INFORMATION SYSTEM: DB TYPE = SW
(SOLID WASTE RELATED SITES)
Source: The Integrated Waste Management Board
Phone: (916) 255-2331

The California Integrated Waste Management Board maintains a database on solid waste facilities, operations, and disposal sites throughout the state of California. The types of facilities found in this database include landfills, transfer stations, material recovery facilities, composting sites, transformation facilities, waste tire sites, and closed disposal sites. For more information on individual sites call the number listed above.

Note: This database contains poor site location information for many sites in the First Search reports; therefore, it may not be possible to locate or plot some sites in First Search reports.

WMUDS: DB TYPE = SW (SOLID WASTE RELATED SITES)
Source: The State Water Resources Control Board
Phone:(916) 227-4365

The State Water Resources Control Board maintained the Waste Management Unit Database System (WMUDS). It is no longer updated. It tracked management units for several regulatory programs related to waste management and its potential impact on groundwater. Two of these programs (SWAT & TPCA) are no longer on-going regulatory programs as described below. Chapter 15 (SC15) is still an on-going regulatory program and information is updated periodically but not to the WMUDS database. The WMUDS System contains information from the following agency databases: Facility, Waste Management Unit (WMU), Waste Discharger System (WDS), SWAT, Chapter 15, TPCA, RCRA, Inspections, Violations, and Enforcement's.

Note: This database contains poor site location information for many sites in the First Search reports; therefore, it may not be possible to locate or plot some sites in First Search reports.

ORANGE COUNTY LANDFILLS: DB TYPE = SW (SOLID WASTE RELATED SITES)
Source: Orange County Health Dept.
Phone:(714) 834-3536

LUSTIS: DB TYPE = LU (LEAKING UNDERGROUND STORAGE TANKS)
Source: The State Water Resources Control Board
Phone:(916) 227-4416

The State Water Resources Control Board maintains a database of sites with confirmed or unconfirmed leaking underground storage tanks. Information for this database is collected from the states regional boards quarterly and integrated with this database.

SAN DIEGO COUNTY LEAKING TANKS: DB TYPE = LU
(LEAKING UNDERGROUND STORAGE TANKS)
Source: San Diego County Dept. of Environmental Health
Phone:(619) 338-2242

Maintains a database of sites with confirmed or unconfirmed leaking underground storage tanks within its HE17/58 database. For more information on a specific file call the HazMat Duty Specialist at phone number listed above.

SLIC REGIONS 1 - 9: DB TYPE = SP (SPILLS-90)
Source: The CAL EPA Regional Water Quality Control Boards 1 - 9

The California Regional Water Quality Control Boards maintain report of sites that have records of spills, leaks, investigation, and cleanups. For phone number listings of departments within each region visit their web sites at: http://www.swrcb.ca.gov/regions.html

SAN DIEGO COUNTY HE17 PERMITS: DB TYPE = PE (PERMITS)

Source: The San Diego County Depart. Of Environmental Health
Phone:(619) 338-2211

The HE17/58 database tracks establishments issued permits and the status of their permits in relation to compliance with federal, state, and local regulations that the County oversees. It tracks if a site is a hazardous waste generator, TSD, gas station, has underground tanks, violations, or unauthorized releases. For more information on a specific file call the

HazMat Duty Specialist at the phone number listed above.

SAN BERNARDINO COUNTY HAZARDOUS MATERIALS PERMITS: DB TYPE = PE (PERMITS)
Source: San Bernardino County Fire Dept.
Phone: (909) 387-3080

Handlers and Generators Permit Information Maintained by the Hazardous Materials Div.

LA COUNTY SITE MITIGATION COMPLAINT CONTROL LOG: DB TYPE = OT
(OTHER UNIQUE DATABASES)
Source: The Los Angeles County Hazardous Materials Division
Phone: (323) 890-7806

The County of Los Angeles Public Health Investigation Compliant Control Log

ORANGE COUNTY INDUSTRIAL SITE CLEANUPS: DB TYPE = OT
(OTHER UNIQUE DATABASES)
Source: Orange County Environmental Health Agency
Phone: (714) 834-3536

AST ABOVEGROUND STORAGE TANKS: DB TYPE = US (UNDERGROUND STORAGE TANKS)
Source: The State Water Resources Control Board
Phone: (916) 227-4364

The Above Ground Petroleum Storage Act became State Law effective January 1, 1990. In general, the law requires owners or operators of AST's with petroleum products to file a storage statement and pay a fee by July 1, 1990 and every two years thereafter, take specific action to prevent spills, and in certain instances implement a groundwater monitoring program. This law does not apply to that portion of a tank facility associated with the production oil and regulated by the State Division of Oil and Gas of the Dept. of Conservation.

SWEEPS / FIDS STATE REGISTERED UNERGOROUND STORAGE TANKS: DB TYPE = US
Source: CAL EPA Dept of Toxic Substances Control
Phone: (916)227-4404

Until 1994 the State Water Resources Control Board maintained a database of registered underground storage tanks statewide referred to as the SWEEPS System. The SWEEPS UST information was integrated with the CAL EPA's Facility Index System database (FIDS) which is a master index of information from numerous California agency environmental databases. That was last updated in 1994. Track Info Services included the UST information from the FIDS database in its First Search reports for historical purposes to help its clients identify where tanks may possibly have existed. For more information on specific sites from individual paper files archived at the State Water Resources Control Board call the number listed above.

CUPA DATABASES & SOURCES
(DB TYPE = US (UNDERGROUND STORAGE TANKS)

DEFINITION OF A CUPA: A Certified Unified Program Agency (CUPA) is a local agency that has been certified by the CAL EPA to implement six state environmental programs within the local agency's jurisdiction. These can be a county, city, or JPA (Joint Powers Authority). This program was established under the amendments to the California Health and Safety Code made by SB 1082 in 1994.

A Participating Agency (PA) is a local agency that has been designated by the local CUPA to administer one or more Unified Programs within their jurisdiction on behalf of the CUPA. A Designated Agency (DA) is an agency that has not been certified by the CUPA but is the responsible local agency that would implement the six unified programs until they are certified.

Please Note: Track Info Services, LLC collects and maintains information regarding Underground Storage Tanks from majority of the CUPAS and Participating Agencies in the State of California. These agencies typically do not maintain nor release such information on a uniform or consistent schedule; therefor, currency of the data may vary. Please look at the details on a specific site with a UST record in the First Search Report to determine the actual currency date of the record as provided by the relevant agency. Numerous efforts are made on a regular basis to obtain updated records.

ALAMEDA COUNTY CUPA'S
* County of Alameda Department of Environmental Health
* Cities of Berkeley, Fremont, Hayward, Livermore / Pleasanton, Newark, Oakland, San Leandro, Union

ALPINE COUNTY CUPA
* Health Department (Only updated by agency annually)

AMADOR COUNTY CUPA
* County of Amador Environmental Health Department

BUTTE COUNTY CUPA
* County of Butte Environmental Health Division (Only updated by agency biannually)

CALAVERAS COUNTY CUPA
* County of Calaveras Environmental Health Department

COLUSA COUNTY CUPA
* Environmental Health Dept.

CONTRA COSTA COUNTY CUPA
* Hazardous Materials Program

DEL NORTE COUNTY CUPA (US)
* Department of Health and Social Services

EL DORADO COUNTY CUPA'S
* County of El Dorado Environmental Health - Solid Waste Div (Only updated by agency annually)
* County of El Dorado EMD Tahoe Division
(Only updated by agency annually)

FRESNO COUNTY CUPA
* Haz. Mat and Solid Waste Programs

GLENN COUNTY CUPA
* Air Pollution Control District

HUMBOLDT COUNTY CUPA (US)
* Environmental Health Division

IMPERIAL COUNTY CUPA (US)
* Department of Planning and Building

INYO COUNTY CUPA (US)
* Environmental Health Department

KERN COUNTY CUPA (US)
* County of Kern Environmental Health Department
* City of Bakersfield Fire Department
KINGS COUNTY CUPA (US)
* Environmental Health Services
LAKE COUNTY CUPA (US)
* Division of Environmental Health
LASSEN COUNTY CUPA (US)
* Department of Agriculture
LOS ANGELES COUNTY CUPA'S (US)
* County of Los Angeles Fire Department
* County of Los Angeles Environmental Programs Division
* Cities of Burbank, El Segundo, Glendale, Long Beach/Signal Hill, Los Angeles,Pasadena, Santa Fe Springs, Santa Monica, Torrance, Vernon
MADERA COUNTY CUPA (US)
* Environmental Health Department
MARIN COUNTY CUPA (US)
* County of Marin Office of Waste Management
* City of San Rafael Fire Department
MARIPOSA COUNTY CUPA (US)
* Health Department
MENDOCINO COUNTY CUPA (US)
* Environmental Health Department
MERCED COUNTY CUPA (US)
* Division of Environmental Health
MODOC COUNTY CUPA (US)
* Department of Agriculture
MONO COUNTY CUPA (US)
* Health Department
MONTEREY COUNTY CUPA (US)
* Environmental Health Division
NAPA COUNTY CUPA (US)
* Hazardous Materials Section
NEVADA COUNTY CUPA (UST)
* Environmental Health Department
ORANGE COUNTY CUPA'S (US)
* County of Orange Environmental Health Department
* Cities of Anaheim, Fullerton, Orange, Santa Ana
* County of Orange Environmental Health Department
PLACER COUNTY CUPA (US)
* County of Placer Division of Environmental Health Field Office
* Tahoe City
* City of Roseville Roseville Fire Department
PLUMAS COUNTY CUPA (UST)
* Environmental Health Department
RIVERSIDE COUNTY CUPA (US)
* Environmental Health Department
SACRAMENTO COUNTY (US)
* County Environmental Mgmt Dept, Haz. Mat. Div.
SAN BENITO COUNTY CUPA (US)
* City of Hollister Environmental Service Department
SAN BERNARDINO COUNTY CUPA'S (US)
* County of San Bernardino Fire Department, Haz. Mat. Div.
* City of Hesperia Hesperia Fire Prevention Department
City of Victorville Victorville Fire Department
SAN DIEGO COUNTY CUPA (US)
* The San Diego County Dept. of Environmental Health HE 17/58
SAN FRANCISCO COUNTY CUPA (US)
* Department of Public Health
SAN JOAQUIN COUNTY CUPA (US)
* Environmental Health Division

SAN LUIS OBISPO COUNTY CUPA'S (US)
* County of San Luis Obispo Environmental Health Division
* City of San Luis Obispo City Fire Department
SAN MATEO COUNTY CUPA (US)
* Environmental Health Department
SANTA BARBARA COUNTY CUPA (US)
* Co Fire Dept Protective Services Div
SANTA CLARA COUNTY CUPA'S (US)
* County of Santa Clara Hazardous Materials Compliance Division
* Santa Clara Co Central Fire Prot. Dist. (Covers Campbell, Cupertino, Los Gatos, & Morgan Hill)
* Cities of Gilroy, Milpitas, Mountain View, Palo Alto, San Jose Fire, Santa Clara, Sunnyvale
SANTA CRUZ COUNTY CUPA (US)
* Environmental Health Department
SHASTA COUNTY CUPA (US)
* Environmental Health Department
SIERRA COUNTY CUPA (US)
* Health Department
SISKIYOU COUNTY CUPA (US)
* Environmental Health Department
SONOMA COUNTY CUPA'S (US)
* County of Sonoma Department Of Environmental Health
* Cities of Healdsburg / Sebastapol, Petaluma, Santa Rosa
STANINSLAUS COUNTY CUPA (US)
* Dept. of Env. Rsrcs. Haz. Mat. Div.
SUTTER COUNTY CUPA (US)
* Department of Agriculture
TEHAMA COUNTY CUPA (US)
* Department of Environmental Health
TRINITY COUNTY CUPA (US)
* Department of Health
TULARE COUNTY CUPA (US)
* Environmental Health Department
TUOLUMNE COUNTY CUPA (US)
* Environmental Health
VENTURA COUNTY CUPA'S (BWT UST'S & CERTIFIED UST'S)
* County of Ventura Environmental Health Division
* Cities of Oxnard, Ventura
YOLO COUNTY CUPA (US)
* Environmental Health Department
YUBA COUNTY CUPA (US)
* Yuba County of Emergency Services

APPENDIX D:

Environmental Noise Study

3175-01
REPORTS

Charles M Salter Associates Inc

Consultants
in Acoustics
& Audio/Visual
System Design

130 Sutter Street
San Francisco
California 94104
Tel: 415 397 0442
Fax: 415 397 0454
cmsalter@cmsalter.com
www.cmsalter.com

Charles M Salter, PE
David R Schwind, FAES
Anthony P Nash, PE
Eva Dunsler
Thomas A Schneider, PE
Alan T Rosen
John C Freytag, PE
Harold S Goldberg, PE
Kenneth W Graven, PE
Timothy M Der
Eric L Broadhurst, PE
Michael D Toy, PE
Thomas J Corbett
Durand R Begault, Ph.D.
Robert B Skye
Ross A Jerozal
Philip N Sanders
Jason R Duty
Cristina L Miyar
Julie A Malonk
Robert P Alvarado
Joey G D'Angelo
Brian Brustad
Joe Blackburn
Brenda R Yee
Eric A Yee
Timothy C McLaw
Troy Gimbel
Claudia Kraemer
Jessica Johnston
Pamela M Void
Kevin Frye
Marion G Miles
Marva D Noorbaloo
Rayko Kurosaki

September 1, 2004

John Moniz
HMH Engineers, Inc.
1570 Oakland Road, Suite 200
San Jose, CA 95131
Fax: (408) 487-2222

Subject: **915 Story Road – San Jose, California**
Environmental Noise Study
CSA Project No. 04-0302
HMH Project No. 3175-01

Dear John:

This letter summarizes the results of our environmental noise study for the commercial shopping center project at 915 Story Road in San Jose, California (see Sheet A-1, attached). The purpose of this study is to quantify the noise environment at the project site, compare the noise environment with applicable City standards, and propose mitigation measures as necessary.

The project will consist of approximately nine retail buildings of shops and restaurants, and will be consistent with other land uses in the vicinity. Parking will be provided both around the perimeter of the site and between buildings. At this time, it is unknown what exterior use spaces will be incorporated into the project design.

NOISE ENVIRONMENT

Noise at the site is dominated by vehicles on Story Road and Interstate 280 (I-280). Story Road borders the site on the south and I-280 is located approximately 700 feet to the north, separated by an adjacent warehouse. A shopping center with associated parking borders the site on the east, and a Walmart store is located adjacent to the west.

To quantify the existing noise environment at the site, we conducted noise measurements from the 20th to 21st of July 2004. Existing Day/Night Average

Sound Levels[1] (DNL) varied with distance from Story Road and I-280. DNL ranged from 66 dB, at approximately 150 feet from the Story Road centerline, to DNL 63 dB at the middle of the site to DNL 65 dB along the northern edge nearest to I-280.

The City of San Jose estimates that future traffic volumes along Story Road will not increase above existing conditions, based on the City's year 2010 forecast model[2]. The California Department of Transportation (Caltrans) estimates a three-percent increase in traffic volume per year on state highways, including I-280. Over a ten-year span, this would correspond with a one-decibel increase in DNL at the northern portion of the site.

During the time of our measurements, we observed delivery and unloading activities at the adjacent Walmart store. The loading area appears to be located adjacent to a roll up door in the rear of the building. The maximum noise level that we observed, due to delivery activities at the rear of the Walmart building, was 61 dB due to trucks operating approximately 200 feet from the shared property line. Based on our measurements, the adjacent delivery and unloading activities contribute little to the overall DNL at the project site.

ACOUSTICAL CRITERIA

City of San Jose General Plan

The land-use compatibility guidelines in the Noise Element of the San Jose General Plan indicate that a DNL of 60 dB or lower is considered "satisfactory" for commercial projects. In areas where the DNL is higher than 60 dB, projects that require a full EIR also require an acoustical analysis indicating the amount of mitigation necessary to limit exterior noise to DNL 45 dB or less indoors.

The Noise Element defines short and long-range noise quality level goals for outdoor use areas. The City's short and long-range goals are DNL 60 and 55 dB, respectively. Where the DNL exceeds 60 dB for commercial projects, onsite outdoor activity should be limited to acoustically protected areas, or entirely indoors if the DNL exceeds 76 dB.

Additionally, the Noise Element includes Policy 11 which states the following: "When located adjacent to existing or planned noise sensitive residential and

---

[1] Day/Night Sound Level (DNL) — A descriptor established by the U.S. Environmental Protection Agency to describe the average day-night level with a penalty applied to noise occurring during the nighttime hours (10 pm - 7 am) to account for the increased sensitivity of people during sleeping hours.

[2] Based on correspondence with Casey Hirasaki of the City of San Jose Department of Transportation on 21 July 2004.

public/quasi-public land uses, non-residential land uses should mitigate noise generation to meet the 55 DNL guideline at the property line."

ANALYSIS AND RECOMMENDATIONS

The site is exposed to existing and future noise levels that exceed DNL 60 dB. The General Plan states: "When new development requires a full EIR, an acoustical analysis should be made indicating amount of attenuation necessary to maintain an indoor level of DNL <=45." It is our understanding that a full EIR is not required for this project, and therefore an acoustical analysis of indoor noise levels is also not required.

Since the noise environment at the site exceeds DNL 60 dB, onsite outdoor activity should be limited to acoustically protected areas. If outdoor activity areas are designed into the project, this may include locating them between buildings or other areas shielded from Story Road and I-280. Drawings should be reviewed by an acoustical consultant during the design phase to provide specific exterior noise mitigation recommendations.

Policy 11 restricts on-site noise generation where located adjacent to residential or planned noise sensitive land uses. We are not aware of any residences or other noise sensitive land uses adjacent to the site, therefore this criterion would not apply to this site.

Please call with any questions.

Sincerely,
CHARLES M. SALTER ASSOCIATES, INC.

Joshua M. Roper
Senior Consultant

JMR
Encl:

1 SITE PLAN
1:100

PROJECT INFORMATION

LOCATION
915 STORY ROAD, SAN JOSE, CA 95125

DEVELOPER
915 STORY ROAD INVESTMENTS, LLC
10123 NORTHWOLF ROAD, SUITE 200
CUPERTINO, CA 95014

ARCHITECT
YWLA ARCHITECTS
362 13TH STREET, OAKLAND, CA 94612

SITE AREA

19.5 ACRE

GROSS BUILDING AREA (OFFICE AND RETAIL)

BLDG A	87,500 S.F.
BLDG B	55,000 S.F.
BLDG C	55,000 S.F.
BLDG D	16,000 S.F.
BLDG E	34,000 S.F.
BLDG F	27,000 S.F.
BLDG G	27,000 S.F.
BLDG H	32,000 S.F.
BLDG J	37,000 S.F.
BLDG K	16,000 S.F.
TOTAL	385,000 S.F.

GROSS BUILDING AREA 206,000 S.F.
(GARAGE STRUCTURE)

PARKING SPACE PROVISION

REQUIRED
5.0/1000 sf NR Building Area 385,000 x 5.0/1000 = 1,925

PROVIDED

RETAIL A	85
BLDG B	85
BLDG C	83
BLDG D + E	79
BLDG F + G (+H+J)	165
BLDG K	61
GARAGE STRUCTURE (4 STORIES)	229
OPEN PARKING LOT	249
PERMIT TEN	180
TOTAL	1,251

LOADING SPACE PROVISION

A 10 ft x 30 ft OFF-STREET LOADING SPACE IS REQUIRED BY THE ZONING ORDINANCE FOR THE FIRST 10,000 SQ. FT. OF BUILDING AND AN ADDITIONAL SPACE FOR EACH ADDITIONAL 30,000 SQ. FT.

REQUIRED

NO. OF STANDARD LOADING SPACE REQUIRED
FIRST 10,000 SQ. FT. 1
FOR EACH ADDITIONAL 30,000 SQ. FT. (311,000 - 10,000)/30,000 = 10 10
TOTAL 11

PROVIDED

TOTAL NO. OF LOADING SPACES PROVIDED 16

REFER TO SHEET A-2 FOR THE LOCATION OF LOADING SPACES AND DOCK

LEGEND

- 10' x 10' TRASH ENCLOSURE
- LOADING AREA
- TWO-STORY BUILDING

YWLA Architects

362 13th Street
Oakland, CA 94612
Phone: 510-835-9000
Fax: 510-834-9000

1327 Del Mar Place, Suite 10
Davis, CA 95616
Phone: 530-758-1290
Fax: 530-758-1299

STORY ROAD COMMERCIAL CONDOS

San Jose, California

No.	Date	Description
1		
2		
3		
4		
5		

DRAWING TITLE
CONCEPTUAL SITE PLAN AND PROJECT INFORMATION

DRAWN BY
YWLA

SCALE
AS SHOWN

PHASE
ZONING SUBMITTAL

PHASE DATE
AUGUST 6, 2004

SHEET NUMBER
A-1

APPENDIX E:

Draft Transportation Impact Analysis

Story Road Retail Project

Draft Transportation Impact Analysis

Prepared for:

HMH Engineers

Prepared by:

Hexagon Transportation Consultants, Inc.

September 21, 2004

04BJ07
RD/BJ
StoryDTIA.doc

Table of Contents

Executive Summary iv
1. Introduction 1
2. Existing Conditions 8
3. Background Conditions 20
4. Project Impacts and Mitigation Measures 27
5. Future Conditions 46
6. Conclusions 48

Appendices

Appendix A: New Intersection Counts
Appendix B: Approved Trips Inventory
Appendix C: Volume Summary Tables
Appendix D: Level of Service Calculations

List of Tables

Table ES 1 Intersection Level of Service Summary xi
Table ES 2 Freeway Segment Level of Service Analysis xii
Table ES 3 Vehicle Queuing and Storage Capacity xiii

Table 1 Intersection Level of Service Definitions Based on Delay 6
Table 2 Freeway Level of Service Based on Delay 7
Table 3 Existing Bus Lines 11
Table 4 Existing Intersection Levels of Service 18
Table 5 Existing Freeway Levels of Service 19
Table 6 Trip Generation for Existing Vacant Warehouse Space 21
Table 7 Background Intersection Levels of Service 26
Table 8 Project Trip Generation Estimates 30
Table 9 Project Intersection Levels of Service 38
Table 10 Project Freeway Segment Levels of Service 40
Table 11 Vehicle Queuing and Storage Capacity 42
Table 12 Future Intersection Levels of Service 47

List of Figures

Figure 1 Site Location and Study Intersections 2
Figure 2 Site Plan 3
Figure 3 Existing Bicycle Facilities 10
Figure 4 Existing Transit Service 12
Figure 5 Existing Lane Configurations 13
Figure 6 Existing Traffic Volumes 15
Figure 7 Vacant Warehouse Space Trips 22
Figure 8 Background Traffic Volumes 24
Figure 9 Project Trip Distribution 31
Figure 10 Net Project Trip Assignment 32
Figure 11 Total Project Trips at Site Driveways 34
Figure 12 Background Plus Project Traffic Volumes 36

Executive Summary

This report presents the results of the traffic impact analysis conducted for a proposed commercial development along Story Road in San Jose, California. The project site is located along the north side of Story Road between Lucretia and Clemence Avenues. The project as proposed will consist of 300,000 square-feet (s.f.) of retail space on a site currently occupied by a vacant 400,000 s.f. warehouse. Access to the site will be provided along Story Road and adjacent properties. Truck access to the site will be provided by the Lucretia Avenue/Story Road intersection and through the neighboring commercial center via McLaughlin Avenue. Parking will be provided on site.

The potential impacts of the project were evaluated in accordance with the standards set forth by the City of San Jose level of service policy and the Santa Clara Valley Transportation (VTA) Congestion Management Program (CMP). The study included an analysis of AM and PM peak-hour traffic conditions for 27 signalized intersections and 24 directional freeway segments.

Project Trip Generation

The magnitude of traffic generated by the proposed retail project was estimated by applying to the proposed development the City of San Jose recommended trip generation rates for retail uses. From these rates, credit for the replacement of the warehouse space, and a 25 percent pass-by-trip reduction, it was estimated that the project would generate 19,000 net new daily trips, with 330 new trips during the AM peak hour and 1,255 trips during the PM peak hour. Using the specified inbound/outbound splits, the project would produce 168 inbound trips and 162 outbound trips during the AM peak hour and 692 inbound trips and 564 outbound trips during the PM peak hour.

The trip distribution pattern for the proposed project and existing warehouse were estimated based on existing travel patterns in the area and the locations of complementary land uses.

Project Impacts

Intersection Level of Service Impacts

The results of the intersection level of service analysis under project conditions show that, according to the City of San Jose level of service standards, the following signalized study intersections would be significantly impacted by the project during the PM peak hour:

McLaughlin Avenue and Story Road
Lucretia Avenue and Story Road

McLaughlin Avenue and Story Road

Impact: According to the TRAFFIX level of service methodology, the level of service at this intersection would be LOS D under background conditions, and the added trips as a result of the retail project would cause the intersection level of service to worsen to an unacceptable LOS E. Based on City of San Jose level of service impact criteria, this constitutes a significant impact.

Mitigation: The level of service impact could be mitigated with the addition of a separate eastbound right-turn lane on Story Road. This improvement would require the acquisition of right-of-way along the south side of Story Road, as well as the relocation of utilities and signal poles. This mitigation measure would improve the intersection level of service from LOS E to LOS D. Based on the City's standards, the proposed improvements would satisfactorily mitigate the project impact.

Lucretia Avenue and Story Road

Impact: According to the TRAFFIX level of service methodology, the level of service at this intersection would be LOS C under background conditions, and the added trips as a result of the retail project would cause the intersection level of service to worsen to an unacceptable LOS E. Based on City of San Jose level of service impact criteria, this constitutes a significant impact.

Mitigation: The level of service impact could be mitigated by changing the lane configuration of the north approach from separate left, through and right-turn lanes, to a double left-turn lane and a shared through/right-turn lane. This would require changing the signal control on the north and south legs of the intersection from permitted to protected left turns. The protected left turns (8-phase signal) would provide the highest level of pedestrian safety. This mitigation would improve the intersection level of service from LOS E to LOS D. Based on the City's standards, the proposed improvements would satisfactorily mitigate the project impact.

None of the other signalized study intersections would be significantly impacted by the project, according to City of San Jose standards.

Based on the CMP level of service standards, the project would not have a significant impact at any of the study intersections.

Freeway Segment Level of Service Impacts

The results of the CMP freeway level of service analysis show that none of the freeway segments analyzed would be impacted by the project according to county CMP level of service standards for freeways.

Other Transportation Issues

Intersection Operations Analysis

The analysis of project intersection level of service was supplemented with an analysis of intersection *operations* for selected signalized intersections. The analysis indicated that the estimated maximum vehicle queues for some of the high-demand movements would exceed the existing vehicle storage capacity under project conditions. The following intersections would have inadequate storage capacity under project conditions:

McLaughlin Avenue and Story Road – Northbound left-turn movement
Lucretia Avenue and Story Road – Eastbound left-turn movement
King Road and Story Road – Northbound left-turn movement
King Road and Tully Road – Southbound left-turn movement

The northbound left-turn lane at McLaughlin Avenue and Story Road currently provides 225 feet of queuing storage. Under background conditions, the movement would require only 175 feet of queuing storage during the PM peak hour. The project would add 66 trips to the northbound left-turn movement during the PM peak hour, increasing the vehicle queue length by 5 vehicles to 300 feet. Thus, an additional 75 feet of left-turn vehicle storage would be needed during the PM peak hour with the project. Extending the northbound left-turn pocket by 75 feet is possible and would require removal of the existing raised median and re-striping.

The eastbound left-turn lane at Lucretia Avenue and Story Road currently provides 200 feet of queuing storage. Under background conditions, the movement would require only 50 feet of queuing storage during the PM peak hour. The project would add 155 trips to the eastbound left-turn movement during the PM peak hour, increasing the vehicle queue length by 11 vehicles to 325 feet. Thus, an additional 125 feet of left-turn vehicle storage would be needed during the PM peak hour with the project. Since there is approximately 150 feet between the eastbound left-turn pocket at Lucretia Avenue and the westbound left-turn pocket at Roberts Avenue, adding 125 feet of vehicle storage to the eastbound left-turn pocket would create back-to-back turn pockets. Extending the eastbound left-turn pocket would require removal of the existing raised median and landscaping and re-striping.

The northbound left-turn lane at King Road and Story Road currently provides 250 feet of queuing storage. This is an adequate amount of vehicle storage under existing conditions. Under background conditions, the movement would require 350 feet of queuing storage during the PM peak hour – 100 feet more than what is currently provided. The project would add 50 trips to the northbound left-turn movement during the PM peak hour, increasing the vehicle queue length by 3 vehicles to 425 feet. Thus, an additional 175 feet of left-turn vehicle storage would be needed during the PM peak hour to accommodate background traffic plus the added project traffic. However, extending the northbound left-turn pocket is not possible due to the presence of back-to-back left-turn pockets (southbound left-turn pocket into the Mi Pueblo Market).

The southbound left-turn lane at King Road and Tully Road currently provides 225 feet of queuing storage. This is a more than adequate amount of vehicle storage under existing conditions. Under background conditions, the movement would require 375 feet of queuing storage during the PM peak hour – 150 feet more than what is currently provided. The project would add 13 trips to the southbound left-turn movement during the PM peak hour, increasing the vehicle queue length by just 1 vehicle to 400 feet. Thus, an additional 175 feet of left-turn vehicle storage would be needed during the PM peak hour to accommodate background traffic plus the added project traffic. However, extending the southbound left-turn pocket is not possible due to the presence of back-to-back left-turn pockets (northbound left-turn pocket into the Longs Drugs shopping center).

Site Access and On-Site Circulation

According to the site plan, access to the project site will be provided via Story Road and the adjacent commercial property. Access to the project site on Story Road will be provided by a signalized intersection at Lucretia Avenue and an unsignalized driveway with restricted right in/right out turn movements only.

Story Road and Lucretia Avenue Driveway

This signalized driveway currently provides access to Wal-Mart, which is located adjacent to the west side of the project site. The project proposes a 26-foot wide entrance driveway and a 33-foot wide exit driveway, measured at the throat. Currently, this driveway provides very limited stacking (4 vehicles) on-site before the 90 degree curve onto the Wal-Mart property. The project proposes to tie into this driveway and use it as the main access to and from the retail center. The following design alternatives were analyzed at the Lucretia driveway location:

> *Alternative 1* would extend the driveway into the project site and keep the existing access to Wal-Mart, which currently allows ingress at the driveway. This design alternative would allow for one shared through/left-turn lane and one through lane for inbound traffic. Egress from Wal-Mart to Story Road would not change.
>
> *Alternative 2* would extend the driveway into the project site and eliminate ingress to Wal-Mart by constructing a raised median. Egress from Wal-Mart would still be possible.
>
> *Alternative 3* proposes to extend the driveway into the project site and relocate Wal-Mart's access road north to line up with the proposed 26-foot central drive aisle bisecting the project site.

Although Alternative 1 would maintain existing access for Wal-Mart customers, it is the least desirable alternative. The proposed break in the median, which would allow vehicles to immediately turn onto the Wal-Mart access road upon entering the driveway, would frequently be blocked by the queue of exiting vehicles. Vehicle queues easily could back up onto Story Road. Additionally, keeping Wal-Mart's access road at its current location would create a long vehicle queue on the Wal-Mart site due to the high volume of vehicles exiting the project site.

Alternative 2 would improve ingress to the project site, but would make no improvements to Wal-Mart's access road. Egress from the site would not be improved. Additionally, this alternative would completely eliminate access to Wal-Mart from Story Road at this driveway location.

The existing Wal-Mart access road would intersect the project site's exit drive aisle approximatley 110 feet from Story Road with both driveway design alternatives 1 and 2. According to the City of San Jose, an exit drive aisle should provide a minimum of 300 feet of vehicle storage before any roads intersect on-

site. For this reason it is recommended that the project work with Wal-Mart to relocate the Wal-Mart access road farther on-site. Driveway design alternative 3 is the most desirable design and is preferred by the City of San Jose.

According to the site plan, the central drive aisle would be located approximately 450 feet from Story Road. Driveway design alternative 3 would create a new four-way intersection along the project site/Wal-Mart property line, thereby maintaining full access to and from Wal-Mart, dramatically increasing the storage capacity for on-site vehicle queues generated by the project and by Wal-Mart, and greatly improving ingress and egress at the driveway. Wal-Mart's parking lot, including the area where the existing access road is located, would need to be restriped.

The site plan proposes diagonal parking along the entrance drive aisle of the Lucretia driveway within approximately 220 feet of Story Road. The City requests that the entrance and exit drive aisles contain no parking within 300 feet from Story Road. This equates to the loss of approximately 7 diagonal parking spaces at this driveway location.

Story Road Unsignalized Driveway

The unsignalized driveway would be 20 feet wide measured at the throat and would provide an adequate curb radius for inbound traffic. The center raised median on Story Road limits the turn movements at this driveway to right in/right out only. The site plan proposes diagonal parking along the entrance and exit drive aisles of this driveway within approximately 120 feet of Story Road. The City requests that the entrance and exit drive aisles contain no parking within 300 feet from Story Road. This equates to the loss of approximatley 66 diagonal parking spaces at this driveway location.

Adjacent Commercial Property Access Driveways

Three driveways are proposed along the eastern border of the project site adjacent to existing commercial center. One driveway would be located near Story Road, one near the middle of the site, and one at the rear of the site. These driveways would result in cut-through traffic from McLaughlin Avenue through the neighboring commercial center and to the project site. Trucks would access the site via the driveway located at the rear of the site, although trucks also would use Lucretia Avenue. Cut-through traffic would alter on-site circulation and could become a safety concern. Installing speed bumps in the drive aisles of the neighboring commercial center would help to keep cut-thought traffic in check.

Sight Distance and Vehicular On-Site Circulation

The site plan shows landscaping along Story Road at the unsignalized driveway. All landscaping should be planted in such a way to ensure that drivers exiting the project driveways can clearly see pedestrians on the sidewalks, as well as other vehicles on Story Road. Clear sight distance triangles should be provided at the project driveways.

Based on the proposed site plan, no dead-end aisles exist within the surface parking area or in the parking structure. Based on the current site plan, the internal roadway network includes sufficiently wide drive aisles, which would allow for efficient vehicular circulation throughout the site. Where there is 90-degree and parallel parking, all drive aisles are 26 feet wide. One-way 16-foot drive aisles exist where diagonal parking is provided. On-site vehicular circulation would be efficient.

Pedestrian Circulation

The site plan shows good pedestrian circulation within and around the site. Pedestrians could easily access the shopping center, including the surrounding roadways and bus stops via the adjacent sidewalks. The site plan also shows an extensive internal network of sidewalks, as well as crosswalks at all intersections on-site.

Truck Access and Circulation

An analysis was conducted to determine the adequacy of driveway access and on-site circulation for two categories of large trucks with varying turning radii. The truck categories included in the analysis were truck types WB 40, which represents semi-trailer trucks, and SU 30, which includes small buses, garbage and other single unit trucks. Based on the analysis, all of the driveways and drive aisles would be sufficiently wide to serve these types of trucks. The internal roadway network would contain no dead-end drive aisles.

Parking

The project will be served by surface parking areas throughout the site and by a new parking structure located at the northernmost portion (rear) of the site. Because the surface parking is spread relatively evenly throughout the site, it could result in a relatively high number of vehicles circulating throughout the site looking for an empty parking space. The number of circulating vehicles could be minimized by providing fewer larger parking areas. On the other hand, the proposed parking layout provides convenient store front parking as opposed to a parking layout typical to that found at a shopping mall.

The conceptual layout of the proposed parking on-site allows for 90-degree, diagonal and parallel parking stalls with respect to drive aisles. Where there is 90-degree and parallel parking, all drive aisles are 26 feet wide. One-way 16-foot drive aisles exist where diagonal parking is provided. The drive aisles would provide sufficient room for vehicles to back out of parking spaces.

The project should conform to the City of San Jose's parking requirements for this type of development.

Transit, Pedestrian and Bicycle Analysis

With the close proximity of transit services to the project site, it can be assumed that some of the project trips could be made by transit. Assuming up to 3% transit mode share, which is probably the highest that could be expected, yields an estimate of 10 trips during the AM peak hour and 38 transit trips during the PM peak hour. The site is served directly by local bus route 25. Line 25 operates along Story Road with 10-minute headways during commute hours. This equates to 6 buses during the peak commute hours in each direction, or 12 buses total. The 38 new riders divided between the 12 buses is an average of only 3 new riders per bus. The small increase in ridership easily could be accommodated by the existing bus service during the peak commute periods of the day.

Pedestrian facilities in the study area consist primarily of sidewalks, pedestrian push buttons and signal heads at intersections. Sidewalks are found along both sides of all streets surrounding the project site. These sidewalks are adequate to serve the anticipated pedestrian demand. Currently, there are a relatively high number of pedestrian crossings on Story Road, and the pedestrian push buttons are used quite often during the peak hour periods. Much of the pedestrian traffic is to and from the bus stops located on Story Road at Lucretia Avenue and the signalized Price Club (Asian Market) driveway. The project would increase the number of pedestrian crossings at Lucretia Avenue and the Price Club driveway due to the estimated increase in transit trips. However, the anticipated increase in pedestrian crossings as a result of

increased transit use would not be expected to negatively affect the flow of traffic on Story Road. The increase in pedestrian traffic as a result of walking trips to and from the proposed retail development also would not be expected to negatively affect the flow of traffic on Story Road. Since all of the signalized intersections along Story Road have crosswalks with pedestrian push buttons, any increase in pedestrian crossings along Story Road would not be expected to create any safety issues. The existing pedestrian facilities would be adequate to serve the anticipated pedestrian demand.

A reasonable assumption for bicycle trip generation would be a 1 percent mode share. This calculates to about 3 peak hour bicycle trips generated by the project during the AM peak hour and about 13 bicycle trips during the PM peak hour. The bikeways within the vicinity of the project site include bike lanes on Tully Road, Senter Road, and Seventh Street. The assumption is that these facilities would remain unchanged under project conditions. The high traffic volumes and lack of designated bike lanes on both Story Road and McLaughlin Avenue would make bicycle access to and from the proposed retail center difficult and dangerous. The VTA has classified Story Road and McLaughlin Avenue in the extreme caution category due to the heavy traffic volumes, high speeds, and narrow travel widths for bicycles. Thus, these roadways are less than ideal bicycle routes. It should be noted that the City of San Jose Transportation Bicycle Network Planning Map designates both Story Road and McLaughlin Avenue as roadways with the potential for future bike facilities. Bike lanes on Story Road and McLaughlin Avenue would tremendously improve bicycle access and safety. Adequate bicycle parking should be provided on-site per VTA guidelines.

The proposed project would not have a significant adverse impact on the existing transit, bicycle, or pedestrian facilities in the project area and no improvements would be necessary.

Table ES 1
Intersection Levels of Service Summary

Study Number		Peak Hour	Count Date	Existing Ave. Delay	Existing LOS	Background Ave. Delay	Background LOS	Project Conditions Ave. Delay	Project Conditions LOS	Project Conditions Incr. In Crit. Delay	Project Conditions Incr. In Crit. V/C	Project Mitigated Ave. Delay	Project Mitigated LOS	Future Ave. Delay	Future LOS
1	First Street and Keyes Street *	AM	9/24/02	28.3	C	28.2	C	28.5	C	0.4	0.004			35.4	D
		PM	9/24/02	29.2	C	29.1	C	29.8	C	0.9	0.012			29.8	C
2	Seventh Street and Keyes Street	AM	2/5/02	30.6	C	30.5	C	30.7	C	0.1	0.006			31.0	C
		PM	10/30/01	38.1	D	38.2	D	38.4	D	0.6	0.024			39.1	D
3	Tenth Street and Keyes Street	AM	2/14/02	22.5	C	22.6	C	22.8	C	1.2	0.007			22.8	C
		PM	2/14/02	27.3	C	27.5	C	29.2	C	1.2	0.039			29.1	C
4	Eleventh Street and Keyes Street	AM	3/20/01	25.4	C	25.9	C	25.9	C	-0.1	0.007			26.5	C
		PM	3/20/01	24.5	C	25.2	C	24.8	C	-0.3	0.024			25.3	C
5	Senter Road and Keyes Street	AM	2/24/04	27.6	C	27.9	C	28.2	C	0.7	0.008			28.8	C
		PM	2/24/04	25.5	C	25.5	C	25.6	C	0.5	0.031			26.0	C
6	Roberts Avenue and Story Road	AM	10/9/02	14.1	B	15.0	B	14.8	B	-0.1	0.010			15.2	B
		PM	10/9/02	16.2	B	16.9	B	15.8	B	-1.3	0.035			16.7	B
7	Lucretia Avenue and Story Road	AM	5/8/02	27.4	C	29.2	C	29.5	C	2.0	0.023			29.3	C
		PM	5/8/02	27.7	C	31.0	C	45.6	D	10.0	0.277			39.7	D
8	Price Club and Story Road	AM	9/13/01	6.0	A	5.8	A	5.6	A	-0.2	0.021			5.9	A
		PM	9/13/01	12.0	B	12.6	B	10.8	B	-0.7	0.075			11.9	B
9	McLaughlin Avenue and Story Road	AM	9/26/02	43.4	D	45.0	D	46.3	D	1.9	0.021			46.9	D
		PM	9/26/02	48.2	D	48.7	D	**56.8**	**E**	**14.6**	**0.106**	52.3	D	55.3	E
10	Knox Avenue and Story Road	AM	10/9/02	26.6	C	27.6	C	27.2	C	-0.6	0.012			27.9	C
		PM	5/7/02	19.3	B	19.4	B	18.6	B	-1.0	0.036			19.3	B
11	King Road and Story Road	AM	9/24/02	45.1	D	48.6	D	49.3	D	1.2	0.013			50.7	D
		PM	9/24/02	45.6	D	50.3	D	54.1	D	8.3	0.070			54.3	D
12	McLaughlin Avenue and I-280 *	AM	9/17/02	10.2	B	11.4	B	11.4	B	0.0	0.005			11.6	B
		PM	9/17/02	15.5	B	16.1	B	16.6	B	0.6	0.041			16.6	B
13	King Road and I-680 (N) *	AM	10/29/02	24.6	C	25.7	C	25.6	C	-3.4	0.003			25.4	C
		PM	9/17/02	32.9	C	35.9	D	36.6	D	0.8	0.028			36.7	D
14	King Road and I-680 (S) *	AM	9/17/02	16.7	B	21.2	C	21.1	C	0.1	0.004			21.8	C
		PM	9/17/02	28.6	C	32.9	C	32.8	C	0.1	0.027			33.7	C
15	King Road and Havana Drive	AM	4/10/02	36.6	D	36.6	D	36.5	D	-0.1	0.004			37.3	D
		PM	4/10/02	38.3	D	38.6	D	38.5	D	0.0	0.010			39.5	D
16	Monterey Road and Curtner Avenue	AM	9/17/02	36.1	D	39.1	D	39.3	D	0.0	0.002			39.9	D
		PM	9/17/02	43.6	D	45.0	D	45.1	D	0.1	0.006			46.2	D
17	Lucretia Avenue and Tully Road	AM	5/14/02	37.2	D	36.9	D	37.3	D	0.6	0.009			37.8	D
		PM	5/14/02	27.3	C	26.8	C	29.6	C	2.8	0.022			29.4	C
18	McLaughlin Avenue and Tully Road *	AM	9/18/02	48.1	D	49.0	D	49.1	D	0.3	0.003			50.9	D
		PM	9/18/02	49.6	D	50.8	D	51.2	D	0.7	0.007			52.8	D
19	Alvin Avenue and Tully Road	AM	4/16/02	30.4	C	30.0	C	30.0	C	-0.1	0.005			34.6	C
		PM	9/25/03	37.3	D	37.3	D	37.4	D	0.0	0.009			38.7	D
20	King Road and Tully Road *	AM	9/18/02	45.3	D	43.8	D	43.9	D	0.2	0.007			44.4	D
		PM	9/30/03	55.6	E	60.5	E	61.3	E	1.4	0.011			64.9	E
21	First Street and Alma Avenue *	AM	9/19/02	36.4	D	37.0	D	37.2	D	0.0	0.002			37.9	D
		PM	9/19/02	37.3	D	37.1	D	36.9	D	-0.1	0.006			37.7	D
22	Tenth Street and Alma Avenue	AM	11/1/01	21.6	C	21.5	C	21.5	C	0.0	0.001			21.6	C
		PM	11/1/01	22.0	C	22.2	C	22.2	C	0.0	0.003			22.5	C
23	Senter Road and Alma Avenue	AM	2/11/04	10.5	B	10.5	B	10.7	B	0.1	0.002			10.6	B
		PM	2/6/02	12.7	B	12.6	B	13.2	B	0.6	0.011			13.0	B
24	Eleventh Street and I-280(N) *	AM	10/31/02	30.8	C	67.1	E	68.4	E	1.4	0.004			81.6	F
		PM	9/19/02	16.3	B	14.7	B	14.9	B	0.3	0.013			15.2	B
25	Eleventh Street and I-280(S) *	AM	9/24/02	11.6	B	12.3	B	12.3	B	0.0	0.002			12.6	B
		PM	9/24/02	12.8	B	12.9	B	12.9	B	-0.3	0.002			13.2	B
26	Tenth Street and I-280(N) *	AM	9/25/02	13.3	B	13.0	B	13.0	B	0.0	0.001			13.2	B
		PM	9/25/02	11.3	B	13.7	B	13.8	B	-0.3	0.010			14.1	B
27	Tenth Street and I-280(S) *	AM	9/26/02	12.8	B	12.4	B	12.4	B	0.0	0.002			12.6	B
		PM	9/26/02	12.8	B	17.9	B	19.0	B	2.9	0.028			20.1	C

* Denotes CMP intersection
BOLD indicates a significant impact

Table ES-2
Freeway Levels of Service - Project Conditions

				Existing Plus Project Trips												Project Trips				
				Mixed-Flow						HOV Lane							Mixed-Flow		HOV Lane	
Freeway	Segment	Direction	Peak Hour	Ave. Speed/a/	# of Lanes	Capacity (vph)	Volume/a/	Density	LOS	Ave. Speed/a/	# of Lanes	Capacity (vph)	Volume/a/	Density	LOS	Total Volume	Volume	% Capacity	Volume	% Capacity
US 101	Yerba Buena to Capitol	NB	AM	48	3	6,900	6,480	45.0	D	67	1	1,800	1,140	17.0	C	0	0	0.0%	0	0.0%
			PM	67	3	6,900	4,678	23.3	C	67	1	1,800	810	12.1	B	68	58	0.8%	10	0.6%
US 101	Capitol to Tully	NB	AM	38	3	6,900	6,170	54.1	E	65	1	1,800	1,953	30.0	D	13	10	0.1%	3	0.2%
			PM	64	3	6,900	6,424	33.5	D	67	1	1,800	679	10.1	B	93	84	1.2%	9	0.5%
US 101	Tully to Story	NB	AM	38	3	6,900	6,141	53.9	E	64	1	1,800	2,104	32.9	D	-25	-19	-0.3%	-6	-0.4%
			PM	65	3	6,900	5,648	29.0	D	67	1	1,800	539	8.0	A	-13	-12	-0.2%	-1	-0.1%
US 101	Story to I-280	NB	AM	15	3	6,900	4,253	94.5	F	31	1	1,800	1,938	62.5	F	-39	-27	-0.4%	-12	-0.7%
			PM	67	3	6,900	2,399	11.9	B	67	1	1,800	468	7.0	A	-13	-11	-0.2%	-2	-0.1%
US 101	I-280 to Santa Clara	NB	AM	12	3	6,900	3,894	108.2	F	29	1	1,800	1,877	64.7	F	-39	-26	-0.4%	-13	-0.7%
			PM	67	3	6,900	4,009	19.9	C	67	1	1,800	798	11.9	B	-13	-11	-0.2%	-2	-0.1%
US 101	Santa Clara to McKee	NB	AM	10	3	6,900	3,514	117.1	F	23	1	1,800	1,737	75.5	F	-39	-26	-0.4%	-13	-0.7%
			PM	67	3	6,900	4,011	20.0	C	67	1	1,800	1,536	22.9	C	-13	-9	-0.1%	-4	-0.2%
I-280	SR 87 to 10th	EB	AM	66	4	9,200	6,302	23.9	C	--	--	0	--	--	--	-38	-38	-0.4%	--	--
			PM	21	4	9,200	6,858	81.6	F	--	--	0	--	--	--	58	58	0.6%	--	--
I-280	10th to McLaughlin	EB	AM	66	4	9,200	6,571	24.9	D	--	--	0	--	--	--	-29	-29	-0.3%	--	--
			PM	25	4	9,200	7,256	72.6	F	--	--	0	--	--	--	56	56	0.6%	--	--
I-280	McLaughlin to US 101	EB	AM	65	4	9,200	7,540	29.0	D	--	--	0	--	--	--	0	0	0.0%	--	--
			PM	64	4	9,200	8,450	33.0	D	--	--	0	--	--	--	0	0	0.0%	--	--
I-680	US 101 to King	NB	AM	67	4	9,200	5,630	21.0	C	--	--	0	--	--	--	0	0	0.0%	--	--
			PM	66	4	9,200	6,600	25.0	D	--	--	0	--	--	--	0	0	0.0%	--	--
I-680	King to Capitol	NB	AM	59	4.2	9,660	9,145	36.9	D	--	--	0	--	--	--	-25	-25	-0.3%	--	--
			PM	57	4.2	9,660	9,367	39.1	D	--	--	0	--	--	--	27	27	0.3%	--	--
I-680	Capitol to Alum Rock	NB	AM	20	4	9,200	6,615	82.7	F	--	--	0	--	--	--	-25	-25	-0.3%	--	--
			PM	65	4	9,200	7,827	30.1	D	--	--	0	--	--	--	27	27	0.3%	--	--
I-680	Alum Rock to Capitol	SB	AM	14	4	9,200	5,502	98.3	F	--	--	0	--	--	--	-38	-38	-0.4%	--	--
			PM	61	4	9,200	8,836	36.2	D	--	--	0	--	--	--	56	56	0.6%	--	--
I-680	Capitol to King	SB	AM	15	4.6	10,580	6,652	96.4	F	--	--	0	--	--	--	-38	-38	-0.4%	--	--
			PM	67	4.6	10,580	6,836	22.2	C	--	--	0	--	--	--	56	56	0.5%	--	--
I-680	King to US 101	SB	AM	14	4	9,200	5,660	101.1	F	--	--	0	--	--	--	0	0	0.0%	--	--
			PM	66	4	9,200	6,600	25.0	D	--	--	0	--	--	--	0	0	0.0%	--	--
I-280	US 101 to McLaughlin	WB	AM	11	4	9,200	4,930	112.0	F	--	--	0	--	--	--	0	0	0.0%	--	--
			PM	61	4	9,200	8,780	36.0	D	--	--	0	--	--	--	0	0	0.0%	--	--
I-280	McLaughlin to 10th	WB	AM	20	4	9,200	6,620	82.8	F	--	--	0	--	--	--	-20	-20	-0.2%	--	--
			PM	58	4	9,200	8,850	38.1	D	--	--	0	--	--	--	30	30	0.3%	--	--
I-280	10th to SR 87	WB	AM	24	4	9,200	7,175	74.7	F	--	--	0	--	--	--	-25	-25	-0.3%	--	--
			PM	35	4	9,200	8,147	58.2	F	--	--	0	--	--	--	27	27	0.3%	--	--
US 101	McKee to Santa Clara	SB	AM	67	3	6,900	2,360	11.7	B	67	1	1,800	333	5.0	A	-58	-50	-0.7%	-7	-0.4%
			PM	23	3	6,900	5,252	76.1	F	64	1	1,800	2,115	33.0	D	18	12	0.2%	5	0.3%
US 101	Santa Clara to I-280	SB	AM	67	3	6,900	3,371	16.8	C	67	1	1,800	591	8.8	A	-58	-49	-0.7%	-9	-0.5%
			PM	18	3	6,900	4,822	89.3	F	65	1	1,800	1,955	30.1	D	18	12	0.2%	5	0.3%
US 101	I-280 to Story	SB	AM	67	3	6,900	1,756	8.7	A	67	1	1,800	126	1.9	A	-58	-54	-0.8%	-4	-0.2%
			PM	18	3	6,900	4,762	88.2	F	57	1	1,800	2,226	39.0	D	18	12	0.2%	6	0.3%
US 101	Story to Tully	SB	AM	65	3	6,900	5,580	28.6	D	67	1	1,800	661	9.9	A	-90	-80	-1.2%	-9	-0.5%
			PM	16	3	6,900	4,522	94.2	F	50	1	1,800	2,206	44.1	D	18	12	0.2%	6	0.3%
US 101	Tully to Capitol	SB	AM	66	3	6,900	5,547	28.0	D	67	1	1,800	801	12.0	B	8	7	0.1%	1	0.1%
			PM	40	3	6,900	6,304	52.5	E	67	1	1,800	1,424	21.3	C	78	64	0.9%	14	0.8%
US 101	Capitol to Yerba Buena	SB	AM	67	3	6,900	3,620	18.0	C	67	1	1,800	800	11.9	B	0	0	0.0%	0	0.0%
			PM	67	3	6,900	3,863	19.2	C	67	1	1,800	880	13.1	B	53	43	0.6%	10	0.5%

/a/ Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2002.
[ ] - Indicates significant impact

Table ES-3
Vehicle Queuing and Turn-Pocket Storage Analysis

Intersection	Mvmt.	Peak Hour	Existing # Lanes	Existing Storage Per Lane (ft.)	Background Vehicle Queue /a/	Project Vehicle Queue /a/	Project Req. Storage Per Lane (ft.) /b/	Comments
McLaughlin Av & Story Rd	NBL	AM	1	225	4	5	125	Adequate Storage
	NBL	PM	1	225	7	12	300	**Inadequate Storage**
	EBL	AM	2	175	9	10	125	Adequate Storage
	EBL	PM	2	175	7	9	125	Adequate Storage
Lucretia Av & Story Rd	EBL	AM	1	200	3	4	100	Adequate Storage
	EBL	PM	1	200	2	13	325	**Inadequate Storage**
King Rd & Story Rd	NBL	AM	1	250	10	11	275	**Inadequate Storage**
	NBL	PM	1	250	14	17	425	**Inadequate Storage**
	EBL	AM	2	350	15	16	200	Adequate Storage
	EBL	PM	2	350	14	17	225	Adequate Storage
King Rd & Tully Rd	SBL	AM	1	225	9	9	225	Adequate Storage
	SBL	PM	1	225	15	16	400	**Inadequate Storage**
McLaughlin Av & Tully Rd	SBL	AM	2	225	11	11	150	Adequate Storage
	SBL	PM	2	225	14	14	175	Adequate Storage

/a/ Design queue calculated by TRAFFIX (# of vehicles).

/b/ Required storage is calculated based on TRAFFIX output as follows:
Design Veh. Queue x Ave length of veh. (25')/# lanes, rounded up to nearest factor of 25

1. Introduction

This report presents the results of the traffic impact analysis conducted for a proposed commercial development along Story Road in San Jose, California. The project site is located along the north side of Story Road between Lucretia and Clemence Avenues. The project as proposed will consist of 300,000 square-feet (s.f.) of retail space on a site currently occupied by a vacant 400,000 s.f. warehouse. Access to the site will be provided along Story Road and adjacent properties. Truck access to the site will be provided by the Lucretia Avenue/Story Road intersection and through the neighboring commercial center via McLaughlin Avenue. Parking will be provided on site. The project site and the surrounding study area are shown on Figure 1. The project site plan is shown on Figure 2.

Scope of Study

This study was conducted for the purpose of identifying the potential traffic impacts related to the proposed development. The potential impacts of the project were evaluated in accordance with the standards set forth by the City of San Jose level of service policy and the Santa Clara Valley Transportation Authority CMP. The traffic analysis is based on peak-hour levels of service for signalized intersections and freeway segments. The study intersections and freeway segments are identified below.

Study Intersections

1	First Street and Keyes Street
2	Seventh Street and Keyes Street
3	Tenth Street and Keyes Street
4	Eleventh Street and Keyes Street
5	Senter Road and Keyes Street
6	Roberts Avenue and Story Road
7	Lucretia Avenue and Story Road
8	Price Club and Story Road
9	McLaughlin Avenue and Story Road
10	Knox Avenue and Story Road

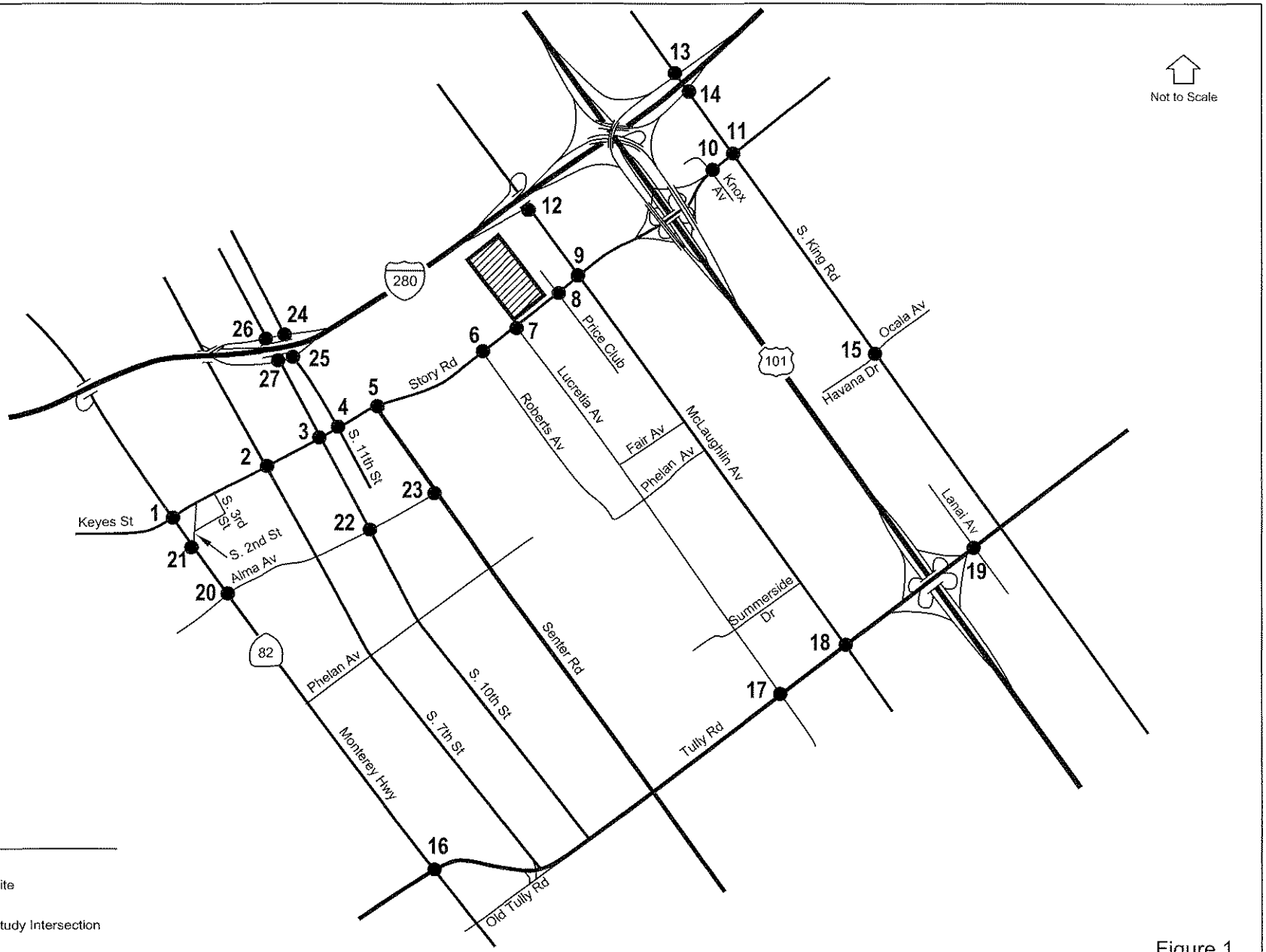


Figure 1

SITE LOCATION AND STUDY INTERSECTIONS

Story Road Retail TIA

Hexagon Transportation Consultants, Inc.

JH c:\projects\04BJ07 Story Rd Commercial\fig1.dwg

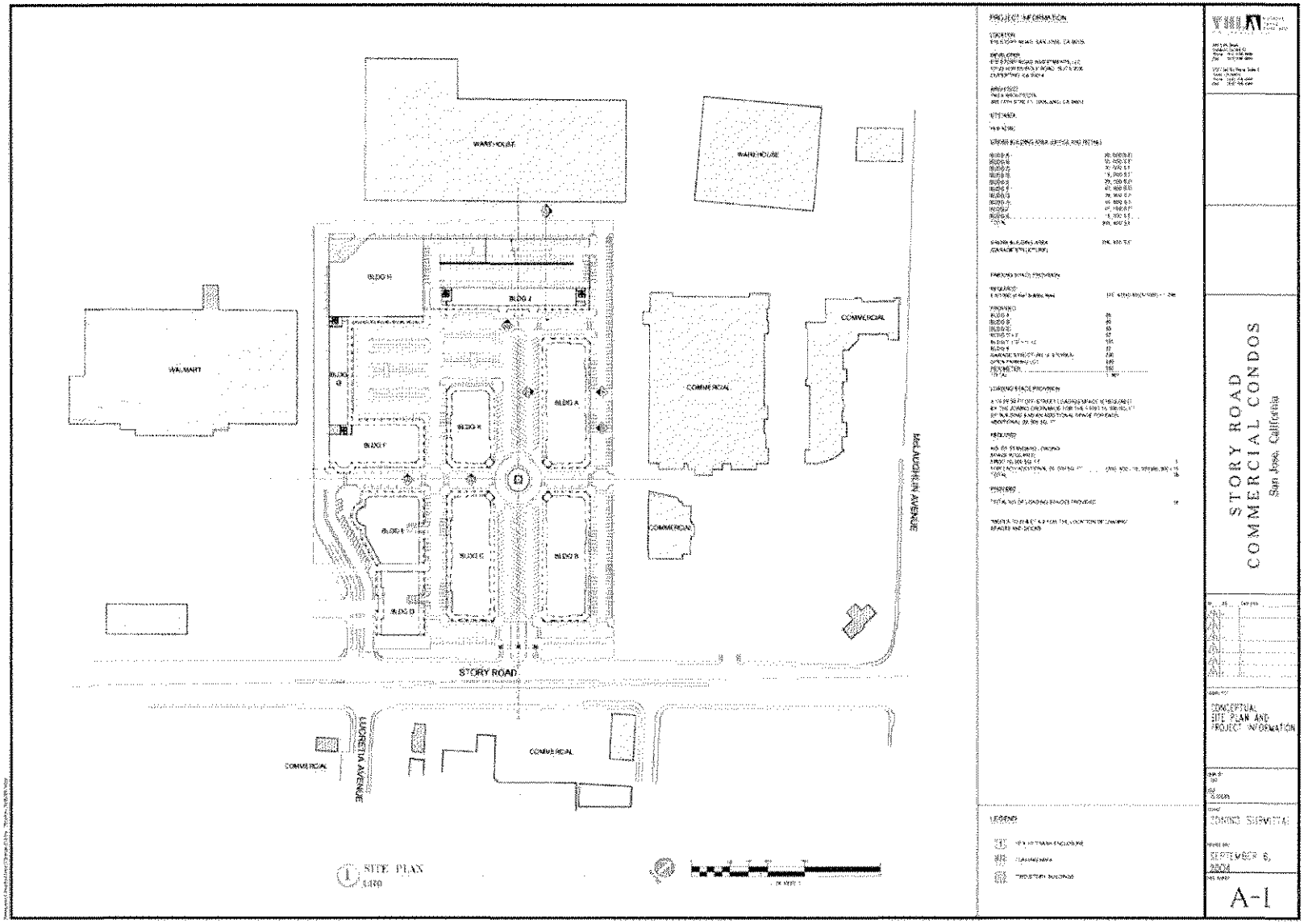


Figure 2

SITE PLAN

Story Road Retail TIA

Hexagon
Transportation Consultants, Inc.

11 King Road and Story Road
12 McLaughlin Avenue and I-280
13 King Road and I-680 (N)
14 King Road and I-680 (S)
15 King Road and Havana Drive
16 Monterey Road and Curtner Avenue
17 Lucretia Avenue and Tully Road
18 McLaughlin Avenue and Tully Road
19 Alvin Avenue and Tully Road
20 King Road and Tully Road
21 First Street and Alma Avenue
22 Tenth Street and Alma Avenue
23 Senter Road and Alma Avenue
24 Eleventh Street and I-280(N)
25 Eleventh Street and I-280(S)
26 Tenth Street and I-280(N)
27 Tenth Street and I-280(S)

Study Freeway Segments

US 101, from Yerba Buena to Capitol
US 101, from Capitol to Tully
US 101, from Tully to Story
US 101, from Story to I-280
US 101, from I-280 to Santa Clara
US 101, from Santa Clara to McKee
I-280, from SR 87 to 10th
I-280, from 10th to McLaughlin
I-280, from McLaughlin to US 101
I-680, from US 101 to King
I-680, from King to Capitol
I-680, from Capitol to Alum Rock
I-680, from Alum Rock to Capitol
I-680, from Capitol to King
I-680, from King to US 101
I-280, from US 101 to McLaughlin
I-280, from McLaughlin to 10th
I-280, from 10th to SR 87
US 101, from McKee to Santa Clara
US 101, from Santa Clara to I-280
US 101, from I-280 to Story
US 101, from Story to Tully
US 101, from Tully to Capitol
US 101, from Capitol to Yerba Buena

In summary, the study includes an analysis of 27 signalized intersections and 24 directional freeway segments in the vicinity of the project site. The study intersections were evaluated against the standards set forth by the City of San Jose and CMP.

Traffic conditions at the intersections were analyzed for the weekday AM and PM peak hours of traffic. The AM peak hour of traffic is generally between 7:00 and 9:00 AM, and the PM peak hour is typically

between 4:00 and 6:00 PM. It is during these periods that the most congested traffic conditions occur on an average day.

Traffic conditions were evaluated for the following scenarios:

Scenario 1: *Existing Conditions.* Existing traffic volumes were obtained from the City of San Jose and recent traffic counts.

Scenario 2: *Background Conditions.* Background traffic volumes were estimated by adding to existing peak-hour volumes the projected volumes from approved but not yet completed developments. The latter component is contained in the City of San Jose Approved Trips Inventory (ATI).

Scenario 3: *Project Conditions.* Background traffic volumes with the project (hereafter called *project traffic volumes*) were estimated by adding to background traffic volumes the additional traffic generated by the project. Project conditions were evaluated relative to background conditions in order to determine potential project impacts.

Scenario 4: *Future Conditions.* Traffic volumes under future conditions were estimated by applying a growth factor (1.2 percent per year) to existing volumes, adding trips from approved developments, and adding project trips. This scenario is evaluated in fulfillment of CMP requirements.

Methodology

This section presents the methods used to determine the traffic conditions for each scenario described above. It includes descriptions of the data requirements, the analysis methodologies, and the applicable level of service standards.

Data Requirements

The data required for the analysis were obtained from new traffic counts, previous traffic studies, and the City of San Jose. The following data were collected from these sources:

- existing traffic volumes
- lane configurations
- signal timing and phasing

Analysis Methodologies and Level of Service Standards

Traffic conditions at the study intersections were evaluated using level of service (LOS). *Level of Service* is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays. The City of San Jose analysis method is described below.

City of San Jose Signalized Intersections

The City of San Jose level of service methodology for signalized intersections is the 2000 *Highway Capacity Manual* (HCM) method, which is applied using the TRAFFIX software. The 2000 HCM

operations method, via TRAFFIX, evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. Since TRAFFIX is also the CMP-designated intersection level of service methodology, the City of San Jose methodology employs the CMP default values for the analysis parameters. The City of San Jose level of service standard for signalized intersections is LOS D or better. The correlation between average control delay and level of service is shown in Table 1.

Table 1
Intersection Level of Service Definitions Based on Delay

Level of Service	Description	Average Control Delay Per Vehicle (Sec.)
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	Less than 10.0
B	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1 to 20.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.1 to 80.0
F	Operation with delays unacceptable to most drivers occurring due to oversaturation, poor progression, or very long cycle lengths.	Greater than 80.0

Source: Transportation Research Board, Highway Capacity Manual (Washington, D.C., 2000), p. 16-2

CMP Intersections

Since TRAFFIX is the designated level of service methodology for the CMP and the City of San Jose, the CMP study intersections are not analyzed separately, but rather are among the designated City signalized study intersections analyzed using TRAFFIX. The only difference between the CMP analyses is that project impacts are determined on the basis of different level of service standards – the CMP level of service standard for signalized intersections is LOS E or better.

Intersection Operations

The operations analysis is based on vehicle queuing for high-demand turning movements at intersections. The basis of the analysis is as follows: (1) the TRAFFIX intersection analysis software is used to estimate the 95th percentile maximum number of queued vehicles per signal cycle for a particular movement; (2) the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 25 feet per vehicle; and (3) the estimated maximum queue length is compared to the existing or planned available storage capacity for the movement. This analysis thus provides a basis for estimating future storage requirements at intersections.

Freeway Segments

As prescribed in the CMP technical guidelines, the level of service for freeway segments is estimated based on vehicle density. Density is calculated by the following formula:

$$D = V / (N*S)$$

where:

D= density, in vehicles per mile per lane (vpmpl)
V= peak hour volume, in vehicles per hour (vph)
N= number of travel lanes
S= average travel speed, in miles per hour (mph)

The vehicle density on a segment is correlated to level of service as shown in Table 2. The CMP requires that mixed-flow lanes and auxiliary lanes be analyzed separately from HOV (carpool) lanes. The CMP specifies that a capacity of 2,300 vehicles per hour per lane (vphpl) be used for segments six lanes or wider in both directions and a capacity of 2,200 vphpl be used for segments four lanes wide in both directions. The CMP defines an acceptable level of service for freeway segments as LOS E or better.

Table 2
Freeway Level of Service Based on Delay

Level of Service	Density (vehicles/mile/lane)
A	< 11.0
B	11.0 - 18.0
C	18.0 - 26.0
D	26.0 - 46.0
E	46.0 - 58.0
F	> 58.0

Report Organization

The remainder of this report is divided into five chapters. Chapter 2 describes existing conditions in terms of the existing roadway network and other transportation facilities. Chapter 3 presents the intersection operations under background conditions. Chapter 4 describes the method used to estimate project traffic and its impact on the transportation system. Chapter 5 discusses the traffic conditions resulting from additional future growth. Chapter 6 presents the conclusions of the traffic impact analysis.

2. Existing Conditions

This chapter describes the existing conditions for all of the major transportation facilities in the vicinity of the site, including the roadway network, transit service, and bicycle and pedestrian facilities.

Existing Roadway Network

Regional access to the project area is provided via I-280 and US 101. Both facilities are described below:

I-280/I-680 is an eight-lane freeway in the vicinity of the site. I-280 extends northwest to San Francisco and east to King Road in San Jose, at which point it makes a transition into I-680 to Oakland. Access to the site is provided via its interchanges with US 101, McLaughlin Avenue, and King Road.

US 101 is a north-south freeway that extends northward though San Francisco and southward through Gilroy. Within the study area, US 101 is an eight-lane facility that includes two high-occupancy vehicle (HOV) lanes. During the peak commute hours, the mixed-flow lanes operate under stop-and-go conditions in the peak direction of travel—northbound in the AM and southbound in the PM. Within the HOV lane, traffic flows well, although volumes are approaching capacity during the peak periods. Access to the site is provided via its interchange with Story Road and I-280.

Local access to the project area is provided by numerous major arterials and minor streets. Described below are the major arterials that serve the project area:

McLaughlin Avenue is a four-lane north-south arterial that begins at Yerba Buena Road and extends north to I-280. North of I-280, McLaughlin Avenue narrows to two-lanes and becomes 24th Street.

Story Road is generally a six-lane east-west roadway that runs from the east foothills to Senter Road just west of the project site. West of Senter Road, it transitions to Keyes Road and narrows to four-lanes. Direct access to the project site is provided by two driveways along Story Road.

Lucretia Avenue is a four-lane north-south roadway that runs from Tully Road to Story Road. The north leg of its intersection with Story Road serves as an entrance to the project site.

King Road is a four-lane north-south arterial that runs from Capitol Expressway north to Hostetter Road.

Tully Road is an east-west roadway that provides connections to the roadways described above. It extends east from Monterey Road to the East Foothills of San Jose. Between Monterey Road and Lucretia Avenue, Tully Road is four lanes wide. Six lanes travel lanes are provided between Lucretia Avenue and US 101. The roadway narrows to four lanes at its overcrossing of US 101. East of US 101, the roadway widens to six-lanes up to White Road, then once again narrows to four lanes.

Existing Bicycle and Pedestrian Facilities

There are few bicycle facilities in the project area. Bike lanes are provided on the following roadways:

- Tully Road, between McLaughlin Avenue and Leigh Avenue
- Senter Road, between Capitol Expressway and Story Road
- Seventh Street, between Tully Road and San Fernando Street

Streets designated as bike routes are rated according to the following three categories: extreme caution, alert, and moderate. Story Road, McLaughlin Avenue, King Road, and 10th Street are classified in the extreme caution category due to the heavy traffic volumes, high speeds, and narrow travel width for bicycles. Although not specifically designated as bike routes, most neighborhood streets such as Lucretia Avenue also are suitable for bicycle travel due to the low traffic volumes and low vehicle speeds.

Pedestrian facilities in the study area consist primarily of sidewalks, pedestrian push buttons and signal heads at intersections. Sidewalks are found along all of the previously described roadways in the study area. There are a relatively high number of pedestrian crossings on Story Road. Consequently, the pedestrian push buttons are used quite often during the peak hour periods. Much of the pedestrian traffic is to and from the bus stops located on Story Road at Lucretia Avenue and the Price Club (Asian Market) driveway. Based on observations conducted in the field during the AM and PM peak hours, the pedestrian crossings do not negatively affect the flow of traffic or worsen the already congested conditions on Story Road.

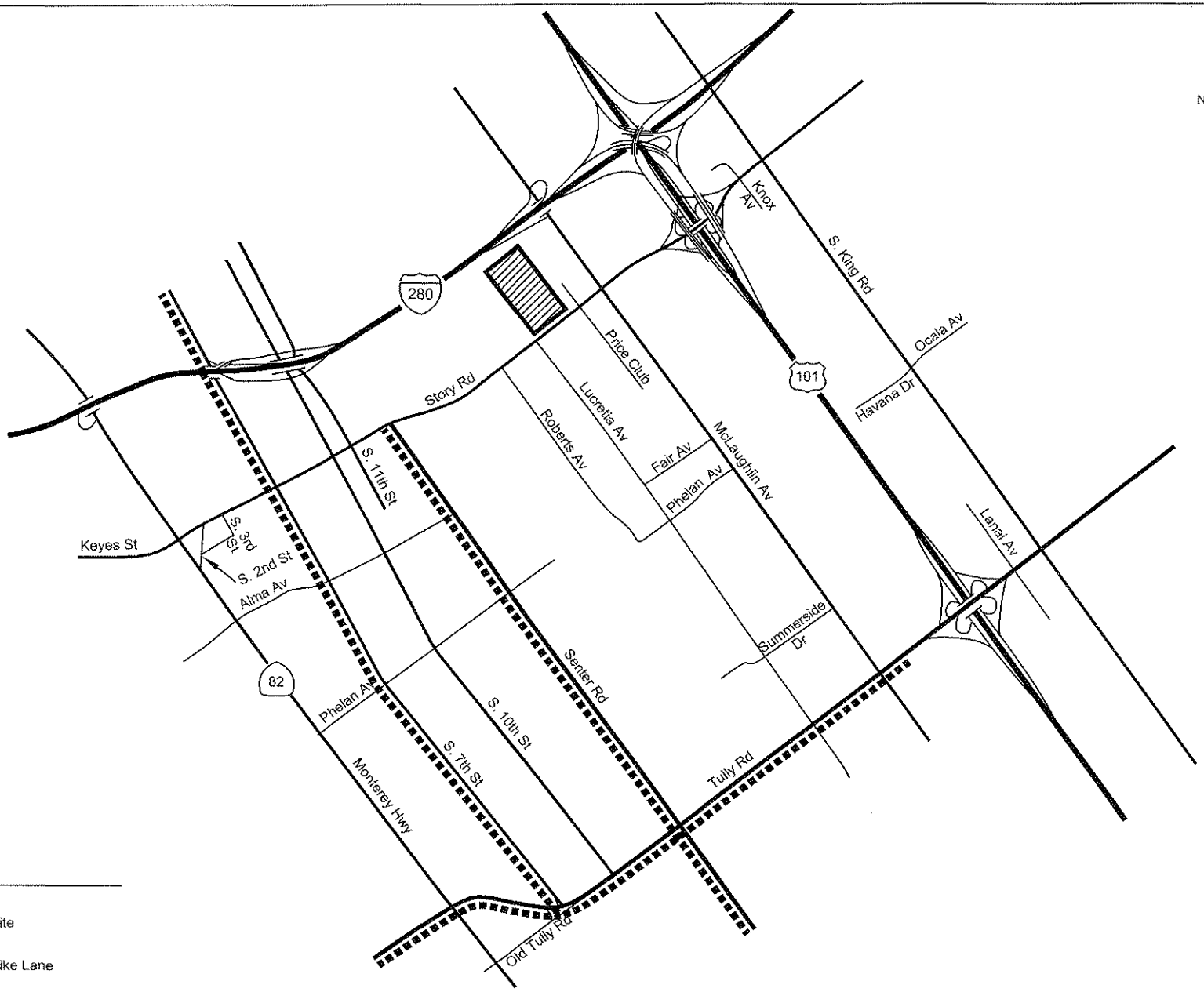
Bicycle facilities in the project area are presented in Figure 3.

Existing Transit Service

Existing transit service to the study area is provided by the VTA. The study area is served by seven local bus routes. Each of the routes is described below and shown in Table 3 and Figure 4.

The 12 line provides weekend service only between Eastridge Mall and the San Jose Civic Center via King Road with 30-minute headways.

The 22 line provides service between Eastridge Mall and the Palo Alto Caltrain Station via King Road, with 10-minute headways during commute hours.



LEGEND

= Site

= Bike Lane

Figure 3

EXISTING BICYCLE FACILITIES

Story Road Retail TIA

Hexagon
Transportation Consultants, Inc.

JH c:\projects\04BJ07 Story Rd Commercial\fig1.dwg

Table 3
Existing Bus Lines

Bus Lines	Route Description	Primary Project Area Roadways	Commute Hour Headways
12	Eastridge Mall to San Jose Civic Center	King Rd.	30
22	Eastridge Mall to Palo Alto Caltrain Station	King Rd.	10
25	National Hispanic University and De Anza College	Story Rd.	10-30
26	Eastridge Mall to Sunnyvale	Tully Rd.	20
72	Downtown San Jose to Santa Teresa LRT Station	Mclaughlin Avenue	15-30
73	Downtown San Jose to Snell & Capitol Expwy.	Senter Road	20
77	Milpitas to Evergreen College	King Road	15-30

Notes:
Source: VTA Santa Clara County Bus and Rail Map, July 2002

The 25 line provides service between the National Hispanic University and DeAnza College via Story Road, with 10-30-minute headways during commute hours.

The 26 line provides service between the Eastridge Mall and Sunnyvale via Tully Road, with 20-minute headways during commute hours.

The 72 line provides service between the Downtown San Jose and the Santa Teresa LRT Station via McLaughlin Avenue, with 15-30-minute headways during commute hours.

The 73 line provides service between the Downtown San Jose and the intersection of Snell and Capitol Expressway via Senter Road, with 20-minute headways during commute hours.

The 77 line provides service between Milpitas and Evergreen College via King Road, with 15-30-minute headways during commute hours.

Existing Intersection Lane Configurations

The existing lane configurations at the study intersections were provided by City staff and confirmed by observations in the field. The existing intersection lane configurations are shown on Figure 5.

Existing Traffic Volumes

Existing peak-hour traffic volumes were obtained from the City of San Jose. The existing peak-hour intersection volumes are shown on Figure 6.

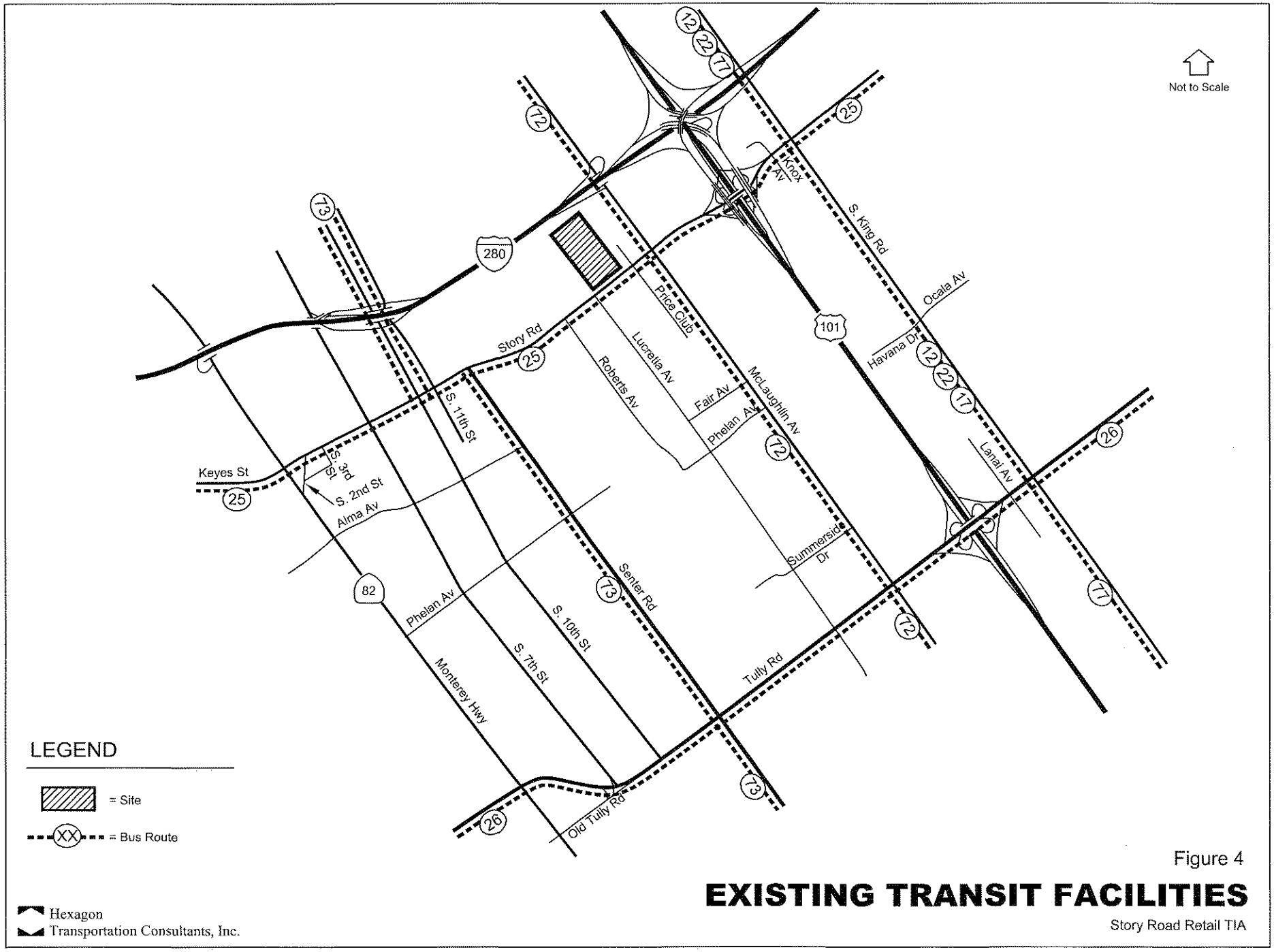


Figure 4

EXISTING TRANSIT FACILITIES

Story Road Retail TIA

Hexagon
Transportation Consultants, Inc.

JH c:\projects\04BJ07 Story Rd Commercial\fig1.dwg

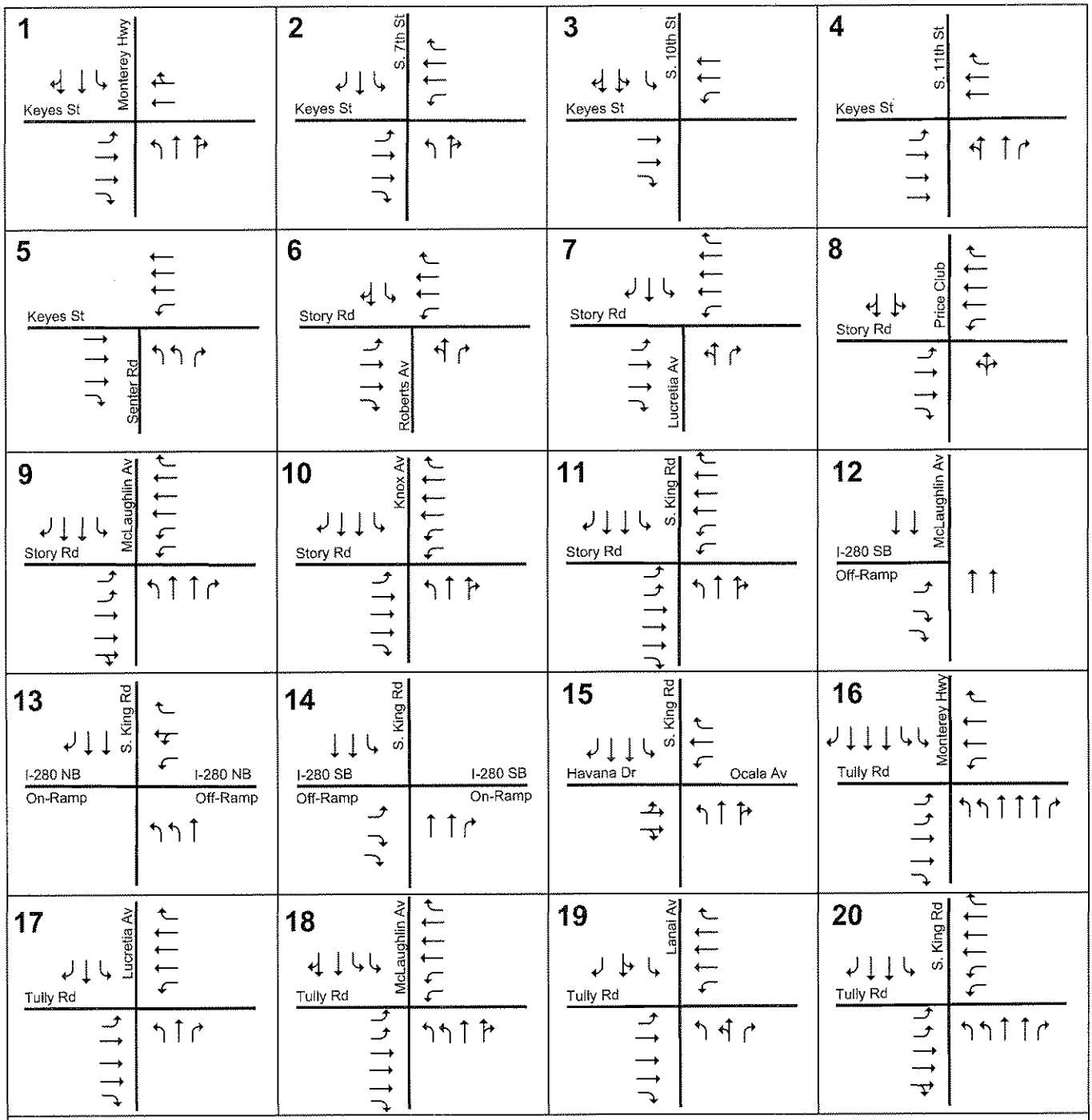


Figure 5

EXISTING LANE CONFIGURATIONS

Hexagon
Transportation Consultants, Inc.

Story Road Retail TIA

JH c:\projects\04BJ07 Story Rd Commercial\fig5.dwg

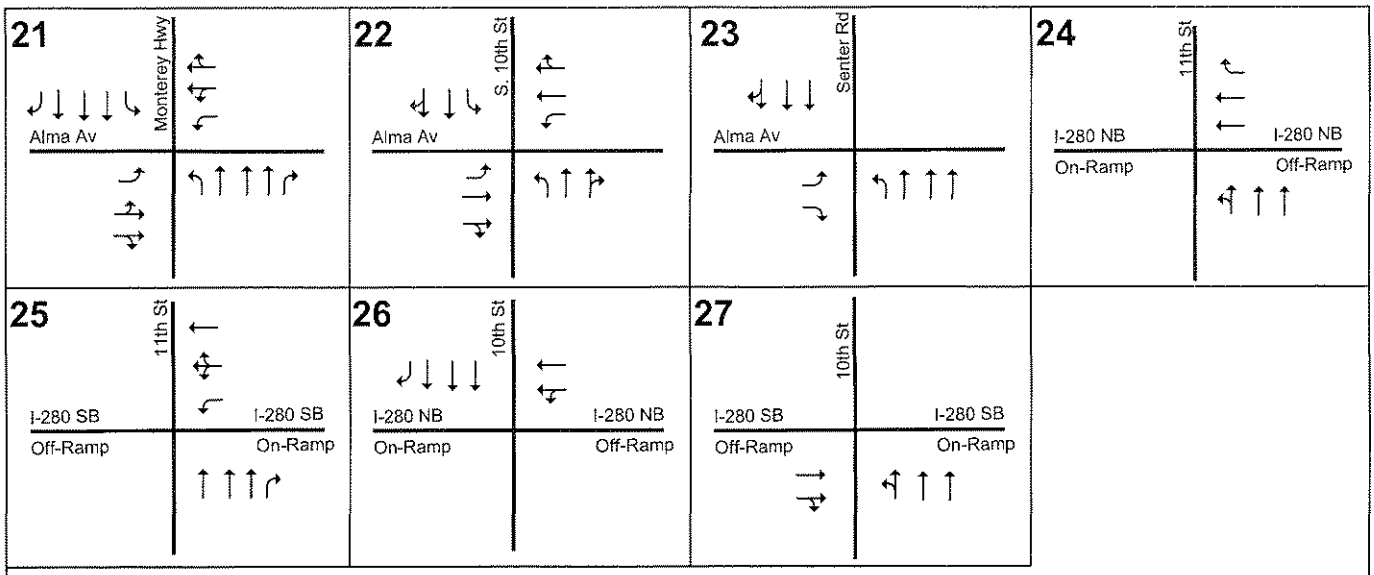


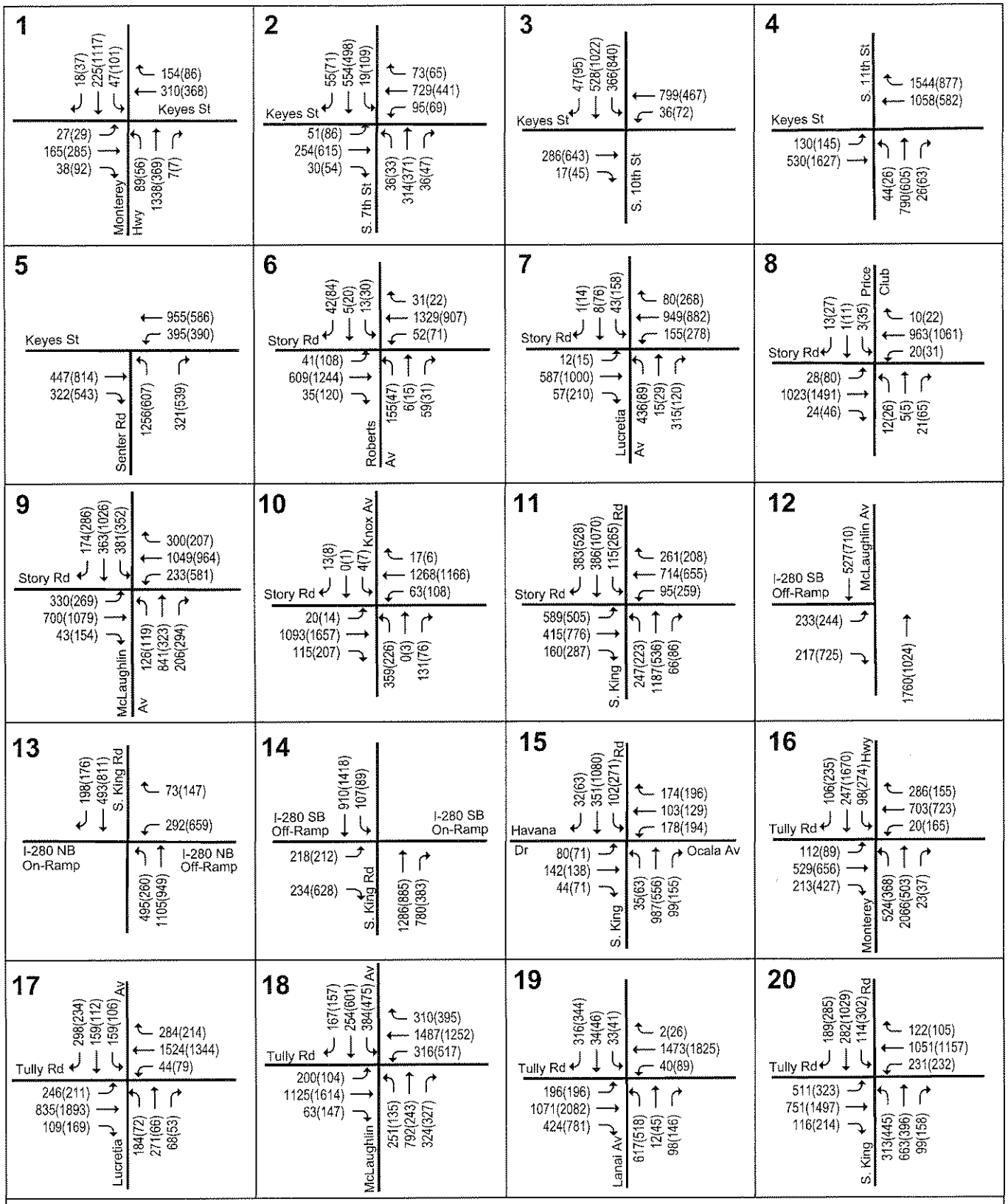
Figure 5

EXISTING LANE CONFIGURATIONS

Hexagon
Transportation Consultants, Inc.

Story Road Retail TIA

JH c:\projects\04BJ07 Story Rd Commercial\fig5b.dwg



LEGEND

XX(XX) = AM(PM) Volumes

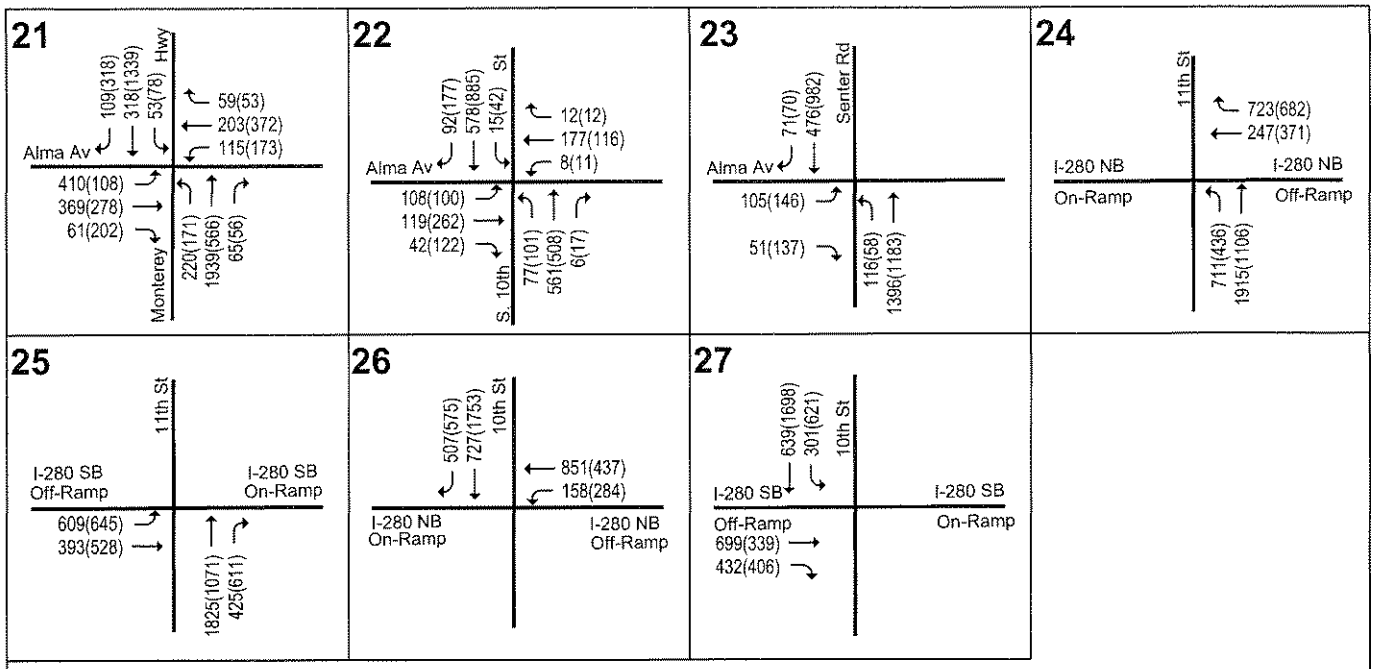
Figure 6

EXISTING TRAFFIC VOLUMES

Hexagon Transportation Consultants, Inc.

Story Road Retail TIA

JH c:\projects\04BJ07 Story Rd Commercial\fig6.dwg



LEGEND

XX(XX) = AM(PM) Volumes

Figure 6

EXISTING TRAFFIC VOLUMES

Story Road Retail TIA

Hexagon
Transportation Consultants, Inc.

JH c:\projects\04BJ07 Story Rd Commercial\fig6.dwg

Existing Intersection Levels of Service

The results of the level of service analysis under existing conditions are summarized in Table 4. The results show that, according to the City of San Jose level of service standards, all but one of the signalized study intersections currently operate at an acceptable LOS D or better. The intersection of King Road and Tully Road currently operates at an unacceptable LOS E during the PM peak hour. The level of service calculation sheets are included in Appendix D.

Existing Freeway Levels of Service

Traffic volumes for the subject freeway segments were obtained from the 2002 CMP Annual Monitoring Report. The results of the analysis are summarized in Table 5. The results show that the mixed-flow lanes on 16 of the 24 directional freeway segments analyzed currently operate at an unacceptable LOS F during at least one of the peak hours. All other freeway segments analyzed operate at LOS E or better during the AM and PM peak hours.

Observed Existing Traffic Conditions

Traffic conditions in the field were observed in order to identify existing operational deficiencies and to confirm the accuracy of calculated levels of service. The purpose of this effort was (1) to identify any existing traffic problems that may not be directly related to intersection level of service, and (2) to identify any locations where the level of service calculation does not accurately reflect level of service in the field.

Operational problems in the study area are primarily due to congestion on US 101. The congestion on US 101 causes commuters to use arterial streets as alternate routes. Major congestion occurs in the immediate area of interchanges with US 101, especially I-280. Due to the congestion of US 101 in the peak direction during commute hours, McLaughlin Avenue and King Road serve as alternate routes since they run parallel to US 101 and also have access to I-280. As such, congestion at major intersections along King Road and McLaughlin Avenue is prevalent during the peak commute hours.

During the AM peak hour, traffic flows well along Story Road and no major operational problems occur.

During the PM peak hour, traffic is very heavy along Story Road in the eastbound direction. The eastbound left turn vehicle queue frequently spills out of the left-turn pocket, resulting in the need for 2 signal cycles for this movement to clear the intersection. Eastbound through traffic begins to back up at the intersection of McLaughlin Avenue and Story Road. The backup on Story Road frequently extends past Price Club to Lucretia Avenue, and occasionally extends to Roberts Avenue. The backup occasionally blocks the intersections of Lucretia Avenue/Story Road and Price Club/Story Road.

The north leg of the intersection of Lucretia Avenue and Story Road (Wal-Mart driveway) has storage for only about 4 vehicles before the driveway curves onto the Wal-Mart property. Based on PM field observations, the vehicle queue almost never reaches above 10 cars. The Wal-Mart site provides the necessary additional storage and the intersection operates well.

Based on observations conducted in the field during the AM and PM peak hours, the calculated intersection levels of service accurately reflect existing level of service in the field.

Table 4
Existing Intersection Levels of Service

Study Number	Intersection	Peak Hour	Count Date	Ave. Delay	LOS
1	First Street and Keyes Street *	AM	09/24/02	28.3	C
		PM	09/24/02	29.2	C
2	Seventh Street and Keyes Street	AM	02/05/02	30.6	C
		PM	10/30/01	38.1	D
3	Tenth Street and Keyes Street	AM	02/14/02	22.5	C
		PM	02/14/02	27.3	C
4	Eleventh Street and Keyes Street	AM	03/20/01	25.4	C
		PM	03/20/01	24.5	C
5	Senter Road and Keyes Street	AM	02/24/04	27.6	C
		PM	02/24/04	25.5	C
6	Roberts Avenue and Story Road	AM	10/09/02	14.1	B
		PM	10/09/02	16.2	B
7	Lucretia Avenue and Story Road	AM	05/08/02	27.4	C
		PM	05/08/02	27.7	C
8	Price Club and Story Road	AM	09/13/01	6.0	A
		PM	09/13/01	12.0	B
9	McLaughlin Avenue and Story Road	AM	09/26/02	43.4	D
		PM	09/26/02	48.2	D
10	Knox Avenue and Story Road	AM	10/09/02	26.6	C
		PM	05/07/02	19.3	B
11	King Road and Story Road	AM	09/24/02	45.1	D
		PM	09/24/02	45.6	D
12	McLaughlin Avenue and I-280 *	AM	09/17/02	10.2	B
		PM	09/17/02	15.5	B
13	King Road and I-680 (N) *	AM	10/29/02	24.6	C
		PM	09/17/02	32.9	C
14	King Road and I-680 (S) *	AM	09/17/02	16.7	B
		PM	09/17/02	28.6	C
15	King Road and Havana Drive	AM	04/10/02	36.6	D
		PM	04/10/02	38.3	D
16	Monterey Road and Curtner Avenue	AM	09/17/02	36.1	D
		PM	09/17/02	43.6	D
17	Lucretia Avenue and Tully Road	AM	05/14/02	37.2	D
		PM	05/14/02	27.3	C
18	McLaughlin Avenue and Tully Road *	AM	09/18/02	48.1	D
		PM	09/18/02	49.6	D
19	Alvin Avenue and Tully Road	AM	04/16/02	30.4	C
		PM	09/25/03	37.3	D
20	King Road and Tully Road *	AM	09/18/02	45.3	D
		PM	09/30/03	55.6	E
21	First Street and Alma Avenue *	AM	09/19/02	36.4	D
		PM	09/19/02	37.3	D
22	Tenth Street and Alma Avenue	AM	11/01/01	21.6	C
		PM	11/01/01	22.0	C
23	Senter Road and Alma Avenue	AM	02/11/04	10.5	B
		PM	02/06/02	12.7	B
24	Eleventh Street and I-280(N) *	AM	10/31/02	30.8	C
		PM	09/19/02	16.3	B
25	Eleventh Street and I-280(S) *	AM	09/24/02	11.6	B
		PM	09/24/02	12.8	B
26	Tenth Street and I-280(N) *	AM	09/25/02	13.3	B
		PM	09/25/02	11.3	B
27	Tenth Street and I-280(S) *	AM	09/26/02	12.8	B
		PM	09/26/02	12.8	B

* Denotes CMP intersection

Table 5
Existing Freeway Levels of Service

				Mixed-Flow Lanes					HOV Lane Traffic Volume				
Freeway	Segment	Direction	Peak Hour	Ave. Speed/a/	# of Lanes	Volume/a/	Density	LOS	Ave. Speed/a/	# of Lanes	Volume/a/	Density	LOS
US 101	Yerba Buena to Capitol	NB	AM	48	3	6,480	45.0	D	67	1	1,140	17.0	C
			PM	67	3	4,620	23.0	C	67	1	800	11.9	B
US 101	Capitol to Tully	NB	AM	38	3	6,160	54.0	E	65	1	1,950	30.0	D
			PM	64	3	6,340	33.0	D	67	1	670	10.0	A
US 101	Tully to Story	NB	AM	38	3	6,160	54.0	E	64	1	2,110	33.0	D
			PM	65	3	5,660	29.0	D	67	1	540	8.1	A
US 101	Story to I-280	NB	AM	15	3	4,280	95.1	F	31	1	1,950	62.9	F
			PM	67	3	2,410	12.0	B	67	1	470	7.0	A
US 101	I-280 to Santa Clara	NB	AM	12	3	3,920	108.9	F	29	1	1,890	65.2	F
			PM	67	3	4,020	20.0	C	67	1	800	11.9	B
US 101	Santa Clara to McKee	NB	AM	10	3	3,540	118.0	F	23	1	1,750	76.1	F
			PM	67	3	4,020	20.0	C	67	1	1,540	23.0	C
I-280	SR 87 to 10th	EB	AM	66	4	6,340	24.0	D	N/A	N/A	N/A	--	--
			PM	21	4	6,800	81.0	F	N/A	N/A	N/A	--	--
I-280	10th to McLaughlin	EB	AM	66	4	6,600	25.0	D	N/A	N/A	N/A	--	--
			PM	25	4	7,200	72.0	F	N/A	N/A	N/A	--	--
I-280	McLaughlin to US 101	EB	AM	65	4	7,540	29.0	D	N/A	N/A	N/A	--	--
			PM	64	4	8,450	33.0	D	N/A	N/A	N/A	--	--
I-680	US 101 to King	NB	AM	67	4	5,630	21.0	C	N/A	N/A	N/A	--	--
			PM	66	4	6,600	25.0	D	N/A	N/A	N/A	--	--
I-680	King to Capitol	NB	AM	59	4	9,170	37.0	D	N/A	N/A	N/A	--	--
			PM	57	4	9,340	39.0	D	N/A	N/A	N/A	--	--
I-680	Capitol to Alum Rock	NB	AM	20	4	6,640	83.0	F	N/A	N/A	N/A	--	--
			PM	65	4	7,800	30.0	D	N/A	N/A	N/A	--	--
												--	--
I-680	Alum Rock to Capitol	SB	AM	14	4	5,540	98.9	F	N/A	N/A	N/A	--	--
			PM	61	4	8,780	36.0	D	N/A	N/A	N/A	--	--
I-680	Capitol to King	SB	AM	15	5	6,690	97.0	F	N/A	N/A	N/A	--	--
			PM	67	5	6,780	22.0	C	N/A	N/A	N/A	--	--
I-680	King to US 101	SB	AM	14	4	5,660	101.1	F	N/A	N/A	N/A	--	--
			PM	66	4	6,600	25.0	D	N/A	N/A	N/A	--	--
I-280	US 101 to McLaughlin	WB	AM	11	4	4,930	112.0	F	N/A	N/A	N/A	--	--
			PM	61	4	8,780	36.0	D	N/A	N/A	N/A	--	--
I-280	McLaughlin to 10th	WB	AM	20	4	6,640	83.0	F	N/A	N/A	N/A	--	--
			PM	58	4	8,820	38.0	D	N/A	N/A	N/A	--	--
I-280	10th to SR 87	WB	AM	24	4	7,200	75.0	F	N/A	N/A	N/A	--	--
			PM	35	4	8,120	58.0	F	N/A	N/A	N/A	--	--
US 101	McKee to Santa Clara	SB	AM	67	3	2,410	12.0	B	67	1	340	5.1	A
			PM	23	3	5,240	75.9	F	64	1	2,110	33.0	D
US 101	Santa Clara to I-280	SB	AM	67	3	3,420	17.0	C	67	1	600	9.0	A
			PM	18	3	4,810	89.1	F	65	1	1,950	30.0	D
US 101	I-280 to Story	SB	AM	67	3	1,810	9.0	A	67	1	130	1.9	A
			PM	18	3	4,750	88.0	F	57	1	2,220	38.9	D
US 101	Story to Tully	SB	AM	65	3	5,660	29.0	D	67	1	670	10.0	A
			PM	16	3	4,510	94.0	F	50	1	2,200	44.0	D
US 101	Tully to Capitol	SB	AM	66	3	5,540	28.0	D	67	1	800	11.9	B
			PM	40	3	6,240	52.0	E	67	1	1,410	21.0	C
US 101	Capitol to Yerba Buena	SB	AM	67	3	3,620	18.0	C	67	1	800	11.9	B
			PM	67	3	3,820	19.0	C	67	1	870	13.0	B

/a/ Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2002.

3.
Background Conditions

This chapter describes background traffic conditions. Background conditions are defined as conditions just prior to completion of the proposed development. Traffic volumes for background conditions comprise volumes from existing traffic counts plus traffic generated by other approved developments in the vicinity of the site. This chapter describes the procedure used to determine background traffic volumes and the resulting traffic conditions.

Background Transportation Network

It is assumed in this analysis that the transportation network under background conditions would be the same as the existing transportation network.

Background Traffic Volumes

Background peak-hour traffic volumes were estimated by adding to existing volumes the estimated traffic from approved, but not yet constructed, developments along with traffic associated with vacant uses on site. The added traffic from approved but not yet constructed developments were provided by the City in the form of the Approved Trips Inventory (ATI). Traffic for the vacant 400,000 s.f. of warehouse space was estimated based on the standard City recommended rates and is presented in Table 6. The peak-hour trips estimated to be generated by the vacant space were assigned to the roadway system in accordance with the trip distribution pattern discussed in Chapter 4. Figure 7 shows the trip assignment for the vacant warehouse space.

Note that the general trend in traffic volumes over the past few years has shown a peak in traffic volumes in 2000 and 2001. The use of "older" counts tends to overstate current traffic volumes. In an effort to provide a reasonably conservative analysis and in order to avoid planning based on what may be a temporary recessionary state, the older counts were used in the background analysis.

New counts were conducted at select intersection locations on Story Road in September of 2004 and compared to older counts. The new counts were, as expected, lower than the older counts. In fact, the newer counts at the intersection of McLaughlin Road and Story Road are lower than the older counts by 7 percent in the AM and 14 percent in the PM. Thus, for the purpose of this study, older counts were used to estimate background conditions. New traffic count data are contained in Appendix A.

Table 6
Trip Generation for Existing Vacant Warehouse Space

				AM Peak Hour				PM Peak Hour			
		Daily	Daily	Pk-Hr	Trips			Pk-Hr			
Land Use	Size	Trip Rates	Trips	Rate	In	Out	Total	Rate	In	Out	Total
Vacant Space/a/	400,000 s.f.	5.0	2,000	0.15	210	90	300	0.16	96	224	320

Source: City of San Jose Interim Guidelines for Traffic Impact Analysis for Land Developments, "Common Vehicular Trip Generation Rates for the San Jose Area," March 1994

Notes:
/a/ Warehouse rates used for existing vacant space on site.

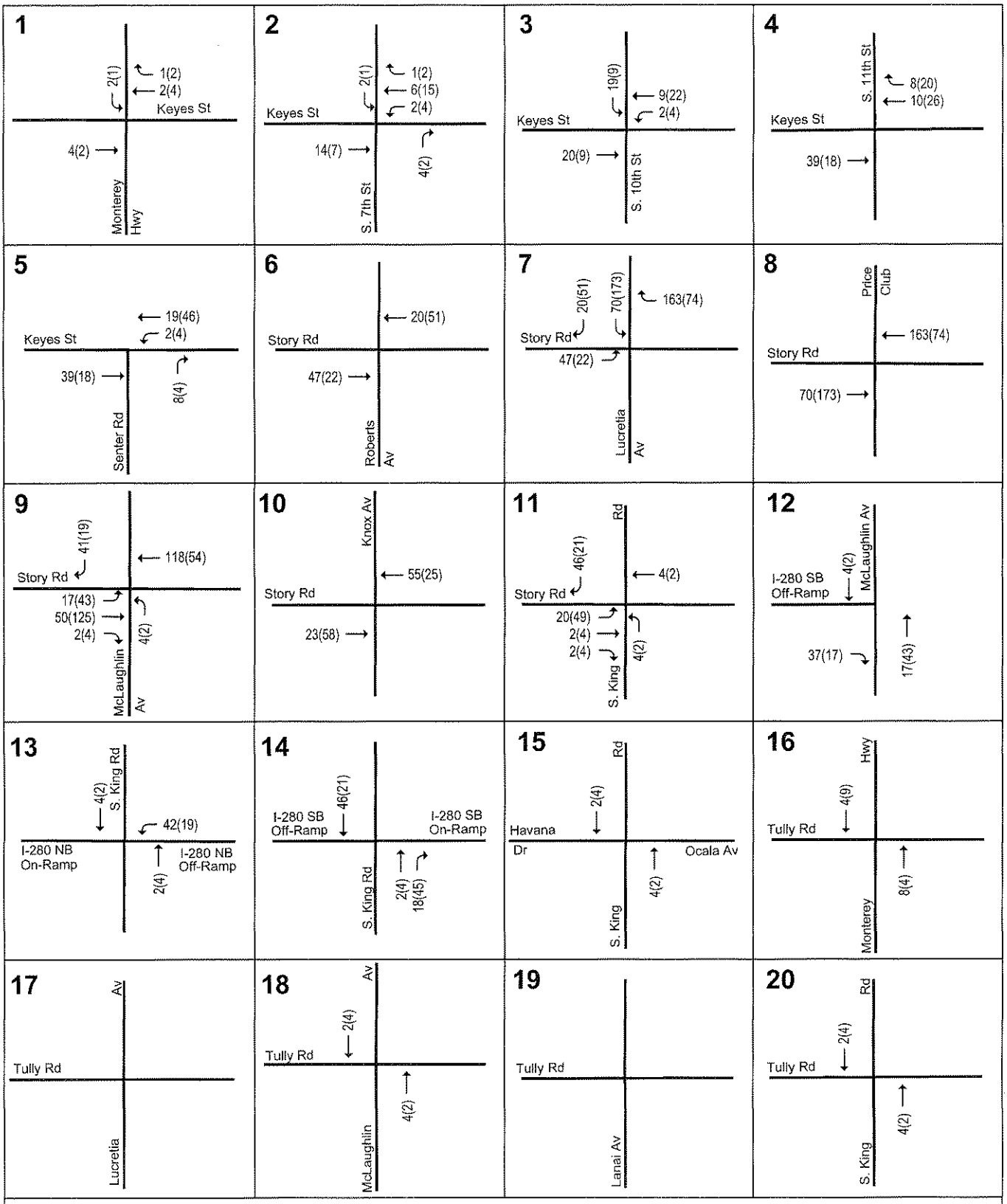
Background traffic volumes are shown on Figure 8. The ATI are included in Appendix B.

Background Intersection Levels of Service

The results of the intersection level of service analysis under background conditions are summarized in Table 7. The results show that, measured against the City of San Jose level of service standards, the following signalized study intersections would operate at an unacceptable LOS E under background conditions:

King Road and Tully Road – PM peak hour
I-280 and 11th Street (North) – AM peak hour

The remaining study intersections would operate at LOS D or better under background conditions. The level of service calculation sheets are included in Appendix D.



LEGEND

XX(XX) = AM(PM) Volumes

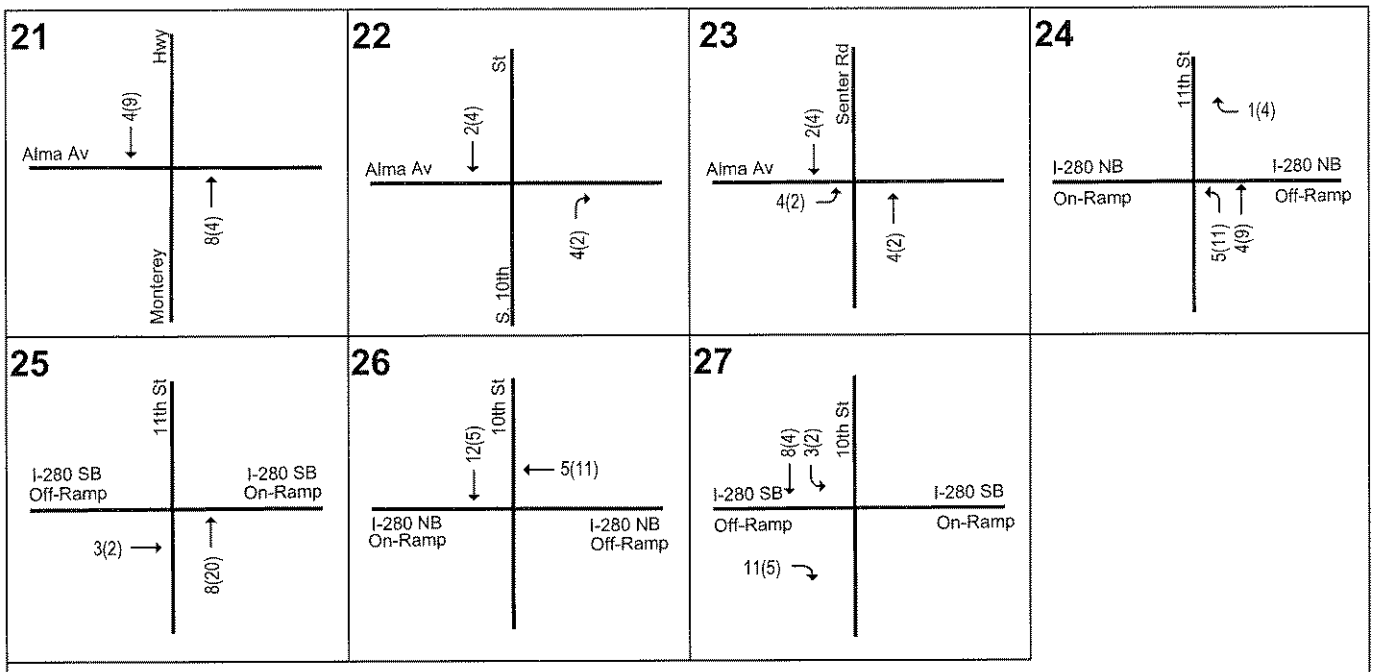
Figure 7

VACANT WAREHOUSE SPACE TRIPS

Hexagon Transportation Consultants, Inc.

Story Road Retail TIA

JH c:\projects\04BJ07 Story Rd Commercial\fig7.dwg



LEGEND

XX(XX) = AM(PM) Volumes

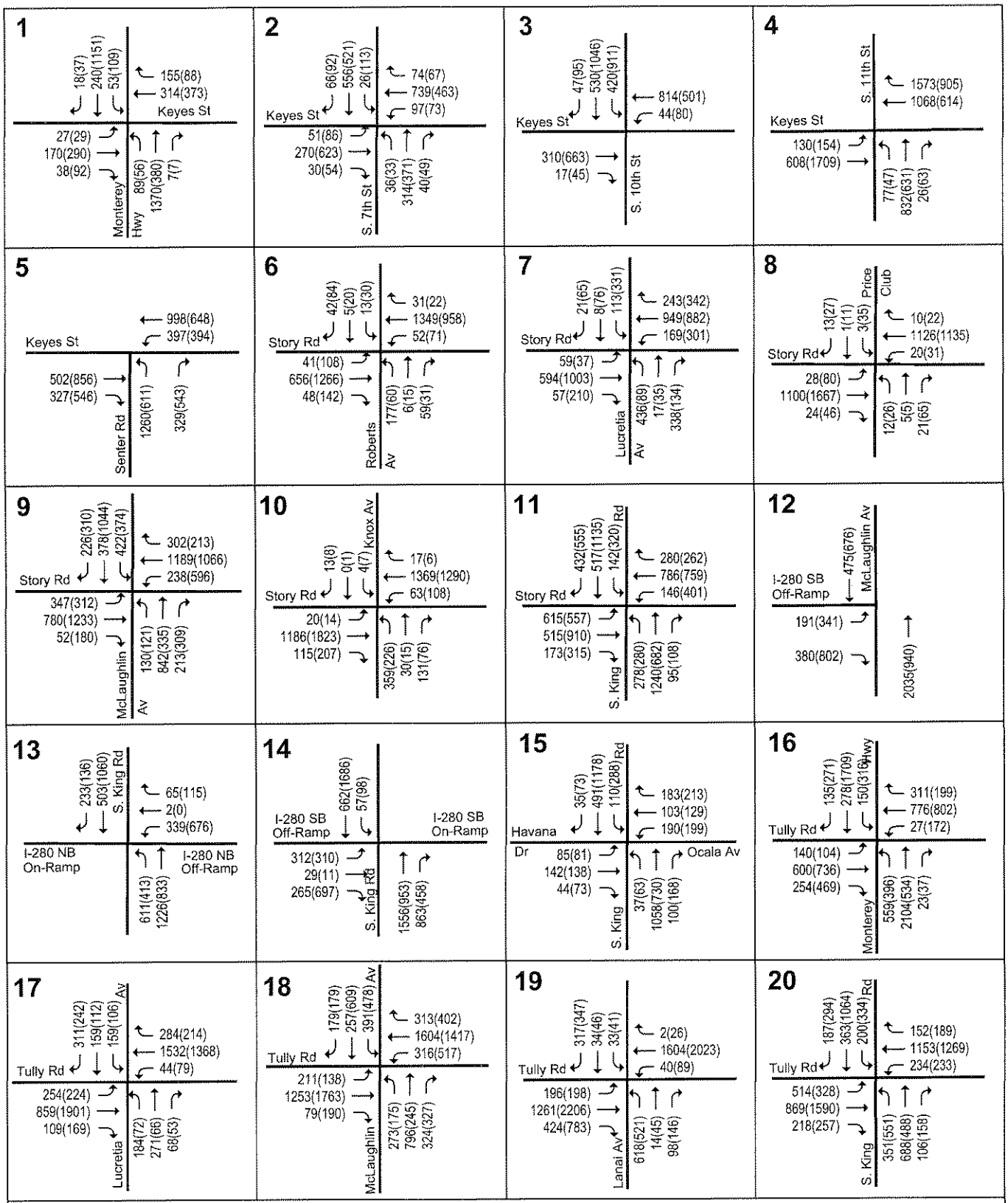
Figure 7

VACANT WAREHOUSE SPACE TRIPS

Hexagon
Transportation Consultants, Inc.

Story Road Retail TIA

JH c:\projects\04BJ07 Story Rd Commercial\fig7.dwg



LEGEND

XX(XX) = AM(PM) Volumes

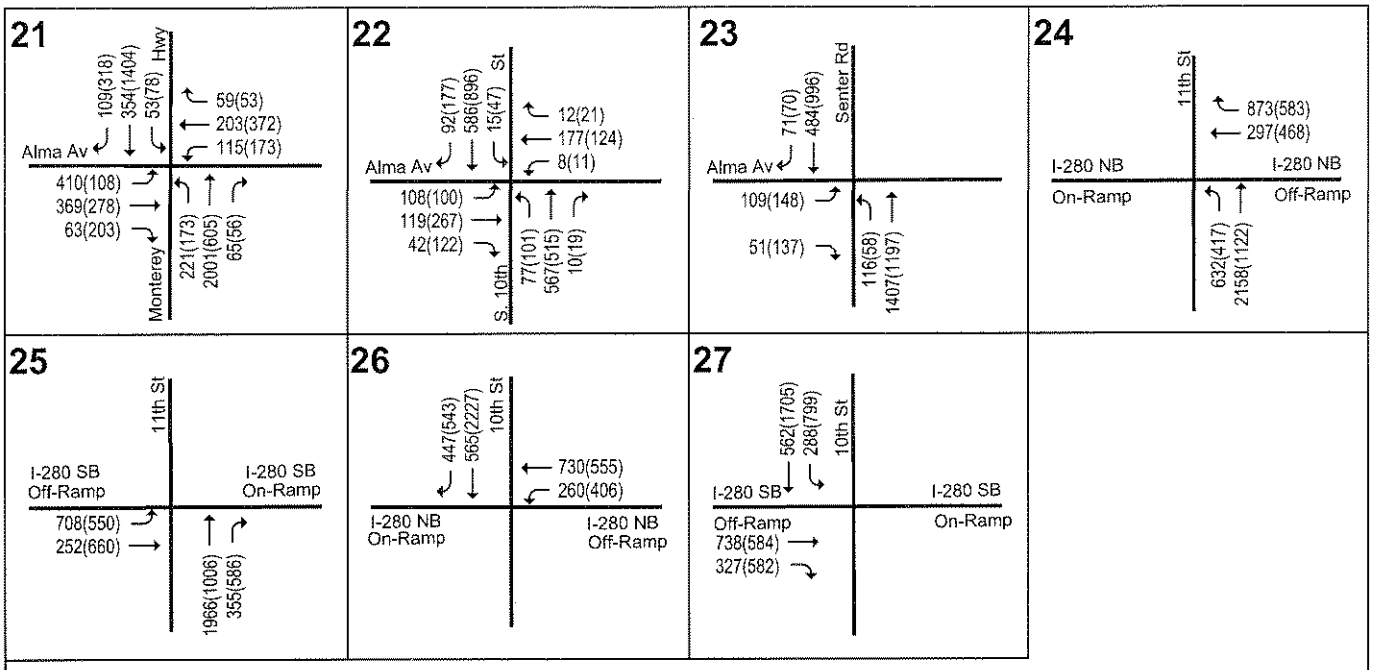
Figure 8

BACKGROUND TRAFFIC VOLUMES

Hexagon Transportation Consultants, Inc.

Story Road Retail TIA

JH c:\projects\04BJ07 Story Rd Commercial\fig8.dwg



LEGEND

XX(XX) = AM(PM) Volumes

Figure 8

BACKGROUND TRAFFIC VOLUMES

Hexagon
Transportation Consultants, Inc.

Story Road Retail TIA

JH c:\projects\04BJ07 Story Rd Commercial\fig8.dwg

Table 7
Background Intersection Levels of Service

Study Number	Intersection	Peak Hour	Count Date	Existing Ave. Delay	Existing LOS	Background Ave. Delay	Background LOS
1	First Street and Keyes Street *	AM	09/24/02	28.3	C	28.2	C
		PM	09/24/02	29.2	C	29.1	C
2	Seventh Street and Keyes Street	AM	02/05/02	30.6	C	30.5	C
		PM	10/30/01	38.1	D	38.2	D
3	Tenth Street and Keyes Street	AM	02/14/02	22.5	C	22.6	C
		PM	02/14/02	27.3	C	27.5	C
4	Eleventh Street and Keyes Street	AM	03/20/01	25.4	C	25.9	C
		PM	03/20/01	24.5	C	25.2	C
5	Senter Road and Keyes Street	AM	02/24/04	27.6	C	27.9	C
		PM	02/24/04	25.5	C	25.5	C
6	Roberts Avenue and Story Road	AM	10/09/02	14.1	B	15.0	B
		PM	10/09/02	16.2	B	16.9	B
7	Lucretia Avenue and Story Road	AM	05/08/02	27.4	C	29.2	C
		PM	05/08/02	27.7	C	31.0	C
8	Price Club and Story Road	AM	09/13/01	6.0	A	5.8	A
		PM	09/13/01	12.0	B	12.6	B
9	McLaughlin Avenue and Story Road	AM	09/26/02	43.4	D	45.0	D
		PM	09/26/02	48.2	D	48.7	D
10	Knox Avenue and Story Road	AM	10/09/02	26.6	C	27.6	C
		PM	05/07/02	19.3	B	19.4	B
11	King Road and Story Road	AM	09/24/02	45.1	D	48.6	D
		PM	09/24/02	45.6	D	50.3	D
12	McLaughlin Avenue and I-280 *	AM	09/17/02	10.2	B	11.4	B
		PM	09/17/02	15.5	B	16.1	B
13	King Road and I-680 (N) *	AM	10/29/02	24.6	C	25.7	C
		PM	09/17/02	32.9	C	35.9	D
14	King Road and I-680 (S) *	AM	09/17/02	16.7	B	21.2	C
		PM	09/17/02	28.6	C	32.9	C
15	King Road and Havana Drive	AM	04/10/02	36.6	D	36.6	D
		PM	04/10/02	38.3	D	38.6	D
16	Monterey Road and Curtner Avenue	AM	09/17/02	36.1	D	39.1	D
		PM	09/17/02	43.6	D	45.0	D
17	Lucretia Avenue and Tully Road	AM	05/14/02	37.2	D	36.9	D
		PM	05/14/02	27.3	C	26.8	C
18	McLaughlin Avenue and Tully Road *	AM	09/18/02	48.1	D	49.0	D
		PM	09/18/02	49.6	D	50.8	D
19	Alvin Avenue and Tully Road	AM	04/16/02	30.4	C	30.0	C
		PM	09/25/03	37.3	D	37.3	D
20	King Road and Tully Road *	AM	09/18/02	45.3	D	43.8	D
		PM	09/30/03	55.6	E	60.5	E
21	First Street and Alma Avenue *	AM	09/19/02	36.4	D	37.0	D
		PM	09/19/02	37.3	D	37.1	D
22	Tenth Street and Alma Avenue	AM	11/01/01	21.6	C	21.5	C
		PM	11/01/01	22.0	C	22.2	C
23	Senter Road and Alma Avenue	AM	02/11/04	10.5	B	10.5	B
		PM	02/06/02	12.7	B	12.6	B
24	Eleventh Street and I-280(N) *	AM	10/31/02	30.8	C	67.1	E
		PM	09/19/02	16.3	B	14.7	B
25	Eleventh Street and I-280(S) *	AM	09/24/02	11.6	B	12.3	B
		PM	09/24/02	12.8	B	12.9	B
26	Tenth Street and I-280(N) *	AM	09/25/02	13.3	B	13.0	B
		PM	09/25/02	11.3	B	13.7	B
27	Tenth Street and I-280(S) *	AM	09/26/02	12.8	B	12.4	B
		PM	09/26/02	12.8	B	17.9	B

* Denotes CMP intersection

4.
Project Impacts and Mitigation Measures

This chapter describes project traffic conditions. Included are descriptions of the significance criteria that define an impact, estimates of project-generated traffic and identification of the impacts. Project conditions are represented by background traffic conditions with the addition of traffic generated by the project.

Significant Impact Criteria

Significance criteria are used to establish what constitutes an impact. For this analysis, the criteria used to determine impacts on intersections is based on the City of San Jose (CSJ) Level of Service standards. Project impacts need to be analyzed with the Congestion Management Program (CMP) of Santa Clara County methodology when the proposed project is projected to add more than 100 peak hour trips to the roadway network only. Therefore, this project requires a CMP analysis.

City of San Jose Definition of Significant Intersection Impacts

The project is said to create a significant adverse impact on traffic conditions at a signalized intersection in the City of San Jose if for either peak hour:

1. The level of service at the intersection degrades from an acceptable LOS D or better under background conditions to an unacceptable LOS E or F under project conditions, <u>or</u>

2. The level of service at the intersection is an unacceptable LOS E or F under background conditions and the addition of project trips causes both the critical-movement delay at the intersection to increase by four or more seconds *and* the demand-to-capacity ratio (V/C) to increase by .01 or more.

An exception to this rule applies when the addition of project traffic reduces the amount of average stopped delay for critical movements (i.e. the change in average stopped delay for critical movements is negative). In this case, the threshold of significance is an increase in the critical V/C value by .01 or more.

A significant impact by City of San Jose standards is said to be satisfactorily mitigated when measures are implemented that would restore intersection level of service to background conditions or better.

CMP Definition of Significant Intersection Impacts

The definition of a significant impact at a CMP intersection is the same as for the City of San Jose, except that the CMP standard for acceptable level of service at a CMP intersection is LOS E or better. A significant impact by CMP standards is said to be satisfactorily mitigated when measures are implemented that would restore intersection conditions to LOS E or better.

Freeway Segment Impact Criteria

According to the CMP, a development is said to create a significant adverse impact on traffic conditions on a CMP freeway segment if for either peak hour:

1. The level of service on the freeway segment degrades from an acceptable LOS E or better under existing conditions to an unacceptable LOS F under project conditions or,

2. The level of service on the freeway segment is an unacceptable LOS F under project conditions, and the number of project trips on that segment constitutes at least one percent of capacity on that segment.

A significant impact by CMP standards is said to be satisfactorily mitigated when measures are implemented that would restore freeway conditions to LOS E or better.

Traffic Operational Requirements

Traffic operational requirements are determined based on the adequacy of planned storage to accommodate estimated maximum vehicle queues at turn pockets. The project is said to create a significant adverse impact on traffic conditions if for either peak-hour:

> The estimated maximum (95th-percentile) vehicle queue exceeds the available storage capacity of an intersection turn pocket.

A significant traffic operational impact is said to be satisfactorily mitigated when measures are implemented that would provide the storage capacity needed to accommodate the estimated maximum vehicle queues.

Transportation Network Under Project Conditions

It is assumed in this analysis that the transportation network under project conditions would be the same as described under background conditions.

Project Trip Estimates

The magnitude of traffic produced by a new development and the locations where that traffic would appear are estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. In determining project trip generation, the magnitude of traffic entering and exiting the site is

estimated for the AM and PM peak hours. As part of the project trip distribution, an estimate is made of the directions to and from which the project trips would travel. In the project trip assignment, the project trips are assigned to specific streets and intersections. These procedures are described further in the following sections.

Trip Generation

Through empirical research, data have been collected that correlate to common land uses their propensity for producing traffic. Thus, for the most common land uses there are standard trip generation rates that can be applied to help predict the future traffic increases that would result from a new development.

The magnitude of traffic added to the roadway system by a particular development is estimated by multiplying the applicable trip generation rates by the size of the development. The recommended trip generation rates for use in the City of San Jose are detailed in *Interim Guidelines for Traffic Impact Analysis of Land Use Developments*, 1994. The rates used for the proposed retail project were for *Community Shopping Center* (100,000 s.f. – 300,000 s.f.).

Trip generation for retail uses are typically adjusted to account for pass-by-trips. Pass-by-trips are trips that would already be on the adjacent roadways (and are therefore already counted in the background traffic) but would turn into the site while passing by. Justification for applying the pass-by-trip reduction is founded on the observation that such retail traffic is not actually generated by the retail development, but is already part of the ambient traffic levels. Pass-by-trips are therefore excluded from the traffic projections. A pass-by trip reduction of 25 percent was applied to the retail component of the proposed project.

Traffic for the vacant 400,000 s.f. of warehouse space was estimated based on the standard City recommended rates for *Warehouse* uses. The estimated peak-hour trips generated by the vacant space were subtracted from the trips generated by the retail project.

With the trip generation rates and reductions applied to the proposed development, it is estimated that the project would generate 19,000 net new daily trips, with 330 new trips during the AM peak hour and 1,255 new trips occurring during the PM peak hour. Using the specified inbound/outbound splits, the project would produce 168 inbound trips and 162 outbound trips during the AM peak hour and 692 inbound trips and 564 outbound trips during the PM peak hour. The project trip generation estimates are presented in Table 8.

Trip Distribution

The trip distribution pattern for the proposed project was estimated based on existing travel patterns on the surrounding roadway system and the locations of complementary land uses. The trip distribution pattern is shown graphically on Figure 9.

Trip Assignment

The peak-hour trips generated by the proposed development were assigned to the roadway system in accordance with the trip distribution pattern discussed above. Figure 10 shows the net project trip assignment at each of the study intersections. Figure 11 shows the project trips at each of the site driveways.

Table 8
Trip Generation Estimates for Story Road Retail

				AM Peak Hour						PM Peak Hour						
		Daily	Daily	Pk-Hr	Splits		Trips			Pk-Hr	Splits		Pass-By			
Land Use	Size	Trip Rates	Trips	Rate	In	Out	In	Out	Total	Rate	In	Out	Red. /b/	In	Out	Total
Existing Uses To be Removed																
Warehouse /a/	400,000 s.f.	5.0	2,000	0.15	70%	30%	210	90	300	0.16	30%	70%		96	224	320
Proposed Uses																
Retail /a/	300,000 s.f.	70.0	21,000	0.03	60%	40%	378	252	630	0.10	50%	50%	25%	788	788	1,575
Net Generated Trips			**19,000**				**168**	**162**	**330**					**692**	**564**	**1,255**

Source:
City of San Jose Interim Guidelines for Traffic Impact Analysis for Land Developments, "Common Vehicular Trip Generation rates for the San Jose Area," March 1994

Notes:
/a/ City of San Jose trip generation rates for Community Shopping Center (100ksf-300ksf) and Warehouse were used.
/b/ A reduction of 25% was applied to retail use during the PM peak hour

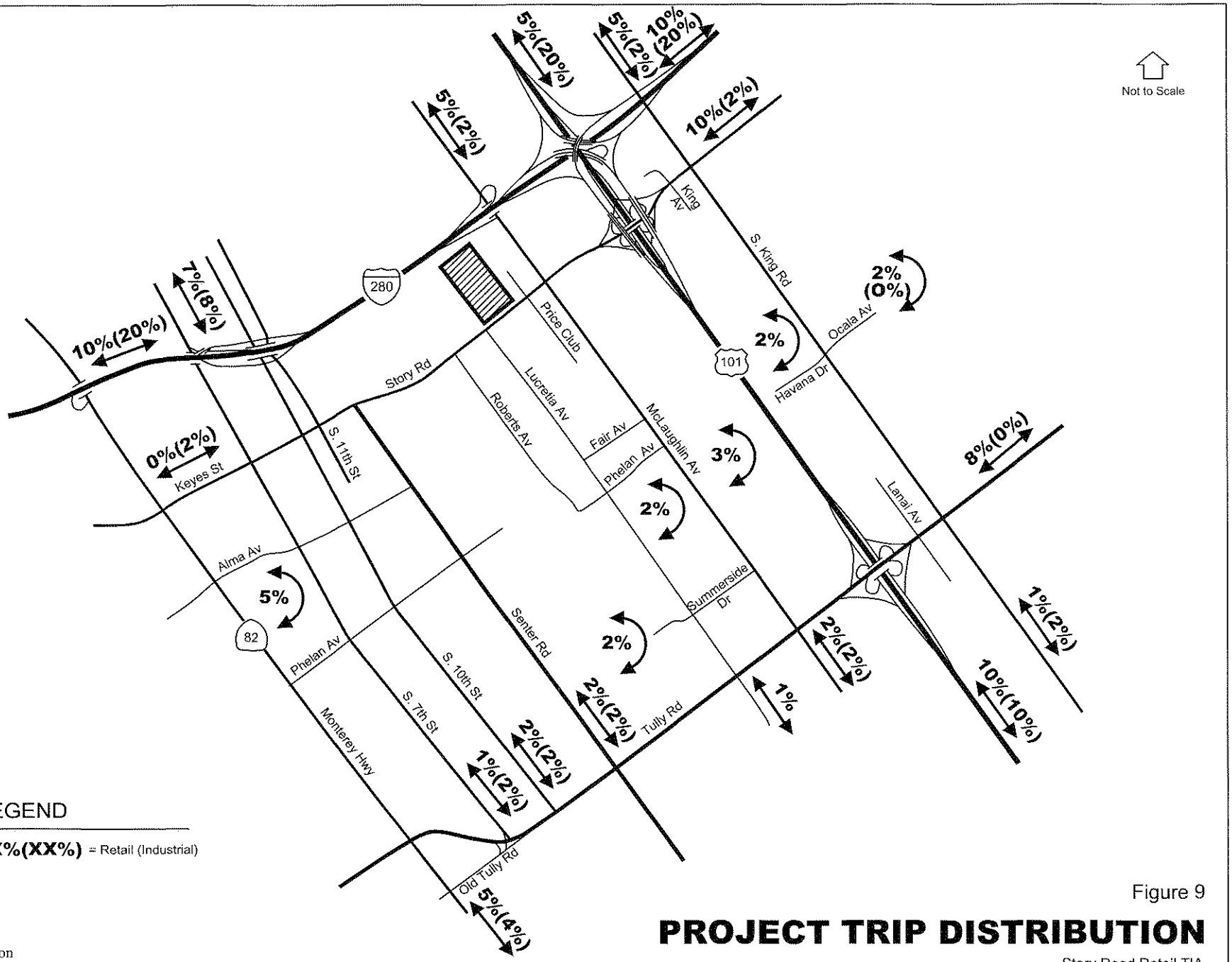


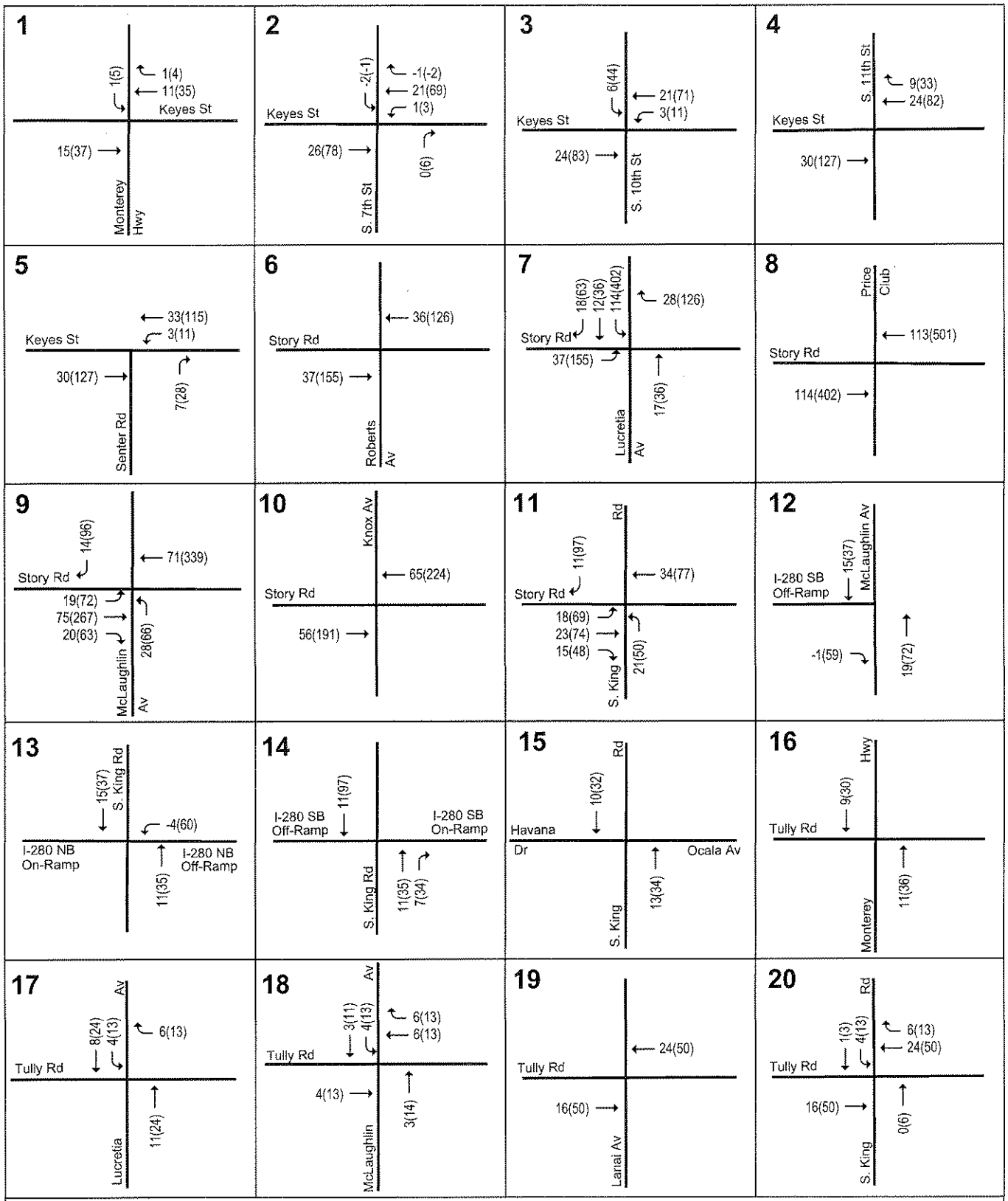
Figure 9

PROJECT TRIP DISTRIBUTION

Story Road Retail TIA

Hexagon
Transportation Consultants, Inc.

JH c:\projects\04BJ07 Story Rd Commercial\fig8.dwg



LEGEND

XX(XX) = AM(PM) Volumes

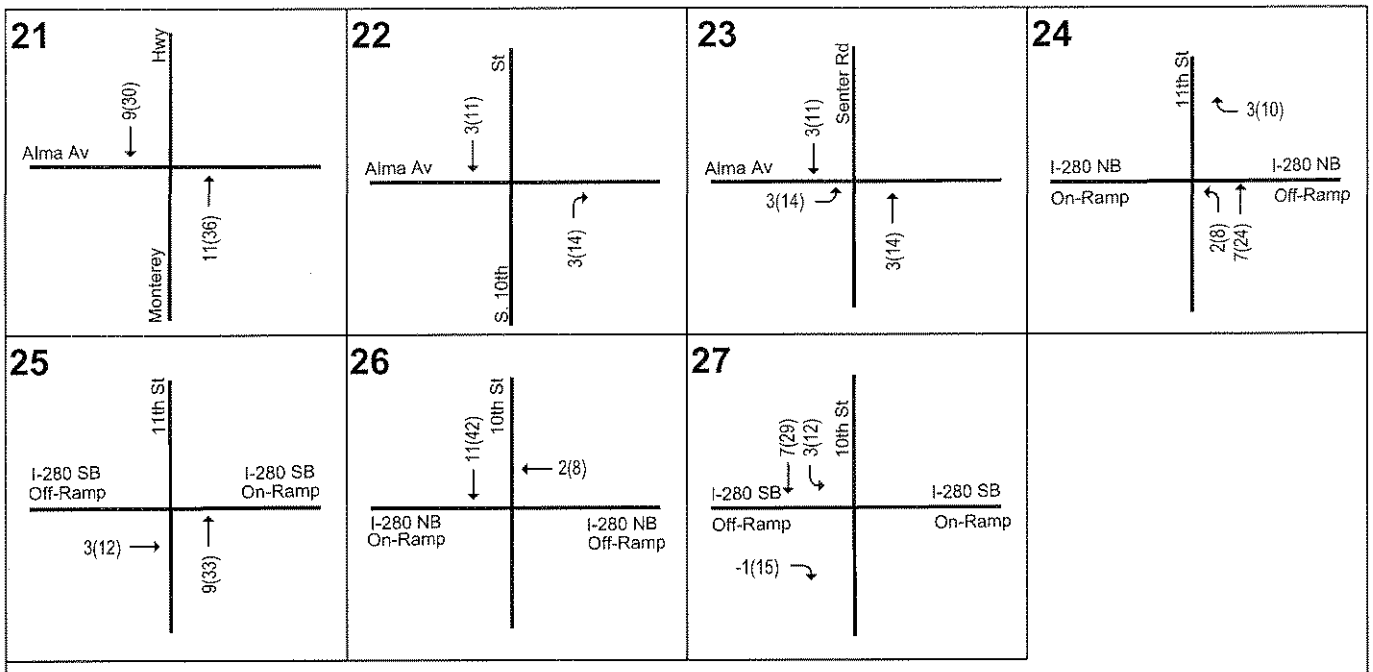
Figure 10

NET PROJECT TRIP ASSIGNMENT

Hexagon Transportation Consultants, Inc.

Story Road Retail TIA

JH c:\projects\04BJ07 Story Rd Commercial\fig10.dwg



LEGEND

XX(XX) = AM(PM) Volumes

Figure 10

NET PROJECT TRIP ASSIGNMENT

Hexagon
Transportation Consultants, Inc.

Story Road Retail TIA

JH c:\projects\04BJ07 Story Rd Commercial\fig10.dwg

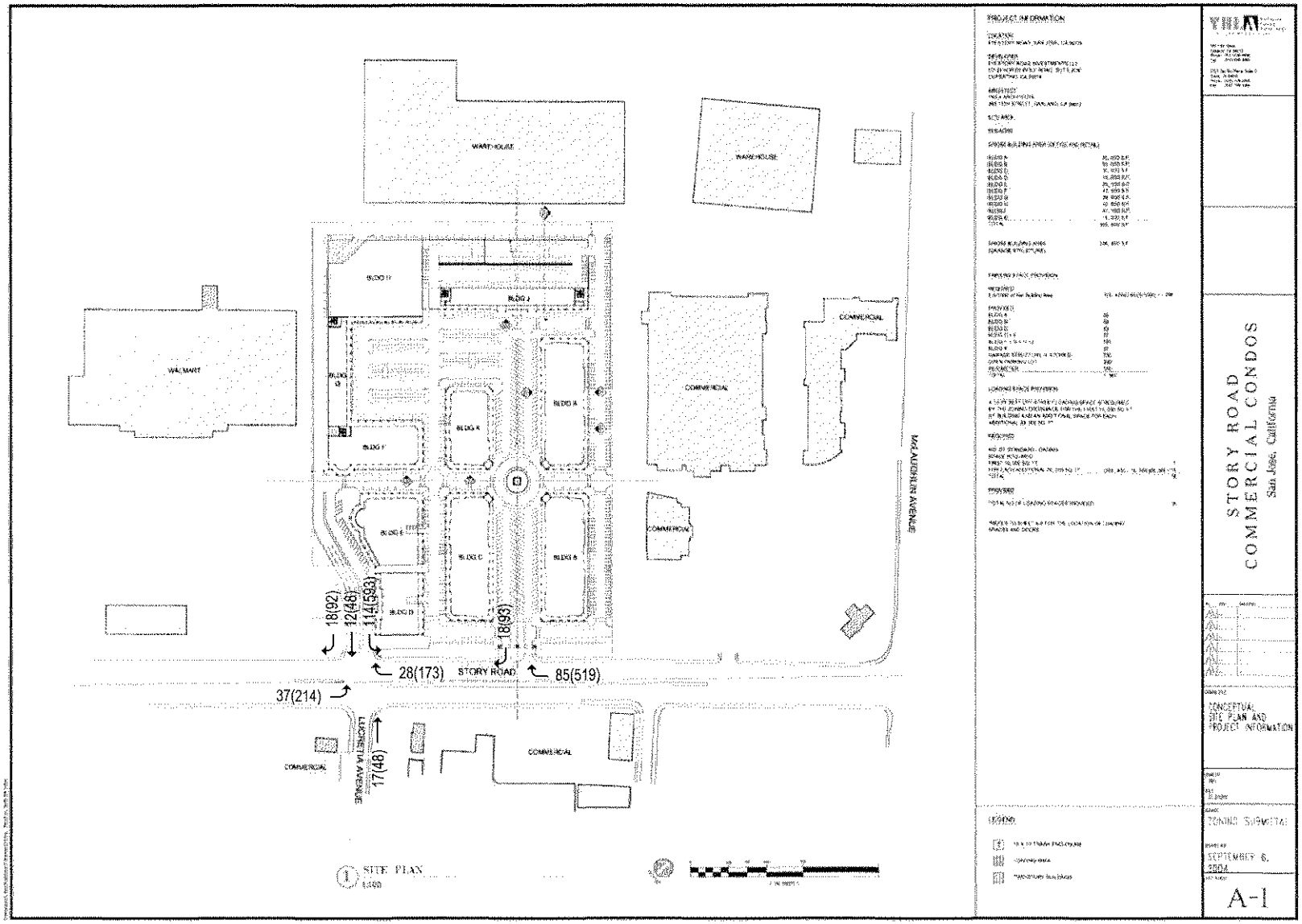


Figure 11

TOTAL PROJECT TRIPS AT THE PROJECT DRIVEWAYS

Story Road Retail TIA

Hexagon
Transportation Consultants, Inc.

Project Traffic Volumes

Project trips, as represented in the above project trip assignment, were added to future background traffic volumes to obtain background plus project traffic volumes. Background traffic volumes plus project trips are typically referred to simply as *project traffic volumes*; this is contrasted with the term *project trips,* which is used to signify the traffic that is produced specifically by the project. The project traffic volumes are shown graphically on Figure 12. Appendix C contains traffic volumes for all components of traffic.

Project Intersection Level of Service Impacts

The results of the level of service analysis under project conditions are summarized in Table 9. The results show that, according to the City of San Jose level of service standards, the following signalized study intersections would be significantly impacted by the project during the PM peak hour:

McLaughlin Avenue and Story Road
Lucretia Avenue and Story Road

McLaughlin Avenue and Story Road

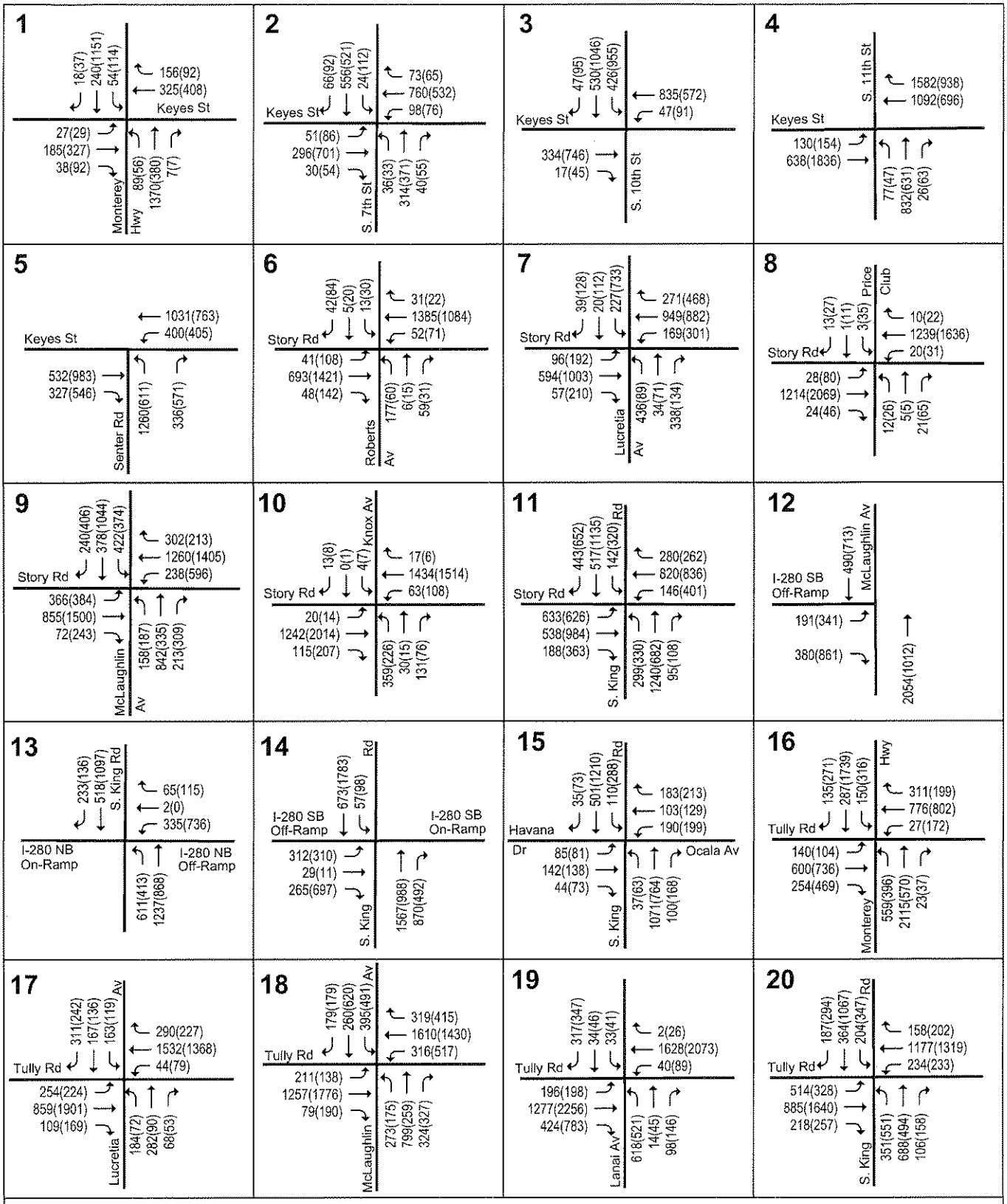
Impact: According to the TRAFFIX level of service methodology, the level of service at this intersection would be LOS D under background conditions, and the added trips as a result of the retail project would cause the intersection level of service to worsen to an unacceptable LOS E. Based on City of San Jose level of service impact criteria, this constitutes a significant impact.

Mitigation: The level of service impact could be mitigated with the addition of a separate eastbound right-turn lane on Story Road. This improvement would require the acquisition of right-of-way along the south side of Story Road, as well as the relocation of utilities and signal poles. This mitigation measure would improve the intersection level of service from LOS E to LOS D. Based on the City's standards, the proposed improvements would satisfactorily mitigate the project impact.

Lucretia Avenue and Story Road

Impact: According to the TRAFFIX level of service methodology, the level of service at this intersection would be LOS C under background conditions, and the added trips as a result of the retail project would cause the intersection level of service to worsen to an unacceptable LOS E. Based on City of San Jose level of service impact criteria, this constitutes a significant impact.

Mitigation: The level of service impact could be mitigated by changing the lane configuration of the north approach from separate left, through and right-turn lanes, to a double left-turn lane and a shared through/right-turn lane. This would require changing the signal control on the north and south legs of the intersection from permitted to protected left turns. The protected left turns (8-phase signal) would provide the highest level of pedestrian safety. This mitigation would improve the intersection level of service from LOS E to LOS D. Based on the City's standards, the proposed improvements would satisfactorily mitigate the project impact.



LEGEND

XX(XX) = AM(PM) Volumes

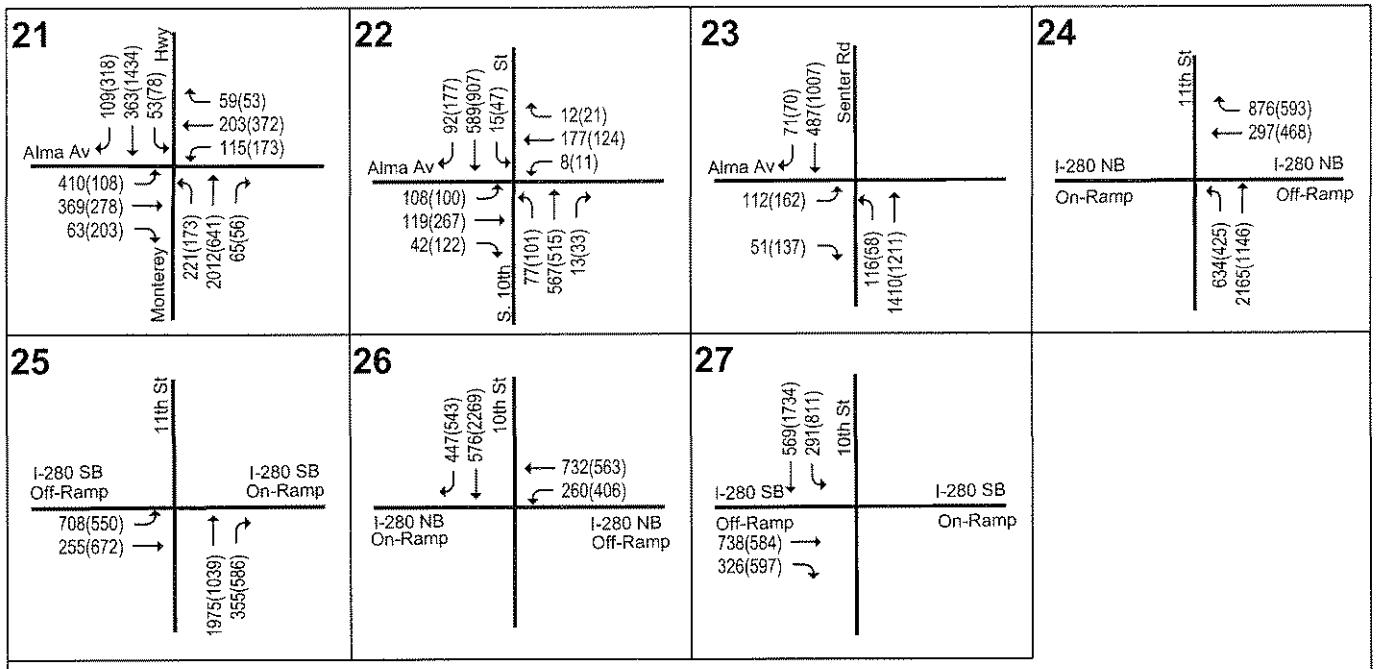
Figure 12

BACKGROUND PLUS PROJECT TRAFFIC VOLUMES

Hexagon Transportation Consultants, Inc.

Story Road Retail TIA

JH c:\projects\04BJ07 Story Rd Commercial\fig12.dwg



LEGEND

XX(XX) = AM(PM) Volumes

Figure 12

BACKGROUND PLUS PROJECT TRAFFIC VOLUMES

Story Road Retail TIA

Hexagon
Transportation Consultants, Inc.

JH c:\projects\04BJ07 Story Rd Commercial\fig12.dwg

Table 9
Project Intersection Levels of Service

Study Number	Intersection	Peak Hour	Background Ave. Delay	Background LOS	Project Conditions Ave. Delay	Project Conditions LOS	Project Conditions Incr. In Crit. Delay	Project Conditions Incr. In Crit. V/C	Project Mitigated Ave. Delay	Project Mitigated LOS
1	First Street and Keyes Street *	AM	28.2	C	28.5	C	0.4	0.004		
		PM	29.1	C	29.8	C	0.9	0.012		
2	Seventh Street and Keyes Street	AM	30.5	C	30.7	C	0.1	0.006		
		PM	38.2	D	38.4	D	0.6	0.024		
3	Tenth Street and Keyes Street	AM	22.6	C	22.8	C	1.2	0.007		
		PM	27.5	C	29.2	C	1.2	0.039		
4	Eleventh Street and Keyes Street	AM	25.9	C	25.9	C	-0.1	0.007		
		PM	25.2	C	24.8	C	-0.3	0.024		
5	Senter Road and Keyes Street	AM	27.9	C	28.2	C	0.7	0.008		
		PM	25.5	C	25.6	C	0.5	0.031		
6	Roberts Avenue and Story Road	AM	15.0	B	14.8	B	-0.1	0.010		
		PM	16.9	B	15.8	B	-1.3	0.035		
7	Lucretia Avenue and Story Road	AM	29.2	C	28.5	C	1.7	0.063		
		PM	31.0	C	**60.3**	**E**	**62.2**	**0.506**	51.7	D
8	Price Club and Story Road	AM	5.8	A	5.6	A	-0.2	0.021		
		PM	12.6	B	10.8	B	-0.7	0.075		
9	McLaughlin Avenue and Story Road	AM	45.0	D	46.3	D	1.9	0.021		
		PM	48.7	D	**56.8**	**E**	**14.6**	**0.106**	52.3	D
10	Knox Avenue and Story Road	AM	27.6	C	27.2	C	-0.6	0.012		
		PM	19.4	B	18.6	B	-1.0	0.036		
11	King Road and Story Road	AM	48.6	D	49.3	D	1.2	0.013		
		PM	50.3	D	54.1	D	8.3	0.070		
12	McLaughlin Avenue and I-280 *	AM	11.4	B	11.4	B	0.0	0.005		
		PM	16.1	B	16.6	B	0.6	0.041		
13	King Road and I-680 (N) *	AM	25.7	C	25.6	C	-3.4	0.003		
		PM	35.9	D	36.6	D	0.8	0.028		
14	King Road and I-680 (S) *	AM	21.2	C	21.1	C	0.1	0.004		
		PM	32.9	C	32.8	C	0.1	0.027		
15	King Road and Havana Drive	AM	36.6	D	36.5	D	-0.1	0.004		
		PM	38.6	D	38.5	D	0.0	0.010		
16	Monterey Road and Curtner Avenue	AM	39.1	D	39.3	D	0.0	0.002		
		PM	45.0	D	45.1	D	0.1	0.006		
17	Lucretia Avenue and Tully Road	AM	36.9	D	37.3	D	0.6	0.009		
		PM	26.8	C	29.6	C	2.8	0.022		
18	McLaughlin Avenue and Tully Road *	AM	49.0	D	49.1	D	0.3	0.003		
		PM	50.8	D	51.2	D	0.7	0.007		
19	Alvin Avenue and Tully Road	AM	30.0	C	30.0	C	-0.1	0.005		
		PM	37.3	D	37.4	D	0.0	0.009		
20	King Road and Tully Road *	AM	43.8	D	43.9	D	0.2	0.007		
		PM	60.5	E	61.3	E	1.4	0.011		
21	First Street and Alma Avenue *	AM	37.0	D	37.2	D	0.0	0.002		
		PM	37.1	D	36.9	D	-0.1	0.006		
22	Tenth Street and Alma Avenue	AM	21.5	C	21.5	C	0.0	0.001		
		PM	22.2	C	22.2	C	0.0	0.003		
23	Senter Road and Alma Avenue	AM	10.5	B	10.7	B	0.1	0.002		
		PM	12.6	B	13.2	B	0.6	0.011		
24	Eleventh Street and I-280(N) *	AM	67.1	E	68.4	E	1.4	0.004		
		PM	14.7	B	14.9	B	0.3	0.013		
25	Eleventh Street and I-280(S) *	AM	12.3	B	12.3	B	0.0	0.002		
		PM	12.9	B	12.9	B	-0.3	0.002		
26	Tenth Street and I-280(N) *	AM	13.0	B	13.0	B	0.0	0.001		
		PM	13.7	B	13.8	B	-0.3	0.010		
27	Tenth Street and I-280(S) *	AM	12.4	B	12.4	B	0.0	0.002		
		PM	17.9	B	19.0	B	2.9	0.028		

* Denotes CMP intersection
BOLD indicates a significant impact

None of the other signalized study intersections would be significantly impacted by the project, according to City of San Jose standards.

Based on the CMP level of service standards, the project would not have a significant impact at any of the study intersections.

Project Freeway Segment Analysis

Project traffic volumes on the freeway segments were estimated by adding to existing freeway volumes the estimated project trips on freeway segments. The results of the analysis are summarized in Table 10. The results show that the mixed-flow lanes on 16 of the 24 directional freeway segments analyzed would operate at an unacceptable LOS F during at least one of the peak hours under project conditions. All other freeway segments analyzed would operate at LOS E or better during the AM and PM peak hours. Since the project is not projected to add traffic equal to one percent or more of the freeway capacity to any of the congested freeway segments, the project would not have a significant freeway impact according to county CMP level of service standards for freeways.

Other Transportation Issues

Intersection Operations Analysis

The analysis of project intersection level of service was supplemented with an analysis of intersection *operations* for selected signalized intersections. The operations analysis is based on vehicle queuing for high-demand turning movements at intersections. The basis of the analysis is as follows: (1) the TRAFFIX intersection analysis software is used to estimate the 95th percentile maximum number of queued vehicles per signal cycle for a particular movement; (2) the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 25 feet per vehicle; and (3) the estimated maximum queue length is compared to the existing or planned available storage capacity for the movement. This analysis thus provides a basis for estimating future storage requirements at intersections.

The analysis indicated that the estimated maximum vehicle queues for some of the high-demand movements would exceed the existing vehicle storage capacity under project conditions. The following intersections would have inadequate storage capacity under project conditions:

McLaughlin Avenue and Story Road – Northbound left-turn movement
Lucretia Avenue and Story Road – Eastbound left-turn movement
King Road and Story Road – Northbound left-turn movement
King Road and Tully Road – Southbound left-turn movement

The northbound left-turn lane at McLaughlin Avenue and Story Road currently provides 225 feet of queuing storage. Under background conditions, the movement would require only 175 feet of queuing storage during the PM peak hour. The project would add 66 trips to the northbound left-turn movement during the PM peak hour, increasing the vehicle queue length by 5 vehicles to 300 feet. Thus, an additional 75 feet of left-turn vehicle storage would be needed during the PM peak hour with the project. Extending the northbound left-turn pocket by 75 feet is possible and would require removal of the existing raised median and re-striping.

Table 10
Freeway Levels of Service - Project Conditions

				Existing Plus Project Trips												Project Trips				
				Mixed-Flow						HOV Lane							Mixed-Flow		HOV Lane	
Freeway	Segment	Direction	Peak Hour	Ave. Speed/a/	# of Lanes	Capacity (vph)	Volume/a/	Density	LOS	Ave. Speed/a/	# of Lanes	Capacity (vph)	Volume/a/	Density	LOS	Total Volume	Volume	% Capacity	Volume	% Capacity
US 101	Yerba Buena to Capitol	NB	AM	46	3	6,900	6,480	45.0	D	67	1	1,800	1,140	17.0	C	0	0	0.0%	0	0.0%
			PM	67	3	6,900	4,678	23.3	C	67	1	1,800	810	12.1	B	68	58	0.8%	10	0.6%
US 101	Capitol to Tully	NB	AM	38	3	6,900	6,170	54.1	E	65	1	1,800	1,953	30.0	D	13	10	0.1%	3	0.2%
			PM	64	3	6,900	6,424	33.5	D	67	1	1,800	679	10.1	B	93	84	1.2%	9	0.5%
US 101	Tully to Story	NB	AM	38	3	6,900	6,141	53.9	E	64	1	1,800	2,104	32.9	D	-25	-19	-0.3%	-6	-0.4%
			PM	65	3	6,900	5,648	29.0	D	67	1	1,800	539	8.0	A	-13	-12	-0.2%	-1	-0.1%
US 101	Story to I-280	NB	AM	15	3	6,900	4,253	94.5	F	31	1	1,800	1,938	62.5	F	-39	-27	-0.4%	-12	-0.7%
			PM	67	3	6,900	2,399	11.9	B	67	1	1,800	468	7.0	A	-13	-11	-0.2%	-2	-0.1%
US 101	I-280 to Santa Clara	NB	AM	12	3	6,900	3,894	108.2	F	29	1	1,800	1,877	64.7	F	-39	-26	-0.4%	-13	-0.7%
			PM	67	3	6,900	4,009	19.9	C	67	1	1,800	798	11.9	B	-13	-11	-0.2%	-2	-0.1%
US 101	Santa Clara to McKee	NB	AM	10	3	6,900	3,514	117.1	F	23	1	1,800	1,737	75.5	F	-39	-26	-0.4%	-13	-0.7%
			PM	67	3	6,900	4,011	20.0	C	67	1	1,800	1,536	22.9	C	-13	-9	-0.1%	-4	-0.2%
I-280	SR 87 to 10th	EB	AM	66	4	9,200	6,302	23.9	C	--	--	0	--	--	--	-38	-38	-0.4%	--	--
			PM	21	4	9,200	6,858	81.6	F	--	--	0	--	--	--	58	58	0.6%	--	--
I-280	10th to McLaughlin	EB	AM	66	4	9,200	6,571	24.9	D	--	--	0	--	--	--	-29	-29	-0.3%	--	--
			PM	25	4	9,200	7,256	72.6	F	--	--	0	--	--	--	56	56	0.6%	--	--
I-280	McLaughlin to US 101	EB	AM	65	4	9,200	7,540	29.0	D	--	--	0	--	--	--	0	0	0.0%	--	--
			PM	64	4	9,200	8,450	33.0	D	--	--	0	--	--	--	0	0	0.0%	--	--
I-680	US 101 to King	NB	AM	67	4	9,200	5,630	21.0	C	--	--	0	--	--	--	0	0	0.0%	--	--
			PM	66	4	9,200	6,600	25.0	D	--	--	0	--	--	--	0	0	0.0%	--	--
I-680	King to Capitol	NB	AM	59	4.2	9,660	9,145	36.9	D	--	--	0	--	--	--	-25	-25	-0.3%	--	--
			PM	57	4.2	9,660	9,367	39.1	D	--	--	0	--	--	--	27	27	0.3%	--	--
I-680	Capitol to Alum Rock	NB	AM	20	4	9,200	6,615	82.7	F	--	--	0	--	--	--	-25	-25	-0.3%	--	--
			PM	65	4	9,200	7,827	30.1	D	--	--	0	--	--	--	27	27	0.3%	--	--
I-680	Alum Rock to Capitol	SB	AM	14	4	9,200	5,502	98.3	F	--	--	0	--	--	--	-38	-38	-0.4%	--	--
			PM	61	4	9,200	8,836	36.2	D	--	--	0	--	--	--	56	56	0.6%	--	--
I-680	Capitol to King	SB	AM	15	4.6	10,580	6,652	96.4	F	--	--	0	--	--	--	-38	-38	-0.4%	--	--
			PM	67	4.6	10,580	6,836	22.2	C	--	--	0	--	--	--	56	56	0.5%	--	--
I-680	King to US 101	SB	AM	14	4	9,200	5,660	101.1	F	--	--	0	--	--	--	0	0	0.0%	--	--
			PM	66	4	9,200	6,600	25.0	D	--	--	0	--	--	--	0	0	0.0%	--	--
I-280	US 101 to McLaughlin	WB	AM	11	4	9,200	4,930	112.0	F	--	--	0	--	--	--	0	0	0.0%	--	--
			PM	61	4	9,200	8,780	36.0	D	--	--	0	--	--	--	0	0	0.0%	--	--
I-280	McLaughlin to 10th	WB	AM	20	4	9,200	6,620	82.8	F	--	--	0	--	--	--	-20	-20	-0.2%	--	--
			PM	58	4	9,200	8,850	38.1	D	--	--	0	--	--	--	30	30	0.3%	--	--
I-280	10th to SR 87	WB	AM	24	4	9,200	7,175	74.7	F	--	--	0	--	--	--	-25	-25	-0.3%	--	--
			PM	35	4	9,200	8,147	58.2	F	--	--	0	--	--	--	27	27	0.3%	--	--
US 101	McKee to Santa Clara	SB	AM	67	3	6,900	2,360	11.7	B	67	1	1,800	333	5.0	A	-58	-50	-0.7%	-7	-0.4%
			PM	23	3	6,900	5,252	76.1	F	64	1	1,800	2,115	33.0	D	18	12	0.2%	5	0.3%
US 101	Santa Clara to I-280	SB	AM	67	3	6,900	3,371	16.8	C	67	1	1,800	591	8.8	A	-58	-49	-0.7%	-9	-0.5%
			PM	18	3	6,900	4,822	89.3	F	65	1	1,800	1,955	30.1	D	18	12	0.2%	5	0.3%
US 101	I-280 to Story	SB	AM	67	3	6,900	1,756	8.7	A	67	1	1,800	126	1.9	A	-58	-54	-0.8%	-4	-0.2%
			PM	18	3	6,900	4,762	88.2	F	57	1	1,800	2,226	39.0	D	18	12	0.2%	6	0.3%
US 101	Story to Tully	SB	AM	65	3	6,900	5,580	28.6	D	67	1	1,800	661	9.9	A	-90	-80	-1.2%	-9	-0.5%
			PM	16	3	6,900	4,522	94.2	F	50	1	1,800	2,206	44.1	D	18	12	0.2%	6	0.3%
US 101	Tully to Capitol	SB	AM	66	3	6,900	5,547	28.0	D	67	1	1,800	801	12.0	B	8	7	0.1%	1	0.1%
			PM	40	3	6,900	6,304	52.5	E	67	1	1,800	1,424	21.3	C	78	64	0.9%	14	0.8%
US 101	Capitol to Yerba Buena	SB	AM	67	3	6,900	3,620	18.0	C	67	1	1,800	800	11.9	B	0	0	0.0%	0	0.0%
			PM	67	3	6,900	3,863	19.2	C	67	1	1,800	880	13.1	B	53	43	0.6%	10	0.5%

/a/ Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2002.
[ ] - Indicates significant impact

The eastbound left-turn lane at Lucretia Avenue and Story Road currently provides 200 feet of queuing storage. Under background conditions, the movement would require only 50 feet of queuing storage during the PM peak hour. The project would add 155 trips to the eastbound left-turn movement during the PM peak hour, increasing the vehicle queue length by 11 vehicles to 325 feet. Thus, an additional 125 feet of left-turn vehicle storage would be needed during the PM peak hour with the project. Since there is approximately 150 feet between the eastbound left-turn pocket at Lucretia Avenue and the westbound left-turn pocket at Roberts Avenue, adding 125 feet of vehicle storage to the eastbound left-turn pocket would create back-to-back turn pockets. Extending the eastbound left-turn pocket would require removal of the existing raised median and landscaping and re-striping.

The northbound left-turn lane at King Road and Story Road currently provides 250 feet of queuing storage. This is an adequate amount of vehicle storage under existing conditions. Under background conditions, the movement would require 350 feet of queuing storage during the PM peak hour – 100 feet more than what is currently provided. The project would add 50 trips to the northbound left-turn movement during the PM peak hour, increasing the vehicle queue length by 3 vehicles to 425 feet. Thus, an additional 175 feet of left-turn vehicle storage would be needed during the PM peak hour to accommodate background traffic plus the added project traffic. However, extending the northbound left-turn pocket is not possible due to the presence of back-to-back left-turn pockets (southbound left-turn pocket into the Mi Pueblo Market).

The southbound left-turn lane at King Road and Tully Road currently provides 225 feet of queuing storage. This is a more than adequate amount of vehicle storage under existing conditions. Under background conditions, the movement would require 375 feet of queuing storage during the PM peak hour – 150 feet more than what is currently provided. The project would add 13 trips to the southbound left-turn movement during the PM peak hour, increasing the vehicle queue length by just 1 vehicle to 400 feet. Thus, an additional 175 feet of left-turn vehicle storage would be needed during the PM peak hour to accommodate background traffic plus the added project traffic. However, extending the southbound left-turn pocket is not possible due to the presence of back-to-back left-turn pockets (northbound left-turn pocket into the Longs Drugs shopping center).

Results of the intersection operations analysis are presented in Table 11.

Site Access and On-Site Circulation

According to the site plan, access to the project site will be provided via Story Road and the adjacent commercial property. Access to the project site on Story Road will be provided by a signalized intersection at Lucretia Avenue and an unsignalized driveway with restricted right in/right out turn movements only.

Story Road and Lucretia Avenue Driveway

This signalized driveway currently provides access to Wal-Mart, which is located adjacent to the west side of the project site. The project proposes a 26-foot wide entrance driveway and a 33-foot wide exit driveway, measured at the throat. Currently, this driveway provides very limited stacking (4 vehicles) on-site before the 90 degree curve onto the Wal-Mart property. The project proposes to tie into this driveway and use it as the main access to and from the retail center. The following design alternatives were analyzed at the Lucretia driveway location:

Table 11
Vehicle Queuing and Turn-Pocket Storage Analysis

Intersection	Mvmt.	Peak Hour	Existing # Lanes	Existing Storage Per Lane (ft.)	Background Vehicle Queue /a/	Project Vehicle Queue /a/	Project Req. Storage Per Lane (ft.) /b/	Comments
McLaughlin Av & Story Rd	NBL	AM	1	225	4	5	125	Adequate Storage
	NBL	PM	1	225	7	12	300	**Inadequate Storage**
	EBL	AM	2	175	9	10	125	Adequate Storage
	EBL	PM	2	175	7	9	125	Adequate Storage
Lucretia Av & Story Rd	EBL	AM	1	200	3	4	100	Adequate Storage
	EBL	PM	1	200	2	13	325	**Inadequate Storage**
King Rd & Story Rd	NBL	AM	1	250	10	11	275	**Inadequate Storage**
	NBL	PM	1	250	14	17	425	**Inadequate Storage**
	EBL	AM	2	350	15	16	200	Adequate Storage
	EBL	PM	2	350	14	17	225	Adequate Storage
King Rd & Tully Rd	SBL	AM	1	225	9	9	225	Adequate Storage
	SBL	PM	1	225	15	16	400	**Inadequate Storage**
McLaughlin Av & Tully Rd	SBL	AM	2	225	11	11	150	Adequate Storage
	SBL	PM	2	225	14	14	175	Adequate Storage

/a/ Design queue calculated by TRAFFIX (# of vehicles).
/b/ Required storage is calculated based on TRAFFIX output as follows:
Design Veh. Queue x Ave length of veh. (25')/# lanes, rounded up to nearest factor of 25

Alternative 1 would extend the driveway into the project site and keep the existing access to Wal-Mart, which currently allows ingress at the driveway. This design alternative would allow for one shared through/left-turn lane and one through lane for inbound traffic. Egress from Wal-Mart to Story Road would not change.

Alternative 2 would extend the driveway into the project site and eliminate ingress to Wal-Mart by constructing a raised median. Egress from Wal-Mart would still be possible.

Alternative 3 proposes to extend the driveway into the project site and relocate Wal-Mart's access road north to line up with the proposed 26-foot central drive aisle bisecting the project site.

Although Alternative 1 would maintain existing access for Wal-Mart customers, it is the least desirable alternative. The proposed break in the median, which would allow vehicles to immediately turn onto the Wal-Mart access road upon entering the driveway, would frequently be blocked by the queue of exiting vehicles. Vehicle queues easily could back up onto Story Road. Additionally, keeping Wal-Mart's access road at its current location would create a long vehicle queue on the Wal-Mart site due to the high volume of vehicles exiting the project site.

Alternative 2 would improve ingress to the project site, but would make no improvements to Wal-Mart's access road. Egress from the site would not be improved. Additionally, this alternative would completely eliminate access to Wal-Mart from Story Road at this driveway location.

The existing Wal-Mart access road would intersect the project site's exit drive aisle approximatley 110 feet from Story Road with both driveway design alternatives 1 and 2. According to the City of San Jose, an exit drive aisle should provide a minimum of 300 feet of vehicle storage before any roads intersect on-site. For this reason it is recommended that the project work with Wal-Mart to relocate the Wal-Mart access road farther on-site. Driveway design alternative 3 is the most desirable design and is preferred by the City of San Jose.

According to the site plan, the central drive aisle would be located approximately 450 feet from Story Road. Driveway design alternative 3 would create a new four-way intersection along the project site/Wal-Mart property line, thereby maintaining full access to and from Wal-Mart, dramatically increasing the storage capacity for on-site vehicle queues generated by the project and by Wal-Mart, and greatly improving ingress and egress at the driveway. Wal-Mart's parking lot, including the area where the existing access road is located, would need to be restriped.

The site plan proposes diagonal parking along the entrance drive aisle of the Lucretia driveway within approximately 220 feet of Story Road. The City requests that the entrance and exit drive aisles contain no parking within 300 feet from Story Road. This equates to the loss of approximately 7 diagonal parking spaces at this driveway location.

Story Road Unsignalized Driveway

The unsignalized driveway would be 20 feet wide measured at the throat and would provide an adequate curb radius for inbound traffic. The center raised median on Story Road limits the turn movements at this driveway to right in/right out only. The site plan proposes diagonal parking along the entrance and exit drive aisles of this driveway within approximately 120 feet of Story Road. The City requests that the entrance and exit drive aisles contain no parking within 300 feet from Story Road. This equates to the loss of approximatley 66 diagonal parking spaces at this driveway location.

Adjacent Commercial Property Access Driveways

Three driveways are proposed along the eastern border of the project site adjacent to existing commercial center. One driveway would be located near Story Road, one near the middle of the site, and one at the rear of the site. These driveways would result in cut-through traffic from McLaughlin Avenue through the neighboring commercial center and to the project site. Trucks would access the site via the driveway located at the rear of the site, although trucks also would use Lucretia Avenue. Cut-through traffic would alter on-site circulation and could become a safety concern. Installing speed bumps in the drive aisles of the neighboring commercial center would help to keep cut-thought traffic in check.

Sight Distance and Vehicular On-Site Circulation

The site plan shows landscaping along Story Road at the unsignalized driveway. All landscaping should be planted in such a way to ensure that drivers exiting the project driveways can clearly see pedestrians on the sidewalks, as well as other vehicles on Story Road. Clear sight distance triangles should be provided at the project driveways.

Based on the proposed site plan, no dead-end aisles exist within the surface parking area or in the parking structure. Based on the current site plan, the internal roadway network includes sufficiently wide drive aisles, which would allow for efficient vehicular circulation throughout the site. Where there is 90-degree and parallel parking, all drive aisles are 26 feet wide. One-way 16-foot drive aisles exist where diagonal parking is provided. On-site vehicular circulation would be efficient.

Pedestrian Circulation

The site plan shows good pedestrian circulation within and around the site. Pedestrians could easily access the shopping center, including the surrounding roadways and bus stops via the adjacent sidewalks. The site plan also shows an extensive internal network of sidewalks, as well as crosswalks at all intersections on-site.

Truck Access and Circulation

An analysis was conducted to determine the adequacy of driveway access and on-site circulation for two categories of large trucks with varying turning radii. The truck categories included in the analysis were truck types WB 40, which represents semi-trailer trucks, and SU 30, which includes small buses, garbage and other single unit trucks. Based on the analysis, all of the driveways and drive aisles would be sufficiently wide to serve these types of trucks. The internal roadway network would contain no dead-end drive aisles.

Parking

The project will be served by surface parking areas throughout the site and by a new parking structure located at the northernmost portion (rear) of the site. Because the surface parking is spread relatively evenly throughout the site, it could result in a relatively high number of vehicles circulating throughout the site looking for an empty parking space. The number of circulating vehicles could be minimized by providing fewer larger parking areas. On the other hand, the proposed parking layout provides convenient store front parking as opposed to a parking layout typical to that found at a shopping mall.

The conceptual layout of the proposed parking on-site allows for 90-degree, diagonal and parallel parking stalls with respect to drive aisles. Where there is 90-degree and parallel parking, all drive aisles are 26 feet wide. One-way 16-foot drive aisles exist where diagonal parking is provided. The drive aisles would provide sufficient room for vehicles to back out of parking spaces.

The project should conform to the City of San Jose's parking requirements for this type of development.

Transit, Pedestrian and Bicycle Analysis

With the close proximity of transit services to the project site, it can be assumed that some of the project trips could be made by transit. Assuming up to 3% transit mode share, which is probably the highest that could be expected, yields an estimate of 10 trips during the AM peak hour and 38 transit trips during the PM peak hour. The site is served directly by local bus route 25. Line 25 operates along Story Road with 10-minute headways during commute hours. This equates to 6 buses during the peak commute hours in each direction, or 12 buses total. The 38 new riders divided between the 12 buses is an average of only 3 new riders per bus. The small increase in ridership easily could be accommodated by the existing bus service during the peak commute periods of the day.

Pedestrian facilities in the study area consist primarily of sidewalks, pedestrian push buttons and signal heads at intersections. Sidewalks are found along both sides of all streets surrounding the project site. These sidewalks are adequate to serve the anticipated pedestrian demand. Currently, there are a relatively high number of pedestrian crossings on Story Road, and the pedestrian push buttons are used quite often during the peak hour periods. Much of the pedestrian traffic is to and from the bus stops located on Story Road at Lucretia Avenue and the signalized Price Club (Asian Market) driveway. The project would increase the number of pedestrian crossings at Lucretia Avenue and the Price Club driveway due to the estimated increase in transit trips. However, the anticipated increase in pedestrian crossings as a result of increased transit use would not be expected to negatively affect the flow of traffic on Story Road. The increase in pedestrian traffic as a result of walking trips to and from the proposed retail development also would not be expected to negatively affect the flow of traffic on Story Road. Since all of the signalized intersections along Story Road have crosswalks with pedestrian push buttons, any increase in pedestrian crossings along Story Road would not be expected to create any safety issues. The existing pedestrian facilities would be adequate to serve the anticipated pedestrian demand.

A reasonable assumption for bicycle trip generation would be a 1 percent mode share. This calculates to about 3 peak hour bicycle trips generated by the project during the AM peak hour and about 13 bicycle trips during the PM peak hour. The bikeways within the vicinity of the project site include bike lanes on Tully Road, Senter Road, and Seventh Street. The assumption is that these facilities would remain unchanged under project conditions. The high traffic volumes and lack of designated bike lanes on both Story Road and McLaughlin Avenue would make bicycle access to and from the proposed retail center difficult and dangerous. The VTA has classified Story Road and McLaughlin Avenue in the extreme caution category due to the heavy traffic volumes, high speeds, and narrow travel widths for bicycles. Thus, these roadways are less than ideal bicycle routes. It should be noted that the City of San Jose Transportation Bicycle Network Planning Map designates both Story Road and McLaughlin Avenue as roadways with the potential for future bike facilities. Bike lanes on Story Road and McLaughlin Avenue would tremendously improve bicycle access and safety. Adequate bicycle parking should be provided on-site per VTA guidelines.

The proposed project would not have a significant adverse impact on the existing transit, bicycle, or pedestrian facilities in the project area and no improvements would be necessary.

5.
Future Conditions

This chapter presents a summary of the traffic conditions that would occur under future growth conditions. The purpose of analyzing future conditions is to assess the traffic conditions that would occur at the time that the proposed development becomes occupied. For this analysis, the assumed occupancy date is 2006. The analysis of future growth conditions is required by the CMP.

Roadway Network and Traffic Volumes

The intersection lane configurations under future growth conditions were assumed to be the same as described under background conditions. Traffic volumes under future growth conditions were estimated by applying to the existing volumes an annual growth rate of 1.2 percent, then adding the trips from approved developments and the project trips.

Intersection Levels of Service Under Future Growth Conditions

The level of service results for the study intersections under future growth conditions are summarized in Table 12. The results show that all but one CMP study intersection would operate at an acceptable LOS E or better during both peak hours under future growth conditions. The intersection of Eleventh Street and I-280 (North) would operate at an unacceptable LOS F during the AM peak hour under future growth conditions. The future growth traffic volumes and the intersection level of service calculations are included in Appendix D.

Table 12
Future Intersection Levels of Service

Study Number	Intersection	Peak Hour	Ave. Delay	LOS
1	First Street and Keyes Street *	AM	35.4	D
		PM	29.8	C
2	Seventh Street and Keyes Street	AM	31.0	C
		PM	39.1	D
3	Tenth Street and Keyes Street	AM	22.8	C
		PM	29.1	C
4	Eleventh Street and Keyes Street	AM	26.5	C
		PM	25.3	C
5	Senter Road and Keyes Street	AM	28.8	C
		PM	26.0	C
6	Roberts Avenue and Story Road	AM	15.2	B
		PM	16.7	B
7	Lucretia Avenue and Story Road	AM	29.3	C
		PM	38.1	D
8	Price Club and Story Road	AM	5.9	A
		PM	11.9	B
9	McLaughlin Avenue and Story Road	AM	46.9	D
		PM	55.3	E
10	Knox Avenue and Story Road	AM	27.9	C
		PM	19.3	B
11	King Road and Story Road	AM	50.7	D
		PM	54.3	D
12	McLaughlin Avenue and I-280 *	AM	11.6	B
		PM	16.6	B
13	King Road and I-680 (N) *	AM	25.4	C
		PM	36.7	D
14	King Road and I-680 (S) *	AM	21.8	C
		PM	33.7	C
15	King Road and Havana Drive	AM	37.3	D
		PM	39.5	D
16	Monterey Road and Curtner Avenue	AM	39.9	D
		PM	46.2	D
17	Lucretia Avenue and Tully Road	AM	37.8	D
		PM	29.4	C
18	McLaughlin Avenue and Tully Road *	AM	50.9	D
		PM	52.8	D
19	Alvin Avenue and Tully Road	AM	34.6	C
		PM	38.7	D
20	King Road and Tully Road *	AM	44.4	D
		PM	64.9	E
21	First Street and Alma Avenue *	AM	37.9	D
		PM	37.7	D
22	Tenth Street and Alma Avenue	AM	21.6	C
		PM	22.5	C
23	Senter Road and Alma Avenue	AM	10.6	B
		PM	13.0	B
24	Eleventh Street and I-280(N) *	AM	81.6	F
		PM	15.2	B
25	Eleventh Street and I-280(S) *	AM	12.6	B
		PM	13.2	B
26	Tenth Street and I-280(N) *	AM	13.2	B
		PM	14.1	B
27	Tenth Street and I-280(S) *	AM	12.6	B
		PM	20.1	C

* Denotes CMP intersection

6. Conclusions

The potential impacts of the project were evaluated in accordance with the standards set forth by the City of San Jose. The study included the analysis of AM and PM peak-hour traffic conditions for 27 signalized intersections and 24 directional freeway segments. The impacts of the project on signalized intersections were identified on the basis of the City of San Jose and CMP Level of Service standards.

The results of the intersection level of service analysis under project conditions show that, according to the City of San Jose level of service standards, the following signalized study intersections would be significantly impacted by the project during the PM peak hour:

McLaughlin Avenue and Story Road
Lucretia Avenue and Story Road

McLaughlin Avenue and Story Road

Impact: According to the TRAFFIX level of service methodology, the level of service at this intersection would be LOS D under background conditions, and the added trips as a result of the retail project would cause the intersection level of service to worsen to an unacceptable LOS E. Based on City of San Jose level of service impact criteria, this constitutes a significant impact.

Mitigation: The level of service impact could be mitigated with the addition of a separate eastbound right-turn lane on Story Road. This improvement would require the acquisition of right-of-way along the south side of Story Road, as well as the relocation of utilities and signal poles. This mitigation measure would improve the intersection level of service from LOS E to LOS D. Based on the City's standards, the proposed improvements would satisfactorily mitigate the project impact.

Lucretia Avenue and Story Road

Impact: According to the TRAFFIX level of service methodology, the level of service at this intersection would be LOS C under background conditions, and the added trips as a result

of the retail project would cause the intersection level of service to worsen to an unacceptable LOS E. Based on City of San Jose level of service impact criteria, this constitutes a significant impact.

Mitigation: The level of service impact could be mitigated by changing the lane configuration of the north approach from separate left, through and right-turn lanes, to a double left-turn lane and a shared through/right-turn lane. This would require changing the signal control on the north and south legs of the intersection from permitted to protected left turns. The protected left turns (8-phase signal) would provide the highest level of pedestrian safety. This mitigation would improve the intersection level of service from LOS E to LOS D. Based on the City's standards, the proposed improvements would satisfactorily mitigate the project impact.

None of the other signalized study intersections would be significantly impacted by the project, according to City of San Jose standards.

Based on the CMP level of service standards, the project would not have a significant impact at any of the study intersections.

The results of the CMP freeway level of service analysis show that none of the freeway segments analyzed would be impacted by the project according to county CMP level of service standards for freeways.

The project would not have any significant impacts on transit, bicycle, or pedestrian facilities in the study area.

Story Road Retail
Technical Appendices

September 21, 2004

Appendix A

New Traffic Counts

Appendix B

Approved Trips Inventory

Appendix C

Volume Summary Tables

Appendix D

Level of Service Calculations