



Phase I Environmental Site Assessment

San Jose Airport Orange Lot

Martin Avenue and De La Cruz Boulevard

Santa Clara, Santa Clara County, California 95050

Prepared for:

Norman Y. Mineta San José International Airport

1701 Airport Blvd. Ste B-1130

San José, California 95110

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Prepared By:

Kimley»»Horn

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LIST OF ACRONYMS

AAI	All Appropriate Inquiries
AOC	Area of Concern
AST	Aboveground storage tank
ASTM	American Society for Testing and Materials
BER	Business Environmental Risks
CREC	Controlled recognized environmental conditions
EP	Environmental Professional
EPA	Environmental Protection Agency
ESA	Phase I Environmental Site Assessment
HREC	Historical recognized environmental conditions
LLP	Landowner Liability Protections
LQG	Large Quantity Generators
LUST	Leaking underground storage tank
NPL	National Priority List
REC	Recognized environmental condition
SQG	Small Quantity Generator
TSDF	Treatment, Storage and Disposal
USGS	United States Geological Survey
UST	Underground storage tank
VDEQ	Virginia Department of Environmental Quality
VEC	Vapor Encroachment Condition
VES	Vapor Encroachment Screening
VSQG	Very Small Quantity Generators

1. EXECUTIVE SUMMARY

Kimley-Horn and Associates, Inc. (Kimley-Horn) was retained by the City of San Jose (the “Client”) to conduct a Phase I Environmental Site Assessment (ESA) for an approximately 3.6-acre tract of land (Subject Property) within the Norman Y. Mineta San Jose International Airport in the City of San Jose, California. This Phase I ESA was performed in general accordance with (1) the United States Environmental Protection Agency (USEPA) Standards and Practices for All Appropriate Inquiries (AAI), 40 CFR Part 312 and (2) guidelines established by the American Society for Testing and Materials (ASTM) in the *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process/Designation E 1527-21* (ASTM Standard Practice E 1527-21). The ESA was conducted under the supervision or responsible charge of Jennifer Steen, Environmental Professional.

The Phase I ESA summary is provided below. Specific details were not included or fully developed in this section, and the Phase I ESA must be reviewed in its entirety for a comprehensive understanding of the results. This report represents our services as of the report date and constitutes our final document; its text may not be altered after final issuance. Findings in this report are based upon the subject property’s current utilization, information derived from the most recent reconnaissance and from other activities described herein; such information is subject to change. Certain indicators of the presence of hazardous substances or petroleum products may have been latent, inaccessible, unobservable, or not present during the most recent reconnaissance and may subsequently become observable (such as after property renovation or development). Further, these services are not to be construed as legal interpretation or advice.

Viability of this report is subject to ASTM E1527-21 Sections 4.6 and 4.8. This Phase I ESA is presumed viable for up to 180 days from the first date the component listed in Section 4.6 of the ASTM Standard Practice E1527-21 were conducted, which is May 12, 2025.

Table 1.1 Summary Phase I ESA Component Dates

Component	Date
Interviews	May 12, 2025
Review of Government Records	May 12, 2025
Visual Inspection	May 12, 2025
Declaration by Environmental Professional	November 8, 2025

Reasonably ascertainable records reviewed as part of this Phase I ESA documented the use of the property back to 1939. Standard and other historical sources were able to document that the first developed use of the Subject Property occurred in at least 1998 with the construction of a surface parking lot. The property has not changed use since 1998. Prior to development, the property was undeveloped land since at least 1939.

Table 1.2: Property Use Summary

Item	Comments
Number of Parcels and Acreage	The Subject Property APN: 230-03-101 consists of a 3.6-acre portion of a larger 41.3-acre parent parcel.
Number of Building(s) and Square Footage	There are no permanent structures in the Subject Property. Temporary offices (construction trailers) associated with Taxiway V construction are situated within the Subject Property.
Current Property Use	Subject Property consists of a parking lot and a portion of an aircraft taxiway in the northwest corner of the San Jose Airport.

Kimley-Horn has performed a Phase I Environmental Site Assessment in conformance with the scope and limitations of ASTM Practice E 1527-13 of the subject Site located at 28461 Marguerite Parkway in Mission Viejo, in Orange County, California. Any exceptions to, or deletions from, this practice are described in Section 1.4 of this report.

Recognized Environmental Conditions

A recognized environmental condition (REC) is defined in the ASTM Standard as the presence or likely presence of a hazardous substances or petroleum products in, on, or at a property: 1) due to release to the environment; 2) under conditions indicative of a release to the environment; or 3) under conditions that pose a material threat of a future release to the environment. Kimley-Horn did not identify any RECs in association with the subject Site.

Historical Recognized Environmental Conditions

A historical REC (HREC), as defined in the ASTM Standard, is a past release of any hazardous substance and/or petroleum product that has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria. No known past releases were associated with the subject Site and no HRECs were identified by Kimley-Horn during this investigation.

Controlled Recognized Environmental Conditions

A controlled REC (CREC), as defined in the ASTM Standard, is a REC resulting from a past release of hazardous substances and/or petroleum products in which the regulatory agency has allowed contamination to remain in place at the property which is subject to the implementation of required controls and/or restrictive use. Kimley-Horn has not identified the following CREC in association with the subject property:

- **Unocal Station 5290** is located approximately 300 feet west of the Subject Property at 2495 De La Cruz Boulevard. The facility is listed under the LUST, HIST LUST, Cortese, HIST CORTESE, and CERS databases. According to case closure documents, stained soils were encountered during removal of a UST. In 1997, a soil gas survey was completed at the fuel station, which found impacts from the release of petroleum hydrocarbons. Additional sampling, including soil borings and the installation of monitoring wells at the Subject Property, took place between 1998 and 2009. In 2009, the final round of groundwater monitoring

was conducted. MTBE was found in groundwater samples taken from the Subject Property. Residual contamination in soil and groundwater remains at the fuel station, and the County determined that the contamination could pose an unacceptable risk under certain site development activities. The release from the Unocal Station has resulted in impact to the Subject Property. The release has been addressed to the satisfaction of the regulatory authorities, however, the release has not been addressed to unrestricted use. Therefore, the Unocal Station is a CREC associated with Subject Property.

Business Environmental Risks

A Business Environmental Risk (BER), as defined in the ASTM Standard, is a risk which can have a material environmental or environmentally-driven impact on the business associated with the use of a commercial site, and which does not require further investigation to the same degree as a REC. Kimley-Horn did not identify areas of potential concern associated with business environmental risks in connection with the subject property during the completion of this Phase I ESA with the exception of the following.

- ***November 2016 Release of Firefighting Foam*** – an accidental release of firefighting foam occurred at the hangar (Hangar 7) situated south of the Subject Property in November 2016. Six soil borings were advanced in the area of impact around Hangar 7 and are located within the Subject Property. Three borings were in paved areas, and three in landscape areas. From the six borings, three samples were collected at each boring at depths of 1-, 5-, and 1-foot below ground surface. The three borings in paved areas were also used as temporary groundwater wells. None of the soil samples collected contained levels of PFAS above the laboratory reporting limits, except for the 1-foot sample at Borings L14-2, L14-3, and L14-4, which were all below the California Notification Level. PFAS compounds were not found in groundwater samples taken from this area. While a known release of PFAS occurred, sampling data suggests there are no impacts to onsite soils or groundwater. Therefore, the November 2016 release of firefighting foam is not a REC, but is a BER.

2. INTRODUCTION

2.1 SUBJECT PROPERTY OVERVIEW

Table 2.1 Subject Property Overview

Site Name	San Jose Airport Orange Lot
Site Location/Address	Martin Avenue and De La Cruz Boulevard, Santa Clara, CA 95050
Land Area	The Subject Property APN: 230-03-101 consists of a 3.6-acre portion of a larger 41.3-acre parent parcel.
Legal Description	The Subject Property APN: 230-03-101 consists of a 3.6-acre portion of a larger 41.3-acre parent parcel.
Existing Use/Condition	Subject Property consists of a parking lot and a portion of an aircraft taxiway in the northwest corner of the San Jose Airport.

The subject property location is depicted on Figure 1. The subject property and adjoining properties are depicted on the Aerial Map, Figure 2. Figures are included in Appendix A. Photographs of the subject property are included in Appendix B.

2.2 PURPOSE AND SCOPE OF SERVICES

This Phase I ESA was performed in general accordance with (1) the United States Environmental Protection Agency (USEPA) Standards and Practices for All Appropriate Inquiries {(AAI), 40 CFR Part 312} and (2) guidelines established by the American Society for Testing and Materials (ASTM) in the *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process/Designation E 1527-21* (ASTM Standard Practice E 1527-21).

The purpose of this Phase I ESA was to evaluate the current and historical conditions of the subject property in an effort to identify *recognized environmental conditions* (RECs), *controlled recognized environmental conditions* (CRECs) and *historical recognized environmental conditions* (HRECs) in connection with the subject property. This Phase I ESA is intended to reduce, but not eliminate, uncertainty regarding the potential for RECs, CRECs and HRECs in connection with the subject property.

Additionally, this Phase I ESA was designed to assist the client in developing information to identify RECs in connection with the subject property as reflected by the scope of this report. This purpose was undertaken through user-provided information, a regulatory database review, historical and physical records review, interviews, including local government inquiries, as applicable, and a visual, noninvasive reconnaissance of the subject property and adjoining properties. Limitations, ASTM deviations, and significant data gaps (if identified) are noted in the applicable sections of the report.

ASTM E1527-21 contains a new definition of "migrate/migration," which refers to "the movement of hazardous substances or petroleum products in any form, including, for example, solid and liquid at the surface or subsurface, and vapor in the subsurface." By including this explicit reference to migration in ASTM E1527-21, the Standard

clarifies that the potential for vapor migration should be addressed as part of a Phase I ESA. This Phase I ESA has considered vapor migration in evaluation of RECs associated with the subject property.

2.3 USER RELIANCE

This Phase I ESA report represents the product of Kimley-Horn's expertise and judgment in the environmental consulting industry. This report is certified to, can be relied upon by, and has been prepared for the exclusive use of the following entities: Kimley-Horn and Associates, Inc., the City of San Jose, Norman Y. Mineta San Jose International Airport, and their respective successors, assigns, affiliates, and subsidiaries. Kimley-Horn acknowledges that these parties may rely on the contents and conclusions presented in this report. Unless stated otherwise in writing, Kimley-Horn makes no other warranty, representation, or extension of reliance upon the findings of this report to any other entity or third party.

Reliance on the Phase I ESA by the client and all authorized parties will be subject to the terms, conditions and limitations stated in the proposal with Kimley-Horn and Associates, Inc. Standard Provisions and the Phase I ESA report. The limitation of liability defined in the Standard Provisions is the aggregate limit of Kimley-Horn's liability to the client and all relying parties.

Continued viability of this report is subject to ASTM E1527-21 Sections 4.6 and 4.8. If the Phase I ESA will be used by a different user (third party) than the user for whom the Phase I ESA was originally prepared, the third party must also satisfy the user's responsibilities in Section 6 of ASTM E1527-21.

2.4 SIGNIFICANT ASSUMPTIONS

Pursuant to ASTM Standard Practice E 1527-21, Kimley-Horn assumes that the information provided by all sources and parties, including the User, is accurate and complete, except where obvious inconsistencies or inaccuracies were identified.

2.5 LIMITATIONS, DEVIATIONS, AND SPECIAL TERMS AND CONDITIONS

There were no deviations from the ASTM Standard during the preparation of this report. Any physical limitations identified during the completion of this report are referenced in Section 4.0.

This Phase I ESA is presumed viable for up to 180 days from the first date the component listed in Section 4.6 of the ASTM Standard Practice E1527-21 were conducted, which is May 12, 2025.

Based upon the agreed-on scope of services, this Phase I ESA did not include subsurface or other invasive assessments, vapor intrusion assessments or indoor air quality assessments (i.e., evaluation of the presence of vapors within a building structure), or other services not particularly identified and discussed herein. Credentials of the company (Statement of Qualifications) have not been included in this report but are available upon request. Reasonable attempts were made to obtain information within the scope and time constraints set forth by the client; however, in some instances, information requested is not, or was not, received by the issuance date of the report. Information obtained for this ESA was received from several sources that we believe to be reliable; nonetheless, the authenticity or reliability of these sources cannot and is not warranted hereunder. This ESA was further limited by the following:

- Title records were not provided during this investigation.

Based on other available resources, these data gaps are not likely to affect the conclusions of this report and are not significant.

An evaluation of the significance of limitations and missing information with respect to our findings has been conducted, and where appropriate, significant data gaps are identified and discussed in the text of the report. However, it should be recognized that an evaluation of significant data gaps is based on the information available at the time of report issuance, and an evaluation of information received after the report issuance date may result in an alteration of our conclusions, recommendations, or opinions. We have no obligation to provide information obtained or discovered by us after the issuance date of the report, or to perform any additional services, regardless of whether the information would affect any conclusions, recommendations, or opinions in the report. This disclaimer specifically applies to any information that has not been provided by the client.

3. USER PROVIDED INFORMATION

The ASTM Standard defines a User as “the party seeking to use Practice E 1527-21 to complete an environmental site assessment of the subject property. A User may include, without limitation, a potential purchaser of subject property, a potential tenant of subject property, an owner of the subject property, a lender, or a property manager.” The User has specific obligations for completing a successful application of this practice as outlined in Section 6 of the ASTM Standard Practice E 1527-21.

3.1 USER QUESTIONNAIRE

In order to qualify for one of the Landowner Liability Protections (LLPs) offered by the Small Business Liability Relief and Brownfield’s Revitalization Act of 2001 (the “Brownfield’s Amendments”) (if desired), the User must provide certain information (if available) identified in the User Questionnaire to the Environmental Professional (EP). Failure to provide this information could result in a determination that “all appropriate inquiry” is not complete. Airport Staff did not complete a User Questionnaire for this ESA as there is no pending property transaction. The City of San Jose/Norman J. Mineta Airport own the Subject Property. This constitutes a data failure, which is a type of data gap; however, the data gap is not considered significant because other information and/or personal experience did not raise reasonable concerns involving the data gap and the first use was ascertained.

3.2 RECORDED LAND TITLE RECORDS

A chain of title was not conducted for the Subject Property by Kimley-Horn, not was a Preliminary Title Report provided to Kimley-Horn. This constitutes a data failure, which is a type of data gap; however, the data gap is not considered significant because other information and/or personal experience did not raise reasonable concerns involving the data gap and the first use was ascertained.

3.3 ENVIRONMENTAL LIENS, ACTIVITY AND USE LIMITATIONS, AND GOVERNMENT INSTITUTIONAL AND ENGINEERING CONTROLS

Kimley-Horn has not identified any record of environmental liens, activity and use limitations, or institutional controls or engineering controls associated with the Subject Property through review of reasonable ascertainable records (Appendix C).

4. SITE RECONNAISSANCE

Information contained in this section is based on a visual reconnaissance conducted while walking through the subject property and the accessible interior areas of structures, if any, located on the subject property. The subject property and adjoining properties are depicted on the Site Diagram, which is included in Figure 3 of **Appendix A**. Photo documentation of the subject property at the time of the visual reconnaissance is provided in **Appendix B**.

Table 7.1 - Reconnaissance Information

EP Field Personnel:	Jennifer Steen
Site Reconnaissance Date:	May 12, 2025
Weather Conditions:	Sunny, temperatures in the low to mid 70s (F)
Escort:	Kimley-Horn was escorted during the site reconnaissance by Ms. Rachel Lam.
Limitations:	A portion of the Subject Property is within the secure area of the airport and is used by heavy equipment accessing the work area for Taxiway V. Kimley-Horn staff elected to observe this portion of the Subject Property from outside the fence line.

4.1 SITE OBSERVATIONS

The following table summarizes the subject property observations. Affirmative responses are discussed in more detail following the table.

Table 4.1 Summary of Site Observations

Category	Item or Feature	Observed or Identified
Site Operations, Processes, and Equipment	Emergency generators	No
	Elevators	No
	Air compressors	No
	Hydraulic lifts	No
	Dry cleaning	No
	Photo processing	No
	Ventilation hoods and/or incinerators	No
	Waste treatment systems and/or water treatment systems	No

	Heating and/or cooling systems	No
	Paint booths	No
	Sub-grade mechanic pits	No
	Wash-down areas or carwashes	No
	Pesticide/herbicide production or storage	No
	Printing operations	No
	Metal finishing (e.g., electroplating, chrome plating, galvanizing, etc.)	No
	Salvage operations	No
	Oil, gas or mineral production	No
	Other processes or equipment	No
Aboveground Chemical or Waste Storage	Aboveground storage tanks	Yes
	Drums, barrels and/or containers \geq 5 gal	No
	MSDS or SDS	No
Underground Chemical or Waste Storage, Drainage or Collection Systems	USTs or ancillary UST equipment	No
	Sumps, cisterns, French drains, catch basins and/or dry wells	No
	Grease traps	No
	Septic tanks and/or leach fields	No
	Oil/water separators, clarifiers, sand traps, triple traps, interceptors	No
	Pipeline markers	No
	Interior floor drains	No
Electrical Transformers/ PCBs	Transformers and/or capacitors	Yes
	Other equipment	No
Releases or Potential Releases	Stressed vegetation	No
	Stained soil	No
	Stained pavement or similar surface	No
	Leachate and/or waste seeps	No
	Trash, debris and/or other waste materials	No
	Dumping or disposal areas	No

	Construction/demolition debris and/or dumped fill dirt	No
	Surface water discoloration, odor, sheen, and/or free-floating product	No
	Strong, pungent or noxious odors	No
	Exterior pipe discharges and/or other effluent discharges	No
Other Notable Site Features	Surface water bodies	No
	Quarries or pits	No
	Wastewater lagoons	No
	Wells	No

The majority of the Subject Property is asphalt paved and striped as a parking lot. The Subject Property is fenced with chain link fence. There is one entrance into the parking lot. Surficial staining associated with vehicle drips were observed throughout the Subject Property, however, no significant staining was observed.

Two temporary construction trailers are situated in the northwestern portion of the Subject Property. The trailers are used to support activities associated with Taxiway V construction. The trailers have temporary water and electricity service, and sanitary waste is collected in temporary tanks that are emptied by a third party. A backup generator with diesel tanks was observed near the temporary offices. No evidence of staining or leaking was observed near the generator. Approximately 350-feet south of the temporary offices is a temporary water tank. The tank is on risers, and appears to be filled via municipal water source.

Five bus shelters are located throughout the Subject Property. There are electric light poles located throughout the Subject Property.

A fenced area, approximately 40-feet by 80-feet, is situated within the northern portion of the Subject Property. Three pieces of equipment are located within the fenced area. According to Ms. Lam, the observed equipment was previously used for TSA canine training and small amounts of explosives were stored in each container. The space is no longer in use and all materials have been moved to a different location. The equipment is scheduled to be sold and the fenced area will be restored back to original site conditions (i.e. paved, suitable for a parking lot).

Review of reasonably ascertainable standard and other historical sources, and site observations, have not identified the potential presence of hazardous substances or petroleum that could result in air quality issues in the future building.

4.2 CURRENT OPERATIONS

The Subject Property is used for vehicle parking and temporary staging associated with construction of Taxiway V.

4.3 ADJOINING PROPERTIES

The following section provides information about the adjoining properties obtained during the subject property reconnaissance and through review of reasonably ascertainable information. Visual observations of adjoining properties (from subject property boundaries) are summarized below.

Table 4.3 Summary of Adjoining Properties		
Direction	Description	REC/BER
North	The Subject Property is bound to the north by Ewert Road and De La Cruz Boulevard.	Kimley-Horn has not identified these properties as a REC
East	The Subject Property is bound to the east by the San Jose Mineta International Airport.	Kimley-Horn has not identified these properties as a REC
South	The Subject Property is bound to the south by the San Jose Mineta International Airport. A fueling facility, consisting of six above ground tanks, is situated south of the Subject Property.	Kimley-Horn has not identified these properties as a REC.
West	The Subject Property is bound to the east by Martin Avenue and commercial buildings.	A number of closed LUST cases were identified by EDR east of the Subject Property. These LUST cases are discussed further in Section 9.2 .

5. RECORDS REVIEW

5.1 PHYSICAL SETTING

The following is a summary of the physical setting of the subject property.

Table 3.1 - Physical Setting		
PHYSICAL SETTING INFORMATION FOR THE SUBJECT PROPERTY AND SURROUNDING AREA		SOURCE
Topography Refer to Figure 1 for an excerpt of the Topographic Map		
Site Elevation	Approximately 44 feet above sea level.	United States Geological Survey Division (U.S.G.S.) 7.5-Minute Topographic Map Cupertino and San Jose West Quadrangle, California, 2007
Topographic Gradient	The Subject Property slopes generally to the north-northeast.	
Closest Surface Water	The closest surface water to the Subject Property is a 17.63-acre Freshwater Pond (Appendix D).	
General Soil Characteristics Refer to Appendix D for a copy of the soil survey map and soil type descriptions		
Soil Type and Description	<p>101 - Urban land, 0 to 2 percent slopes, basins. Parent material is disturbed and human transported material. The soil type is not considered hydric.</p> <p>145 – Urbanland-Hangerone complex, 0 to 2 percent slopes, drained. The parent material is alluvium derived from metamorphic and sedimentary rock and/or alluvium derived from metavolcanics. The depth to restrictive feature and depth to water table is more than 80 inches. The soil has no frequency of flooding or ponding and is poorly drained. Soils are part of hydrologic soil group C.</p>	United States Department of Agriculture, Soil Survey of Santa Clara County, California, accessed June 3, 2025.
Area Specific Geology/Hydrogeology Characteristics:		
Geology	The Subject Property is situated in the Pacific Border province of California. Geology existing within the site consists of silty clay and organic clay, fossiliferous.	Available from reasonably ascertainable resources reviewed as part of this Phase I ESA
Hydrogeology	Groundwater under the Subject Property was measured by EDR. EDR conducted a 1.25-mile search radius and found approximately 10 feet in	

	the upper aquifer and 200 to 250 feet in the lower aquifer. The FEMA Flood Plain Panel for the Subject Property is 06085C0227H.	
Oil and Gas Wells:		
Current Oil and Gas Wells on Subject Property	None	State of California Department of Conservation Division of Geologic Energy Management (CalGEM) Accessed June 3, 2025.
Historical Oil and Gas Wells On Subject Property	None	

5.2 HISTORICAL RECORDS REVIEW

Kimley-Horn reviewed reasonably ascertainable records to identify obvious uses of the subject property from the present, back to the property’s obvious first developed use, or back to 1940, whichever is earlier. Reasonably ascertainable records reviewed as part of this Phase I ESA documented the use of the property back to at least 1940.

Reviewed historical aerial photographs, topographic maps, and city directories are summarized below. The sources and years reviewed are identified below.

Table 4: Aerial Photograph Summary (Appendix E)

Year and Source	Summary of Information
1939 EDR	The Subject Property consists of agricultural farmland and a building structure in the northwest side of the property. The surrounding areas consist of unpaved roads and agricultural uses.
1948 EDR	No significant changes to the Subject Property since the 1939 aerial photograph. The surrounding properties to the southeast appear to have had commercial development.
1950 EDR	The Subject Property appears to have been left to fallow.
1956 EDR	No significant changes to the Subject Property since the 1950 aerial photograph. There continues to be commercial development to the east of the Subject Property.
1963 EDR	The building on the northwest corner of the Subject Property appears to have been removed. The properties south of the Subject Property appear to be graded in preparation for construction. To the northeast the San Jose Mineta International Airport has been developed. To the west De La Cruz Blvd has been paved.
1968 EDR	No significant changes to the Subject Property since the 1963 aerial photograph. The properties to the south have been developed commercially and to the northeast there appears to be preparations to develop the San Jose Mineta International Airport further.
1974 EDR	The Subject Property consists of concrete slab. To the northeast of the property the San Jose Mineta International Airport has developed further.

1982 EDR	No significant changes to the Subject Property since the 1974 aerial photographs.
1993 EDR	The Subject Property appears to be graded in preparation for construction. The surrounding properties to the east and south have been subdivided and also appear to be graded, and to the north there has been more commercial development.
1998 EDR	The Subject Property appears to have been developed into a surface parking lot. The surrounding properties to the southeast have been developed as part of an expansion of the San Jose Mineta International Airport with what appears to be an additional runway lane.
2006 EDR	No significant changes to the Subject Property since the 1998 aerial photograph.
2009 EDR	No significant changes to the Subject Property since the 2006 aerial photograph.
2012 EDR	No significant changes to the Subject Property since the 2009 aerial photograph. The San Jose Mineta International Airport continues to develop to the east.
2016 EDR	No significant changes to the Subject Property since the 2012 aerial photograph. South of the property there has been additional development of the San Jose Mineta International Airport.
2020 EDR	No significant changes to the Subject Property since the 2016 aerial photograph.

Table 5: Topographic Map Summary (Appendix F)

Year	Summary of Information
1889 EDR	The Site appeared to be undeveloped in the 1889 topographic map.
1897 EDR	The Site appeared to be undeveloped in the 1897 topographic map.
1899 EDR	The Site appeared to be undeveloped in the 1899 topographic map.
1953 EDR	The Site appeared to be undeveloped in the 1953 topographic map. To the south of the Subject Property the San Jose Municipal Airport has been developed.
1961 EDR	There is an increase in development surrounding the Site, however, there are no markings within the Site to note development. A historical monument, Mission Santa Clara de Asis, has been noted south of the Subject Property.
1968 EDR	The Site appeared to be undeveloped in the 1968 topographic map.
1980 EDR	There is an increase in development surrounding the Site, however, there are no markings within the Site to note development.
2012 EDR	A surface road is noted in the Subject Property.
2015 EDR	The surface road noted in the previous topographic map no is no longer visible, which may be due to scaling issues.
2018 EDR	No significant changes in the 2018 topographic map.
2021 EDR	No significant changes in the 2021 topographic map.

Kimley-Horn attempted to review reasonably ascertainable Sanborn Fire Insurance Maps for the subject property. EDR searched for available Sanborn Fire Insurance and stated that no coverage was available for the Subject Property. The no coverage letter is included in **Appendix G**.

The Subject Property is currently a parking lot and a portion of an aircraft taxiway in the northwest corner of the San Jose Airport. A city directory abstract for the Subject Property was requested through EDR (**Appendix H**). The address Martin Ave and De La Cruz Blvd was used to search city directories. The EDR City Directory did not identify any listings for the Subject Property address and for adjoining commercial (or industrial) properties. Information from the listings reviewed is included in Section 5.3.

City directories indicate the subject property was occupied as recently as 2020. There were no RECs identified during the review of the City Directories.

5.3 REGULATORY RECORDS REVIEW

An environmental database search for the subject property and the surrounding area was performed by EDR, a contract information services company, using ASTM E1527-21 standard radii. The purpose of the records review was to identify RECs in connection with the subject property. Information in this section is subject to the accuracy of the data provided by the information services company and the date at which the information is updated, and the scope herein did not include confirmation of facilities listed as "unmappable" by regulatory databases. A copy of the EDR Database Report is attached in its entirety in **Appendix I**.

In some of the following subsections, the words up-gradient, cross-gradient and down-gradient refer to the topographic gradient in relation to the subject property. The groundwater flow direction and the depth to shallow groundwater, if present, would likely vary depending upon seasonal variations in rainfall and the depth to the soil/bedrock interface. Without the benefit of on-site groundwater monitoring wells surveyed to a datum, groundwater depth and flow direction beneath the subject property cannot be directly ascertained.

5.3.1 Federal and State/Tribal Databases

Listed below are the facility listings identified on federal and state/tribal databases within the ASTM-required search distances from the approximate subject property boundaries. Database definition, descriptions, and the database search report are included in **Appendix I**.

Type	Regulatory Agency Database	Appx. Minimum Search Distance (AMSD)	No. of Sites within AMSD
Federal	National Priority List (NPL) Sites	1 mile	0
Federal	Delisted National Priority List (DNPL) Sites	½ mile	0
Federal	Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) Sites	½ mile	1

Table 9.1 - Regulatory Records Review			
Type	Regulatory Agency Database	Appx. Minimum Search Distance (AMSD)	No. of Sites within AMSD
Federal	CERCLIS No Further Remediation Action Planned (NFRAP) Sites	Subject Property and adjoining properties	0
Federal	Resource Conservation and Recovery Act (RCRA) Corrective Action Report (CORRACTS) Sites	1 mile	0
Federal	RCRA non-CORRACTS Treatment, Storage, or Disposal (TSD) Sites	½ mile	0
Federal	RCRA Large Quantity Generators (LQG) Sites	Subject Property and adjoining properties	0
Federal	RCRA Small Quantity Generators (SQG) Sites	Subject Property and adjoining properties	3
Federal	RCRA Conditionally Exempt Small Quantity Generators (CESQG) Sites	Subject Property and adjoining properties	0
Federal	RCRA Non-Generators (NON-GEN) Sites	Subject Property and adjoining properties	32
Federal	US Brownfield Sites	½ mile	0
Federal	Institutional Control/Engineering Control Registries	Subject Property	0
Federal	Environmental Response and Notification System (ERNS)	Subject Property	0
State & Tribal	Hazardous Waste Sites (HWS) (equivalents to NPL and CERCLIS)	1 mile	1
State & Tribal	Delisted Hazardous Waste Sites (HWS)	1 mile	0
State & Tribal	Solid Waste Facilities/Landfill Sites (SWLF)	½ mile	0
State & Tribal	Historical Landfill Sites (HIST LF)	½ mile	0
State & Tribal	Leaking Underground Storage Tank (LUST) Sites	½ mile	17

Table 9.1 - Regulatory Records Review			
Type	Regulatory Agency Database	Appx. Minimum Search Distance (AMSD)	No. of Sites within AMSD
State & Tribal	Registered Underground Storage Tank (UST) Sites	Subject Property and adjoining properties	8
State & Tribal	Institutional Control/Engineering Control Registries	Subject Property	0
State & Tribal	Brownfield Sites	½ mile	1
Either	Unmappable Database Listings (a.k.a. Orphan Sites)	Database-dependent	0

In addition to the above ASTM-required listings, Kimley-Horn reviewed other federal, state, local, and proprietary databases provided by the database firm. A list of the additional reviewed databases is included in the regulatory database report included in **Appendix I**.

5.4.2 Subject Property and Occupant Listings

The Subject Property or its known occupants are not identified in the referenced databases. The Subject Property is situated in the northwest corner of the San Jose Airport (SJC). EDR did not identify the Airport on any of the searched databases. According to Geotracker (<https://geotracker.waterboards.ca.gov/>, accessed June 30, 2025) SJC is an open cleanup program site (T10000012766), related to releases of Per- And Polyfluoroalkyl Substances (PFAS) related to firefighting activities. Past releases have contaminated soils and groundwater at SJC. A PFAS Preliminary Investigation Sampling and Analysis Completion Report was prepared in January 2020 by Woodard and Curran (**Appendix J**). According to the report, an accidental release of firefighting foam occurred at the hangar (Hangar 7) situated south of the Subject Property in November 2016. Six soil borings were advanced in the area of impact around Hangar 7, three were in paved areas, and three in landscape areas. The borings were all located within the Subject Property. From the six borings, three samples were collected at each boring at depths of 1-, 5-, and 1-foot below ground surface. The three borings in paved areas were also used as temporary groundwater wells. According to Woodard and Curren, none of the soil samples collected contained levels of PFAS above the laboratory reporting limits, except for the 1-foot sample at Borings L14-2, L14-3, and L14-4, which were all below the California Notification Level. PFAS compounds were not found in groundwater samples taken from this area. While a known release of PFAS occurred, sampling data suggests there are no impacts to onsite soils or groundwater. Therefore, the November 2016 release of firefighting foam is a not a REC, but is a BER.

5.4.3 Adjoining and Nearby Sites

Kimley-Horn’s review of the referenced databases also considered the potential or likelihood of contamination from adjoining and nearby facilities. To evaluate which of the adjoining and nearby facilities identified in the regulatory database report present an environmental risk to the subject property, Kimley-Horn considered the following criteria:

- The type of database on which the adjoining/nearby property is identified.
- The topographic position of the property relative to the subject property.
- The direction and distance of the identified facility from the subject property.
- Local soil conditions in the subject property area.
- The known and/or inferred groundwater flow direction in the subject property area.
- The status of the respective regulatory agency-required investigations and/or cleanup associated with the identified facility.
- Surface and subsurface obstructions and diversions (e.g., buildings, roads, sewer systems, utility service lines, rivers, lakes, and ditches) located between the identified facility and the subject property.
- Only those sites that are judged to present a potential environmental risk to the Subject Property and/or warrant additional clarification are further evaluated. Using the referenced criteria, and based upon a review of readily available information contained within the regulatory database report, Kimley-Horn did not identify adjoining (i.e., bordering) or nearby sites (e.g., properties within a ¼-mile radius) listed in the regulatory database report that were judged to present a potential environmental risk to the Subject Property with the exception of the following LUST cases:

Table 9.2 – Adjoining and Nearby Sites	
Facility	Notes
RICHARD WEHNER CONST COMP, located at 390 Martin, up-gradient, approximately 160 feet west of the Subject Property.	The facility is listed under the LUST, HIST LUST, HIST UST, Cortese, HWTS, HAZNET, and CERS databases. According to the GeoTracker database (http://geotracker.waterboards.ca.gov/ accessed June 16, 2025), the site is listed as a closed LUST Cleanup Site (T0608500718). Per closure documents (Appendix K) there were four USTs at the Wehner facility, consisting of one 8,000 gallon tank containing gasoline, one 300-gallon tank containing waste oil, one 550-gallon tank containing diesel, and a 1,000 gallon tank containing gasoline. Tanks were removed in May 1991. Upon removal, holes in the waste oil and diesel tanks were discovered, and piping appeared to be compromised. Impacted soils were removed from below the LUSTs. Groundwater underlying the site was impacted by the release, and monitoring activities continued through 1998. The closure documents suggest that significant residual soil contamination remains in place and benzene remains in groundwater at the site. Despite this, the Wehner case was conditionally granted regulatory closure. Any future property developer or subsurface work may necessitate the preparation of a human health risk assessment or worker health and safety plan. Groundwater flows towards the north, from the Wehner property towards the Subject Property. One monitoring well was installed at the Subject Property and was used to sample groundwater. Benzene was detected in 1995, and concentrations of benzene decreased by the time sampling was completed in 1997. The monitoring well was abandoned under permit from Santa Clara Valley Water District. Given that regulatory closure is complete, and the available documentation

Table 9.2 – Adjoining and Nearby Sites

Facility	Notes
	suggests the release did not result in impacts to the Subject Property, this facility is not considered a REC for the subject property.
<p>CLI-Metrics Service Company Inc., located at 382 Martin Avenue, up-gradient, approximately 110 feet west of Subject Property</p>	<p>The facility is listed under the LUST, HIST LUST, Cortese, HIST CORTESE, HWTS, HAZNET, and CERS. According to the GeoTracker database (http://geotracker.waterboards.ca.gov/ accessed June 9, 2025), the site is listed as a closed LUST Cleanup Site (T0608500702). The contaminant of concern was gasoline and the potential media of concern was groundwater. According to case closure documents (Appendix K), stained soils were encountered during removal of a UST. Groundwater monitoring near the UST location occurred between 1992 and 1998. The County noted natural attenuation and over-excavation have reduced concentrations of petroleum hydrocarbons to water quality objectives A No Further Action Letter was provided by the Santa Clara Valley Water District, with concurrence from the SWRCB, and the case was closed as of June 2, 1999. Given that regulatory closure is complete, and the available documentation does not suggest the release impacted the Subject Property, this facility is not considered a REC for the subject property.</p>
<p>Unocal Station #5290, located at 2495 De La Cruz Blvd, up-gradient, approximately 300 feet west of the Subject Property.</p>	<p>The facility is listed under the LUST, HIST LUST, Cortese, HIST CORTESE, and CERS databases. According to the GeoTracker database (http://geotracker.waterboards.ca.gov/ accessed June 9, 2025), the site is listed as a closed LUST Cleanup Site (T0608500541). The contaminant of concern was gasoline, MTBE, and other fuel oxygenates and the potential media of concern was groundwater. According to case closure documents (Appendix J), stained soils were encountered during removal of a UST. In 1997, a soil gas survey was completed at the fuel station, which found impacts from a release of petroleum hydrocarbons. Additional sampling, including soil borings and the installation of monitoring wells at the Subject Property, took place between 1998 and 2009. In 2002, groundwater extraction activities took place at the fuel station. In 2004, ten ozone sparge wells were installed at the fuel station. In 2009, the final round of groundwater monitoring was conducted. MTBE was found in groundwater samples taken from the Subject Property. Residual contamination in soil and groundwater remains at the fuel station, and the County determined that the contamination could pose an unacceptable risk under certain site development activities. The release from the Unocal Station has resulted in impact to the Subject Property. The release has been addressed to the satisfaction of the regulatory authorities, however, the release has not been addressed to unrestricted use. Therefore, the Unocal Station is a CREC associated with Subject Property.</p>

Table 9.2 – Adjoining and Nearby Sites

Facility	Notes
<p>Graphic Packaging International Inc, located at 2600 De La Cruz Blvd, upgradient, approximately 300 feet west of Subject Property.</p>	<p>The facility is listed under the LUST, HIST LUST, Cortese, HIST CORTESE, and CERS databases. According to the GeoTracker database (http://geotracker.waterboards.ca.gov/ accessed June 9, 2025), the site is listed as a closed LUST Cleanup Site (T0608500459). The contaminant of concern as gasoline and the potential media of concern was groundwater. According to closure documents for the Container Company, a release of gasoline occurred from a UST in 1982. In Spring 1983, an extraction well was installed, and groundwater extraction activities took place over a two-year period. In February 1985, a release of diesel occurred because of a leak in a 2,000-gallon UST. Groundwater monitoring occurred between 1985 and 1999. Closure was granted because “District staff does not believe a significant threat to groundwater exist at the site due to the stable to decreasing trend of petroleum hydrocarbon concentrations in groundwater samples from onsite wells and the stability of the hydrocarbon plum.” Closure was granted with residual soil and groundwater contamination remaining in place. Structures associated with Graphic Packaging International were demolished between 2016 and 2020. Given that regulatory closure is complete, and the available documentation does not suggest the release impacted the Subject Property, this facility is not considered a REC for the subject property.</p>
<p>Avenzino Property, located at 376 Martin Ave, up-gradient, approximately 395 feet west of the Subject Property.</p>	<p>The facility is listed under the LUST, HIST LUST, Cortese, HIST CORTESE, and CERS databases. According to the GeoTracker database (http://geotracker.waterboards.ca.gov/ accessed June 9, 2025), the site is listed as a closed LUST Cleanup Site (T0608598749). The contaminant of concern as gasoline and the potential media of concern was groundwater. In 1997, a UST containing gasoline was removed from the Avenzino property. According to closure documents, there was no evidence of leaks based on observations of the tank. MTBE was found in materials used to backfill the tank. Neither petroleum hydrocarbons, VOC, nor metals were found in any samples of the backfill material. As such, closure was granted by the Santa Clara Valley Water District in March 1997, with concurrence of the SWRCB. Given that regulatory closure is complete, and the available documentation does not suggest the release impacted the Subject Property, this facility is not considered a REC for the subject property.</p>
<p>Chioini Property, located at 2433 De La Cruz Blvd, up-gradient, approximately 390 feet west of the Subject Property.</p>	<p>The facility is listed under the LUST, HIST LUST, Cortese, HIST CORTESE, and CERS databases. According to the GeoTracker database (http://geotracker.waterboards.ca.gov/ accessed June 9, 2025), the site is listed as a closed LUST Cleanup Site (T0608500407). The contaminant of concern as gasoline and the potential media of concern was groundwater. Per a 1993 Re-Excavation and Soil Sampling Report, a former gasoline UST was</p>

Table 9.2 – Adjoining and Nearby Sites

Facility	Notes
	<p>removed from the Chioni property. Upon removal, the soils underneath the UST were impacted by petroleum hydrocarbons. Groundwater sampling confirmed that groundwater was also impacted by gasoline. According to an August 1997 Groundwater Monitoring and Sampling Documentation report, gasoline impacted groundwater is no longer present at the site. According to Geotracker, the LUST case was closed in July 1998, however, a copy of the closure letter was not available. Given that regulatory closure is complete, and the available documentation does not suggest the release impacted the Subject Property, this facility is not considered a REC for the subject property.</p>
<p>Quality Fork Lift, located at 2375 De La Cruz Blvd, up-gradient, approximately 530 feet west of the Subject Property.</p>	<p>The facility is listed under the LUST, HIST LUST, Cortese, HIST CORTESE, and CERS databases. According to the GeoTracker database (http://geotracker.waterboards.ca.gov/ accessed June 11, 2025), the site is listed as a closed LUST Cleanup Site (T0608501476). The contaminant of concern as gasoline and the potential media of concern was soil. Per closure documents associated with the LUST case, a 3,000-gallon tank containing gasoline, a 1,000-gallon tank containing gasoline, and a clarifier were removed in August 1990. Upon removal, evidence of a release was observed and confirmed by soil sampling. Groundwater sampling was undertaken to evaluate impacts to groundwater. Impacted soil was removed from the site. Between 1993 and 1997, hydrocarbon concentrations in groundwater decreased to nondetectable levels. Given that regulatory closure is complete, and the available documentation does not suggest the release impacted the Subject Property, this facility is not considered a REC for the subject property.</p>
<p>South Bay Showers, located at 510 & 540 Martin Avenue, up-gradient, approximately 1,060 feet west of the Subject Property.</p>	<p>The facility is listed under the Brownfields and CERS databases. According to the GeoTracker database (http://geotracker.waterboards.ca.gov/ accessed June 11, 2025), the site is listed as a closed Cleanup Program Site (T10000006529). The contaminant of concern as trichloroethylene (TCE) and the potential media of concern was not identified. According to a letter from the San Francisco Bay RWQCB (Appendix K), very low concentrations of TCE were found in groundwater at the site. The concentration found is well below the environmental screening level (ESL), and therefore, the RWQCB determined that neither further investigation nor remedial action were required. Given that regulatory review is complete, and the available documentation does not suggest the release impacted the Subject Property, this facility is not considered a REC for the subject property.</p>
<p>California Compacts Rent a Car, located at 2470 De La Cruz Blvd,</p>	<p>The facility is listed under the LUST, Cortese, and CERS databases. According to the GeoTracker database (http://geotracker.waterboards.ca.gov/ accessed</p>

Table 9.2 – Adjoining and Nearby Sites

Facility	Notes
<p>up-gradient, approximately 670 feet west of the Subject Property.</p>	<p>June 11, 2025), the site is listed as a closed LUST Cleanup Site (T0608500287). The contaminant of concern as gasoline and the potential media of concern was groundwater. According to closure documents (Appendix K), two 1,000-gallon tanks containing gasoline were removed from the site in 1986, and petroleum hydrocarbons were found in the soil. Impacted soil materials were excavated and removed. Subsequent groundwater sampling data indicates that petroleum hydrocarbon levels have decreased below detection limits. Given that regulatory closure is complete, and the available documentation does not suggest the release impacted the Subject Property, this facility is not considered a REC for the subject property.</p>
<p>Interstate Brands Corp, located at 2450 De La Cruz Blvd, up-gradient, approximately 840 feet west of the Subject Property.</p>	<p>The facility is listed under the LUST, Cortese, and CERS databases. According to the GeoTracker database (http://geotracker.waterboards.ca.gov/ accessed June 16, 2025), the site is listed as a closed LUST Cleanup Site (T0608505773). The contaminant of concern as diesel and the potential media of concern was groundwater. According to closure documents (Appendix K), a 10,000-gallon UST containing diesel was removed in October 1998. At the time of excavation, no soil contamination was found. However, water in the tank pit contained diesel and benzene. Groundwater sampling done after the tank excavation found no impacts to groundwater resulting from the leaking diesel tank. Given that regulatory closure is complete, and the available documentation does not suggest the release impacted the Subject Property, this facility is not considered a REC for the subject property.</p>
<p>Ozuna Food Products, located at 510 Martin Avenue, up-gradient, approximately 925 feet west of the Subject Property.</p>	<p>The facility is listed under the LUST, Cortese, and CERS databases. According to the GeoTracker database (http://geotracker.waterboards.ca.gov/ accessed June 16, 2025), the site is listed as a closed LUST Cleanup Site (T0608559698). The contaminant of concern as diesel and the potential media of concern was groundwater. According to closure documents (Appendix K), a 10,000-gallon UST containing diesel was removed in October 1998. At the time of excavation, no soil contamination was found. However, water in the tank pit contained diesel and benzene. Groundwater sampling done after the tank excavation found no impacts to groundwater resulting from the leaking diesel tank. Given that regulatory closure is complete, and the available documentation does not suggest the release impacted the Subject Property, this facility is not considered a REC for the subject property.</p>
<p>Thrifty Car Rental, located at 2362 De La Cruz Blvd, up-gradient, approximately 830 feet west of the Subject Property.</p>	<p>The facility is listed under the LUST, Cortese, and CERS databases. According to the GeoTracker database (http://geotracker.waterboards.ca.gov/ accessed June 20, 2025), the site is listed as a closed LUST Cleanup Site (T0608500197). The contaminant of concern as diesel and the potential media of concern was groundwater. According to closure documents (Appendix K), a 550-gallon</p>

Table 9.2 – Adjoining and Nearby Sites

Facility	Notes
<p>TTM Technologies INC, located at 407 Mathew Street, up-gradient, approximately 690 feet south of the Subject Property.</p> <p>Sigma Circuits, located at 393 Mathew Street, up-gradient, approximately 700feet south of the Subject Property.</p>	<p>UST containing gasoline was removed in June 1991. Soil was over-excavated from the former dispenser location, and confirmatory soil samples collected after the excavation confirmed that impacted materials were adequately removed. Given that regulatory closure is complete, and the available documentation does not suggest the release impacted the Subject Property, this facility is not considered a REC for the subject property.</p> <p>The facility is listed under the RCRA-LQG, TRIS, LUST, Cortese, and CERS databases. EDR linked the LUST files to Sigma Circuits, located at 393 Mathew Street. According to the GeoTracker database (http://geotracker.waterboards.ca.gov/ accessed June 20, 2025), the site is listed as a closed LUST Cleanup Site (0608501323). The contaminant of concern as gasoline and the potential media of concern was groundwater. According to closure documents (Appendix K), one 550-gallon UST containing gasoline was removed in September 1984 and one 2,000-gallon UST containing gasoline was removed in December 1987. Soil was over-excavated from the former dispenser location, and confirmatory soil samples collected after the excavation confirmed that impacted materials were adequately removed. Given that regulatory closure is complete, and the available documentation does not suggest the release impacted the Subject Property, this facility is not considered a REC for the subject property.</p> <p>TTM Technologies (http://www.ttm.com, accessed June 20, 2025) manufactures technology products at this location, including circuit boards for aerospace and defense uses. According to EDR, the Following Spent Halogenated Solvents Used In Degreasing are employed at TTM Technologies: Tetrachloroethylene, Trichlorethylene, Methylene Chloride, 1,1,1-Trichloroethane, Carbon Tetrachloride And Chlorinated Fluorocarbons. Kimley-Horn did not identify any records through EDR, Geotracker, or DTSC related to this property suggesting a release of any of these materials has occurred.</p>
<p>Reliance Steel & Aluminum CO, located at 2460 De La Cruz Blvd, up-gradient, approximately 1,105 feet west of the Subject Property.</p>	<p>The facility is listed under the LUST, Cortese, and CERS databases. According to the GeoTracker database (http://geotracker.waterboards.ca.gov/ accessed June 20, 2025), the site is listed as a closed LUST Cleanup Site (T0608501100). The contaminant of concern as gasoline and the potential media of concern was groundwater. According to closure documents (Appendix K), a 1,000-gallon UST containing gasoline, and a 1,000-gallon UST containing diesel were removed in March 1986, and a 4,000-gallon UST containing diesel was removed in August 1994. Soil was over-excavated from the former tank locations, which created ponding conditions. Contaminated groundwater perched in the pond areas. Groundwater remediation consisting of aeration and bioremediation took place. Following confirmatory sampling after</p>

Table 9.2 – Adjoining and Nearby Sites

Facility	Notes
	<p>remediation, ponds were backfilled and completed. The closure documents indicate that contaminated soils were left onsite, though groundwater sampling suggested the impacted materials were not impairing groundwater. Given that regulatory closure is complete, and the available documentation does not suggest the release impacted the Subject Property, this facility is not considered a REC for the subject property.</p>
<p>D & D Associates, located at 570 Martin Ave, up-gradient, approximately 1,305 feet west of the Subject Property.</p>	<p>The facility is listed under the LUST, Cortese, and CERS databases. According to the GeoTracker database (http://geotracker.waterboards.ca.gov/ accessed June 20, 2025), the site is listed as a closed LUST Cleanup Site (T0608500486). The contaminant of concern as gasoline and the potential media of concern was groundwater. According to closure documents (Appendix K), a 1,000-gallon UST containing gasoline was removed in March 1991. Soil was over-excavated from the former UST location, and confirmatory soil and groundwater samples collected, which indicated that impacts from the fuel release have been addressed. Given, and the available documentation does not suggest the release impacted Subject Property, this facility is not considered a REC for the subject property.</p>
<p>JENIC, located at 448 Robert Avenue, up-gradient, approximately 1,275 feet west of the Subject Property.</p>	<p>The facility is listed under the LUST, Cortese, and CERS databases. According to the GeoTracker database (http://geotracker.waterboards.ca.gov/ accessed June 20, 2025), the site is listed as a closed LUST Cleanup Site (T0608500772). The contaminant of concern as gasoline, benzene, toluene, xylene, and other fuel oxygenates and the potential media of concern was groundwater and soil. According to closure documents (Appendix K), a 2,000-gallon UST was installed and used from 1971 to 1973; and then not used again. The UST was removed in 1990. Groundwater monitoring and vapor extraction activities took place from 1991 – 2015. Closure for the facility was granted conditionally because residual contamination was allowed to remain in place. Further investigation and review of design documents and safety plans by County of Santa Clara Department of Environmental Health staff is required prior to soil disturbance. However, there is no documentation to suggest the release impacted the Subject Property, therefore, this facility is not considered a REC for the subject property.</p>
<p>Roto-Rooter, located at 356 Mathew St, up-gradient, approximately 1,190 feet south of the Subject Property.</p>	<p>The facility is listed under the LUST, Cortese, and CERS databases. According to the GeoTracker database (http://geotracker.waterboards.ca.gov/ accessed June 20, 2025), the site is listed as a closed LUST Cleanup Site (T0608501125). The contaminant of concern as gasoline and the potential media of concern was groundwater. According to closure documents (Appendix K), two 5,000-gallon UST containing gasoline was removed in September 1985. Soils impacted by the release were identified and may have been left in place.</p>

Table 9.2 – Adjoining and Nearby Sites

Facility	Notes
	<p>However, significant groundwater contamination was reportedly not observed over a three-year sampling period, which made the site eligible for regulatory closure. Given the site was granted regulatory closure, and the available documentation does not suggest the release impacted the Subject Property, this facility is not considered a REC for the subject property.</p>
<p>Lombardo Diamond Core Drilling, located at 2225 De La Cruz Blvd, up-gradient, approximately 1,125 feet west of the Subject Property.</p>	<p>The facility is listed under the SLIC and DEED databases. According to the GeoTracker database (http://geotracker.waterboards.ca.gov/ accessed June 30, 2025), the site is listed as an open cleanup program site (SL18215595). The contaminant of concern as metals and the potential media of concern was groundwater. According to Geotracker, a metal galvanizing company operated at this facility. Galvanizing operations resulted in a release of metals, specifically zinc. Geotracker notes that the extent of soil and groundwater contamination has been defined, and no off-site migration has occurred. A deed restriction applies to the Lombardo property, which is currently used as a parking lot. Given the available documentation does not suggest the release impacted Subject Property, this facility is not considered a REC for the subject property.</p>
<p>Vargas Gardening Service, located at 495 Robert Ave, up-gradient, approximately 1,400 feet west of the Subject Property.</p>	<p>The facility is listed under the LUST, Cortese, and CERS databases. According to the GeoTracker database (http://geotracker.waterboards.ca.gov/ accessed June 30, 2025), the site is listed as a closed LUST Cleanup Site (T0608501610). The contaminant of concern as gasoline and the potential media of concern was groundwater. According to closure documents (Appendix K), one 5,000-gallon UST containing gasoline was removed in April 1991. Soils impacted by the release were over-excavated and removed. Groundwater impacts appeared to be limited to the former tank location, with no evidence of off-site migration. Given the site was granted regulatory closure, and the available documentation does not suggest the release impacted the Subject Property, this facility is not considered a REC for the subject property.</p>
<p>Intex Auto Parts, located at 2290 De La Cruz, up-gradient, approximately 1,320 feet west of the Subject Property.</p>	<p>The facility is listed under the LUST, Cortese, and CERS databases. According to the GeoTracker database (http://geotracker.waterboards.ca.gov/ accessed June 30, 2025), the site is listed as a closed LUST Cleanup Site (T0608500725). The contaminants of concern as gasoline, benzene, toluene, and xylene and the potential media of concern was groundwater. According to closure documents (Appendix K), one 2,000-gallon UST containing diesel was removed in November 1985, and one 2,000-gallon UST containing gasoline was removed in December 1985. During removal, holes were observed in the gasoline UST. Excavated materials from the tank pit were allowed to aerate onsite, and then used for backfill in the tank pit. Groundwater remediation, including high vacuum extraction, took place in 2013. Closure for the facility</p>

Table 9.2 – Adjoining and Nearby Sites

Facility	Notes
<p>California Paperboard Com, located at 525 Mathew, up-gradient, approximately 1,345 feet south of the Subject Property.</p>	<p>was granted conditionally because residual contamination was allowed to remain in place. Further investigation and review of design documents and safety plans by County of Santa Clara Department of Environmental Health staff is required prior to soil disturbance. However, there is no documentation to suggest the release impacted the Subject Property, therefore, this facility is not considered a REC for the subject property.</p> <p>The facility is listed under the LUST, Cortese, and CERS databases. According to the GeoTracker database (http://geotracker.waterboards.ca.gov/ accessed June 30, 2025), the site is listed as an open LUST Cleanup Site (T0608500290). The contaminant of concern as diesel and the potential media of concern was groundwater. According to the 2024 Second Semiannual Groundwater Monitoring Report prepared for this property (Appendix K), three unregistered tanks were removed in September/October 2014. Soils impacted by the release were over-excavated and removed. Groundwater impacts appeared to be limited to the former tank location, with no evidence of off-site migration towards the Subject Property. Given the available documentation does not suggest the release impacted Subject Property, this facility is not considered a REC for the subject property.</p>

5.5 VAPOR EVALUATION

The ASTM E 1527-21 document standardizes the terms release and migration consistent with those used in CERCLA and AAI. As such, potentially harmful vapors must be evaluated during the completion of a Phase I ESA.

Kimley-Horn performed a Tier 1 Vapor Encroachment Screening (VES) in accordance with E2600-15 *Standard Guide for Vapor Encroachment Screening on Property Involved in Real Estate Transactions* (2015) with the purpose of identifying if a Vapor Encroachment Condition (VEC) exists in association with the subject property. A VEC is defined as the presence or likely presence of contaminants of concern (COC) vapors in the subsurface of the subject property caused by a release of hazardous substances and/or petroleum compounds into soil and groundwater. Current and historical uses were evaluated within the Area of Concern (AOC) during the completion of the Tier 1 VES. As indicated in ASTM 2600-15, the radial distance of the AOC for non-petroleum hydrocarbon COCs (i.e., chlorinated VOCs) is 1/3-mile (1,760 ft.) and 1/10 mile (528 ft.) for petroleum hydrocarbons.

The VIRA utilizes information regarding the potential presence of releases on or near the Subject Property that were collected as a normal part of the Phase I ESA process, such as governmental database records, review of governmental files, historical data sources, etc. No additional data was collected specifically for the purpose of the VIRA. According to the reasonably ascertainable information reviewed during this screening process, Kimley-Horn has determined that a VEC cannot be ruled out exist at this time due to the restricted closure granted to Unocal Station #5290.

The Tier I VES does not include vapor intrusion and/or indoor air quality considerations associated with existing and/or proposed structures. No vapor sampling was conducted in association with this VES and the subject property.

¹ Standard Guide for Vapor Encroachment Screening on Property Involved in Real Estate Transactions

5.6 ASSESSING DEPARTMENT

Reasonably ascertainable assessment information was provided by the Santa Clara Assessing Department. Assessing records document that the Subject Property consists of parcels APN: 230-03-101 which comprise of a parking lot and a portion of an aircraft taxiway in the northwest. Copies of available assessment records for the Subject Property and the current legal description are included in **Appendix L**. Owner information was not available in the Assessors Department. Kimley-Horn consulted ParcelQuest which identified the City of San Jose as the property owner (**Appendix L**).

5.7 BUILDING DEPARTMENT

Kimley-Horn reviewed the City of San Jose Building Department online portal records [<https://permits.sanjoseca.gov/search/permit>] for the Subject Property. The permit records are from 1962 to 2022 and consist of permits for the San Jose Airport development. There is one 2019 permit for the Subject Property which is an addressing request for the employee parking lot and a new building near the Subject Property. (**Appendix M**).

Additionally, EDR researched building permit records (**Appendix M**) for the Subject Property and identified no building permit records for the property.

5.8 FIRE DEPARTMENT

Kimley-Horn submitted a FOIA request (Public Records Request #R008592-060425) to the City of San Jose Fire Department to review Fire Department records for the Subject Property. Kimley-Horn did not receive a response within the time constraints of this report. If Kimley-Horn does receive a response, and it changes the findings of the report, the client will be notified.

5.9 HEALTH DEPARTMENT

Kimley-Horn submitted a FOIA request (Public Records Request #25-998) to the Santa Clara County Health Department to review records for the Subject Property. Kimley-Horn did not receive a response within the time constraints of this report. If Kimley-Horn does receive a response, and it changes the findings of the report, the client will be notified.

Additionally, Kimley-Horn submitted a FOIA Request (Public Records Request #R008591-060425) to the City of San Jose Environmental Health Department to review records on the Subject Property. Kimley-Horn received a response on June 17, 2025, stating no records were found (**Appendix M**).

5.10 PRIOR REPORTS

Kimley-Horn was not provided any previous environmental reports for review.

6. INTERVIEWS

The objective of completing interviews with knowledgeable subject property contacts is to obtain information about the uses and physical characteristics of the property. The following individuals were interviewed regarding the current and historical use of the subject property.

Interviews

Kimley-Horn interviewed Ms. Rachel Lam, Environmental Services Specialist with the Planning and Development Department for San Jose Airport, during the Site Reconnaissance. According to Ms. Lam, the Subject Property was originally developed as a parking lot, and is currently used to house temporary trailers associated with construction of Taxiway V. A portion of the Subject Property includes aircraft taxiways. Ms. Lam stated she was not aware of any aircraft accidents occurring within the Subject Property. Ms. Lam pointed out above ground storage tanks containing jet fuel south of the Subject Property. Ms. Lam is not aware of any spills or leaks associated with the tanks. Ms. Lam shared that at one time, a release of fire fighting foam at a hangar south of the Subject Property occurred that extended to the Subject Property. The release of the fire fighting foam is discussed further in **Section 9.1**.

Ms. Lam is not aware of any buried debris or tanks at the Subject Property. Ms. Lam noted there have not been any issues with dumping at the Subject Property.

6.1 STATE AND/OR LOCAL AGENCY INQUIRES

Table 5.1 Summary of State and/or Local Agency Inquires

Agency Contacted/	Contact Method/Date	Response
San Jose Fire Department	Online Portal 06/04/2025	Kimley-Horn submitted an FOIA request to San Jose Fire Department. Kimley-Horn did not receive a response within the time constraints of this report.
Santa Clara Environmental Health Department	Online Portal 06/04/2025	Kimley-Horn submitted an FOIA request to Santa Clara Environmental Health Department.
Santa Clara County Assessors	Online Database 06/04/2025	Kimley-Horn reviewed records on the Santa Clara County Assessor website to obtain parcel information on the Subject Property.
City of San Jose – Building Department	Online Portal 06/04/2025	Kimley-Horn submitted an FOIA request to review building records for the Subject Property. Kimley-Horn did not receive a response within the time constraints of this report.
Regional Water Quality Control Board (RWQCB)	Online Database review 6/13/2025	Kimley-Horn reviewed records on the RWQCB website, Geotracker to review potential for environmental cases on or surrounding the Subject Property. At the time of

		reporting no cases or UST records were determined for the Subject Property.
Department of Toxic Substance Control (DTSC)	Online Database review 6/13/2025	Kimley-Horn reviewed records on the DTSC website, Envirostor to review potential for environmental cases on or surrounding the Subject Property. At the time of reporting no case records were determined for the Subject Property.

7. FINDINGS AND OPINIONS

The logic and reasoning used by the environmental professional in evaluating information collected during the course of the assessment related to findings shall be discussed. The opinions shall specifically include the environmental professional's rationale for concluding that a finding is or is not a recognized environmental condition, controlled recognized environmental condition, historical recognized environmental condition, or de minimis condition insofar as the findings pertain to each of these conditions.

We have performed a Phase I Environmental Site Assessment in conformance with the scope and limitations of ASTM Practice E 1527-21 for for a 3.6-acre tract of land (Subject Property) within the Norman Y. Mineta San Jose International Airport in the City of San Jose, California. Any exceptions to, or deletions from, this practice are described in Section 1.4 of this report.

7.2: RECOGNIZED ENVIRONMENTAL CONDITIONS (RECS)

A recognized environmental condition (REC) is defined in the ASTM Standard as the presence or likely presence of a hazardous substances or petroleum products in, on, or at a property: 1) due to release to the environment; 2) under conditions indicative of a release to the environment; or 3) under conditions that pose a material threat of a future release to the environment. This assessment has not revealed evidence of recognized environmental conditions connected with the subject property.

7.3: CONTROLLED RECOGNIZED ENVIRONMENTAL CONDITIONS

A CREC is a recognized environmental condition that is being appropriately characterized and remediated in accord with, and under the supervision of, authorized governmental agency charged with oversight of such recognized environmental condition. This assessment identified the following controlled recognized environmental conditions connected with the subject property:

- **Unocal Station 5290** is located approximately 300 feet west of the Subject Property at 2495 De La Cruz Boulevard. The facility is listed under the LUST, HIST LUST, Cortese, HIST CORTESE, and CERS databases. According to case closure documents, stained soils were encountered during removal of a UST. In 1997, a soil gas survey was completed at the fuel station, which found impacts from the release of petroleum hydrocarbons. Additional sampling, including soil borings and the installation of monitoring wells at the Subject Property, took place between 1998 and 2009. In 2009, the final round of groundwater monitoring was conducted. MTBE was found in groundwater samples taken from the Subject Property. Residual contamination in soil and groundwater remains at the fuel station, and the County determined that the contamination could pose an unacceptable risk under certain site development activities. The release from the Unocal Station has resulted in impact to the Subject Property. The release has been addressed to the satisfaction of the regulatory authorities, however, the release has not been addressed to unrestricted use. Therefore, the Unocal Station is a CREC associated with Subject Property.

7.4: HISTORICAL RECOGNIZED ENVIRONMENTAL CONDITIONS

A historical REC (HREC), as defined in the ASTM Standard, is a past release of any hazardous substance and/or petroleum product that has been addressed to the satisfaction of the applicable regulatory authority or meeting

unrestricted use criteria. This assessment has not revealed evidence of historical recognized environmental conditions connected with the subject property.

7.5 BUSINESS ENVIRONMENTAL RISK

A Business Environmental Risk (BER), as defined in the ASTM Standard, is a risk which can have a material environmental or environmentally-driven impact on the business associated with the use of a commercial site, and which does not require further investigation to the same degree as a REC. Kimley-Horn did not identify areas of potential concern associated with business environmental risks in connection with the subject property during the completion of this Phase I ESA with the exception of the following:

- **November 2016 Release of Firefighting Foam** – an accidental release of firefighting foam occurred at the hangar (Hangar 7) situated south of the Subject Property in November 2016. Six soil borings were advanced in the area of impact around Hangar 7 and are located within the Subject Property. Three borings were in paved areas, and three in landscape areas. From the six borings, three samples were collected at each boring at depths of 1-, 5-, and 1-foot below ground surface. The three borings in paved areas were also used as temporary groundwater wells. None of the soil samples collected contained levels of PFAS above the laboratory reporting limits, except for the 1-foot sample at Borings L14-2, L14-3, and L14-4, which were all below the California Notification Level. PFAS compounds were not found in groundwater samples taken from this area. While a known release of PFAS occurred, sampling data suggests there are no impacts to onsite soils or groundwater. Therefore, the November 2016 release of firefighting foam is not a REC, but is a BER.

8. DECLARATION

8.1 STATEMENT OF COMPLIANCE

I declare that, to the best of my professional knowledge and belief, I meet the definition of Environmental Professional as defined in §312.10 of 40 CFR 312 and I have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the subject property. I have developed and performed all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312. Environmental Professional resume(s) are included in Appendix G.



Jennifer Steen

9. REFERENCES

- The following published sources were utilized during completion of this Phase I ESA: *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process*, ASTM, ASTM Designation E1527-21;
- California Department of Conservation Well Finder: <https://www.conservation.ca.gov/calgem/Pages/WellFinder.aspx>. Accessed June 6, 2025.
- San Jose Water District. 2024 Water Quality Report. https://www.sjwater.com/sites/default/files/2025-05/sjw_2025_ccr_1.pdf
- The EDR – City Directory Abstract for Martin Ave and De La Cruz Blvd, Santa Clara, CA 95050. EDR Environmental Data Resources Inc., May 2025.
- The EDR Environmental Lien and AUL Search for Martin Ave and De La Cruz Blvd, Santa Clara, CA 95050. EDR Environmental Data Resources Inc., May 2025.
- The EDR Radius Map Report with GeoCheck for Martin Ave and De La Cruz Blvd, Santa Clara, CA 95050. EDR Environmental Data Resources Inc., May 2025.
- The EDR Certified Sanborn Map Report for Martin Ave and De La Cruz Blvd, Santa Clara, CA 95050. EDR Environmental Data Resources Inc., May 2025.
- United States Department of Agriculture Web Soil Survey: <http://websoilsurvey.nrcs.usda.gov/app/>, accessed June 3, 2025.
- United States Department of the Interior National Register of Historic Places: <https://www.nps.gov/maps/full.html?mapId=7ad17cc9-b808-4ff8-a2f9-a99909164466>, accessed June 3, 2025
- United States Department of Fish and Wildlife. Critical Habitat for Threatened & Endangered Species. Available At: <https://fws.maps.arcgis.com/home/webmap/viewer.html?webmap=9d8de5e265ad4fe09893cf75b8dbfb77>. Accessed on June 3, 2025
- United States Department of Fish and Wildlife. Wetlands Mapper. Available At: <https://www.fws.gov/wetlands/data/mapper.html>. Accessed on June 3, 2025.
- US Geological Survey (USGS). 1997. San Jose, California Topographic Map. 1:24,000. 7.5-minute Series. Available online: <https://ngmdb.usgs.gov/topoview/viewer/#17/37.36662/-121.94099>