

*PUBLIC REVIEW DRAFT*  
INITIAL STUDY/  
MITIGATED NEGATIVE DECLARATION

FOR THE

AIRPORT WAY/SPERRY ROAD  
COMMERCIAL PROJECT

4607 South Airport Way  
Stockton, CA

December 18, 2017

*Prepared for:*

City of Stockton  
Community Development Department  
345 N. El Dorado Street  
Stockton, CA 95202  
209-937-8444

*Prepared by:*

BaseCamp Environmental, Inc.  
115 S. School Street, Suite 14  
Lodi, CA 95240  
209-224-8213



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## LIST OF ACRONYMS USED IN THIS DOCUMENT

AB	Assembly Bill
ALUCP	Airport Land Use Compatibility Plan
APN	Assessor's Parcel Number
ARB	California Air Resources Board
BMP	Best Management Practice
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
CAP	Climate Action Plan (Stockton)
CCAP	Climate Change Action Plan (SJVAPCD)
CDD	City of Stockton Community Development Department
CEQA	California Environmental Quality Act
CISP	Climate Protection Impact Study Process
CNDDB	California Natural Diversity Data Base
CNEL	Community Noise Equivalent Level
CO	carbon monoxide
CO <sub>2</sub>	carbon dioxide
CO <sub>2e</sub>	carbon dioxide equivalent
CUPA	Certified Unified Program Agency
dB	decibel
dBA	A-weighted decibel
DRP	Development Review Process
DTSC	California Department of Toxic Substances Control
DWR	California Department of Water Resources
EIR	Environmental Impact Report
EPA	U. S. Environmental Protection Agency
EPAP	Existing Plus Approved Projects
FEMA	Federal Emergency Management Agency
GAMAQI	Guide for Assessing and Mitigating Air Quality Impacts
GHG	greenhouse gas
IS/MND	Initial Study/Mitigated Negative Declaration
ISR	Indirect Source Rule
ITMM	Incidental Take Minimization Measure
L <sub>dn</sub>	Day-Night Average Sound Level
LOS	Level of Service
mgd	million gallons per day
MRZ	Mineral Resource Zone
MS4	Municipal Separate Storm Sewer System
NAHC	Native American Heritage Commission
NOI	Notice of Intent
NO <sub>x</sub>	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System

ODS	owners, developers and successors in interest
PM <sub>10</sub>	particulate matter 10 micrometers or less in diameter
PM <sub>2.5</sub>	particulate matter 2.5 micrometers or less in diameter
ROG	reactive organic gases
RWCF	Regional Wastewater Control Facility
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SJCOG	San Joaquin Council of Governments
SJMSCP	San Joaquin County Multi-Species Open Space and Habitat Conservation Plan
SJRTD	San Joaquin Regional Transit District
SJVAPCD	San Joaquin Valley Air Pollution Control District
SWMP	Storm Water Management Program
SWPPP	Storm Water Pollution Prevention Plan
SWQCCP	Storm Water Quality Control Criteria Plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
UST	Underground Storage Tank
WDID	Waste Discharger's Identification Number

# 1.0 INTRODUCTION

## 1.1 Project Brief

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This document is an Initial Study/Mitigated Negative Declaration (IS/MND) for the Airport Way/Sperry Road Commercial Project (project). The project site is located at the southwest corner of the intersection of South Airport Way and Sperry Road in southern Stockton (Figures 1-1 to 1-5). This IS/MND has been prepared in compliance with the requirements of the California Environmental Quality Act (CEQA). For the purposes of this CEQA analysis, the City of Stockton (City) is the Lead Agency for the project.

The project applicant proposes to construct an ARCO fueling station on an approximately 2-acre site at the intersection of South Airport Way and Sperry Road. The fueling station would provide 16 pumps for dispensing gasoline and diesel fuel to passenger vehicles and light-duty trucks. An adjacent building approximately 3,764 square feet in size would contain a convenience store. A freestanding automated car wash structure would be constructed adjacent to the convenience store building. The project applicant also proposes to construct a three-bay cardlock diesel fueling station for heavy-duty trucks.

There would be 32 parking spaces on the project site. Access would be provided from Sperry Road and South Airport Way. The project would connect to existing water, wastewater and storm drainage lines and electrical, gas and communication utilities in the surrounding streets.

The project would require a rezoning from the current zone, IG – General Industrial, to CG – General Commercial. The proposed land uses would require approval of a Conditional Use Permit and Design Review.

## 1.2 Purpose of Initial Study

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The California Environmental Quality Act (CEQA) requires that public agencies consider and document the potential environmental effects of the agency's actions that meet CEQA's definition of a "project." Briefly summarized, a "project" is an action that has the potential to result in direct or indirect physical changes in the environment. A project includes the agency's direct activities as well as activities that involve public agency approvals or funding. Guidelines for an agency's implementation of CEQA are found in the CEQA Guidelines (Title 14, Chapter 3 of the California Code of Regulations).

Provided that a project is not exempt from CEQA, the first step in the agency's consideration of its potential environmental effects is the preparation of an Initial Study. The purpose of an Initial Study is to determine whether the project would involve "significant" environmental effects as defined by CEQA and to describe feasible mitigation measures that would avoid significant effects or reduce them to a level that would be less than significant. If the Initial Study does not identify significant effects, or if it identifies mitigation measures that would reduce all of the significant effects of the project to a less-than-significant level, then the agency prepares a Negative Declaration or Mitigated Negative Declaration. If the project would involve significant effects that cannot be readily mitigated, then the agency must prepare an Environmental Impact

Report (EIR). The agency may also decide to proceed directly with the preparation of an EIR without preparation of an Initial Study.

The proposed project is a “project” as defined by CEQA and is not exempt from CEQA consideration. The City has determined that the project involves the potential for significant environmental effects and requires preparation of this Initial Study. The Initial Study describes the proposed project and its environmental setting, it discusses the potentially significant environmental effects of the project, and it identifies feasible mitigation measures that would avoid the potentially significant environmental effects of the project or reduce them to a level that would be less than significant. The Initial Study considers the project’s potential for significant environmental effects in the following subject areas:

- Aesthetics
- Agricultural Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation/Traffic
- Tribal Cultural Resources
- Utilities and Service Systems
- Mandatory Findings of Significance

The Initial Study concludes that the project would have significant environmental effects, but recommended mitigation measures would reduce all of these effects to a level that would be less than significant. As a result, the City has prepared a Mitigated Negative Declaration and notified the public of the City’s intent to adopt the Initial Study/Mitigated Negative Declaration. As of the distribution of the IS/MND for public review, the applicant has accepted all of the recommended mitigation measures. The time available for comment on the IS/MND is shown in the Notice of Intent.

### 1.3 Project Background

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The project site is located in the area known as the Airport Gateway Center, west of and across South Airport Way from the Stockton Metropolitan Airport. The Airport Gateway Center was previously approved as a 516-acre industrial development site in 1984, and an EIR for development of this area was certified by the City of Stockton. Subsequently, a Tentative Subdivision Map for a proposed 191-acre development at the site was proposed, with an emphasis on warehouse development although the industrial zoning was retained. A Supplemental EIR was prepared and certified, and the Tentative Subdivision Map was approved in 1998.

The project site is near the Stockton Metropolitan Airport. In May 2016, the San Joaquin Council of Governments (SJCOG), as the Airport Land Use Commission for San Joaquin County, adopted an updated Airport Land Use Compatibility Plan (ALUCP) for the Stockton Airport. Among other provisions, the ALUCP has designated safety zones around the airport and has determined the types of land uses that are compatible with each safety zone. This IS/MND identifies the safety zone within which the project site is located and analyzes project compatibility with the safety zone as outlined in the ALUCP.

## 1.4 Environmental Evaluation Checklist Terminology

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The Initial Study repeatedly uses a few terms and acronyms that are defined here for the reader's convenience. A complete list of acronyms used in the Initial Study is shown following the Table of Contents.

CDD	The Stockton Community Development Department. The CDD is responsible for processing of the project's permit applications and for independent review and acceptance of the IS/MND.
IS/MND	This Initial Study/Mitigated Negative Declaration.
ODS	The owners, developers and successors-in-interest, meaning the project applicant, property owners, future project owners and other parties with interest or responsibility for the project, now and in the future.

The project's potential environmental effects are evaluated in the Environmental Evaluation Checklist shown in Chapter 3. The checklist includes a list of environmental considerations against which the project is evaluated. For each question, the City determines whether the project would involve: 1) a Potentially Significant Impact, 2) a Less Than Significant Impact With Mitigation Incorporated, 3) a Less Than Significant Impact, or 4) No Impact.

A Potentially Significant Impact occurs when there is substantial evidence that the project would involve a substantial adverse change to the physical environment, i.e., that the environmental effect may be significant, and mitigation measures have not been defined that would reduce the impact to a less than significant level. If there are one or more Potentially Significant Impact entries in the Initial Study, an EIR is required.

An environmental effect that is Less Than Significant With Mitigation Incorporated is a Potentially Significant Impact that can be avoided or reduced to a less than significant level with the application of mitigation measures.

A Less Than Significant Impact occurs when the project would involve effects on a particular resource, but the project would not involve a substantial adverse change to the physical environment, and no mitigation measures are required.

A determination of No Impact is self-explanatory.

This IS/MND prescribes mitigation measures for the potentially significant environmental effects of the project. Some existing regulatory requirements that have been established by the City and other agencies, and which are routinely implemented in conjunction with new development, also function as measures that mitigate environmental impacts. These are described in this IS/MND as a part of the existing setting. This Initial Study also describes additional non-regulatory

mitigation measures that would address the project's environmental impacts but that are not already established in law and practice.

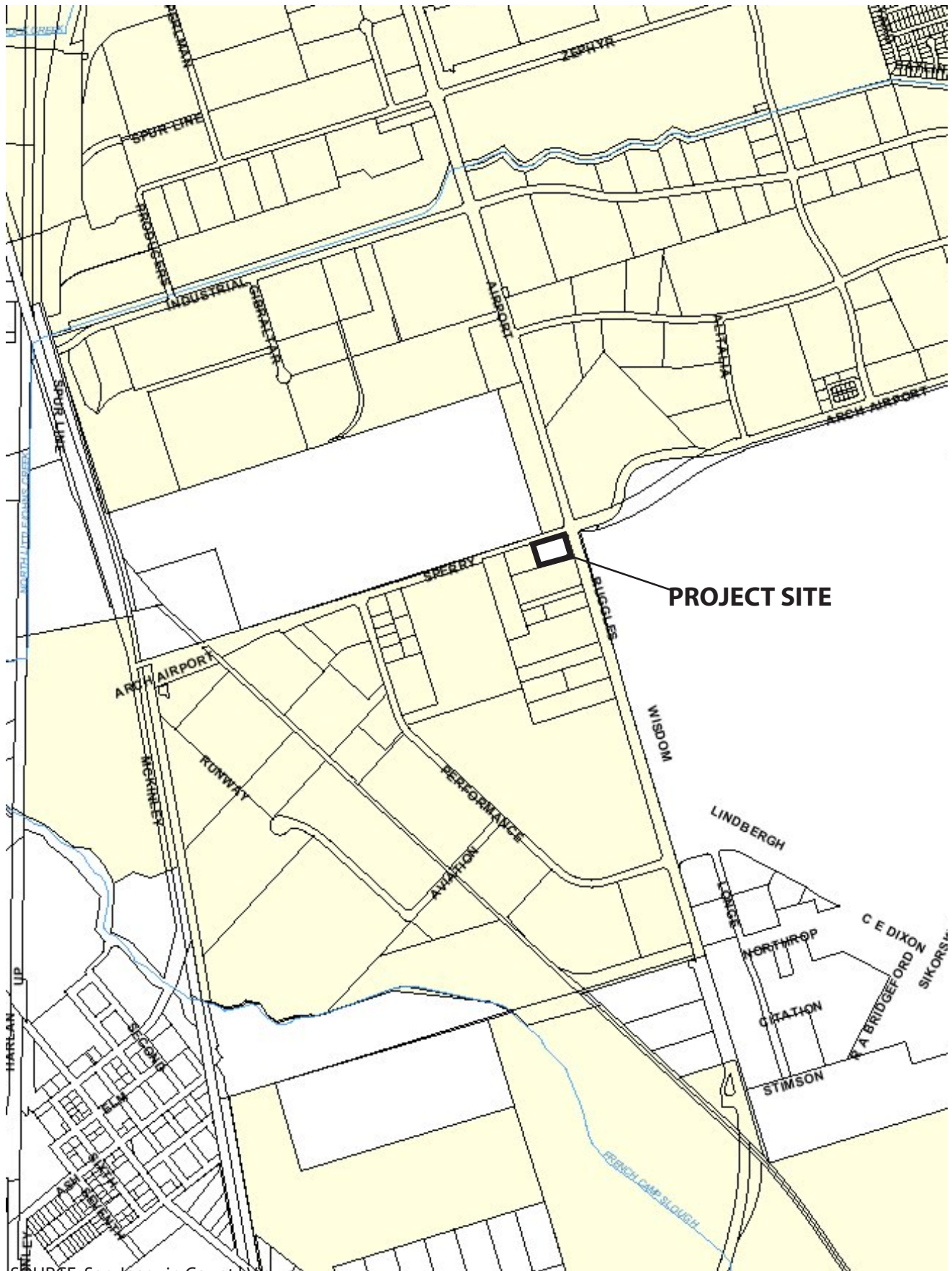
## 1.5 Summary of Environmental Effects and Mitigation Measures

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The following pages contain Table 1-1, Summary of Impacts and Mitigation Measures. The table summarizes the results of the Environmental Checklist Form and associated narrative discussion shown in Chapter 3.0.

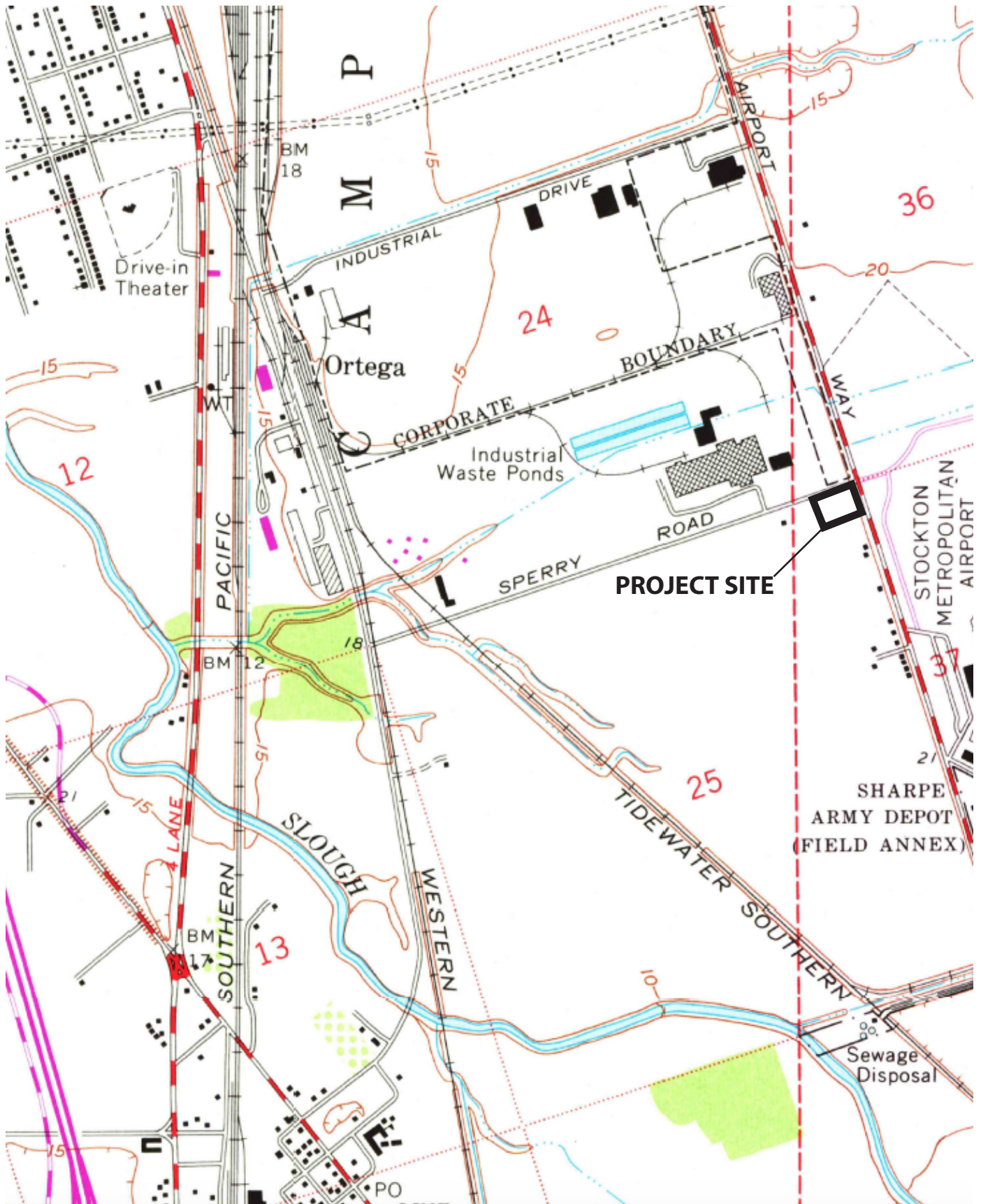
The potential environmental impacts of the proposed project are summarized in the left-most column of this table. The level of significance of each impact is indicated in the second column. Mitigation measures proposed to minimize the impacts are shown in the third column, and the significance of the impact, after mitigation measures are applied, is shown in the fourth column.





SOURCE: San Joaquin County Viewer





177-46

[illegible]

CITY OF STOCKTON  
Assessor's Map Bk.177 Pg.4  
County of San Joaquin, Calif

09-10





TABLE 1-1  
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
<b>3.1 AESTHETICS</b>			
a) Scenic Vistas	NI	None required	
b) Scenic Resources	NI	None required	
c) Visual Character and Quality	LS	None required	
d) Light and Glare	LS	None required	
<b>3.2 AGRICULTURE AND FORESTRY RESOURCES</b>			
a) Agricultural Land Conversion	NI	None required	
b) Agricultural Zoning and Williamson Act	NI	None required	
c, d) Forest Land Conversion and Zoning	NI	None required	
e) Indirect Conversion of Farmland of Forest Land	NI	None required	
<b>3.3 AIR QUALITY</b>			
a) Air Quality Plan Consistency	LS	None required	
b) Violation of Air Quality Standards	LS	None required	
c) Cumulative Emissions	LS	None required	
d) Exposure of Sensitive Receptors to Pollutants	LS	None required	
e) Odors	NI	None required	

TABLE 1-1  
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
<b>3.4 BIOLOGICAL RESOURCES</b>			
a) Special-Status Species	PS	BIO-1: The ODS shall mitigate for the proportionate loss of potential wildlife habitat from the project site by applying for coverage and implementing Incidental Take Minimization Measures (ITMMs) as required by the adopted San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP).	LS
b) Riparian and Other Sensitive Habitats	NI	None required	
c) Wetlands	NI	None required	
d) Fish and Wildlife Movement	NI	None required	
e) Local Biological Requirements	NI	None required	
f) Conflict with Habitat Conservation Plans	PS	Mitigation Measure BIO-1.	LS
<b>3.5 CULTURAL RESOURCES</b>			
a, b) Historical and Archaeological Resources	PS	CULT-1: If any subsurface cultural or paleontological resources are encountered during project construction, all construction activities in the vicinity of the encounter shall be halted until a qualified archaeologist or paleontologist, as appropriate, can examine these materials and make a determination of their significance. If the resource is determined to be significant, recommendations shall be made on further mitigation measures to reduce potential effects on the resource to a level that would be less than significant. Such measures could include 1) preservation in place or 2) excavation, recovery and curation by qualified professionals. The Stockton CDD shall be notified of any find, and the ODS shall be responsible for retaining	LS

TABLE 1-1  
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
		qualified professionals, implementing recommended mitigation measures, and documenting mitigation efforts in a written report to the CDD, consistent with the requirements of the CEQA Guidelines.	
c) Paleontological Resources and Unique Geological Features	PS	Mitigation Measure CULT-1.	LS
d) Human Burials	LS	None required	
<b>3.6 GEOLOGY AND SOILS</b>			
a-1) Fault Rupture Hazards	NI	None required	
a-2, 3) Seismic Hazards	LS	None required	
a-4) Landslides	NI	None required	
b) Soil Erosion	PS	GEO-1: The ODS shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) for the project and file a Notice of Intent (NOI) with the State Water Resources Control Board prior to commencement of construction activity, in compliance with the Construction General Permit. The SWPPP shall be available on the construction site at all times. The ODS shall incorporate an Erosion Control Plan consistent with all applicable provisions of the SWPPP within the site development plans. The ODS shall submit the SWRCB Waste Discharger's Identification Number (WDID) to the City prior to approval of development or grading plans.	LS
c) Geologic Instability	NI	None required	



TABLE 1-1  
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
d) Expansive Soils	PS	GEO-2: A site-specific, design-level geotechnical study shall be completed for the project site before a grading permit is issued. The study shall identify potential geotechnical issues related to project development, including the presence of expansive soils in the construction area, and recommend design and construction features to reduce the potential impact of these issues on project facilities. Geotechnical design recommendations included in the study shall be incorporated in the project design and implemented during project construction.	LS
e) Adequacy of Soils for Wastewater Disposal	NI	None required	
<b>3.7 GREENHOUSE GAS EMISSIONS</b>			
a) Project GHG Emissions and Consistency with GHG Reduction Plans	PS	<p>GHG-1: The project shall implement the following Best Management Practices to reduce greenhouse gas emissions, as set forth in the City of Stockton's Climate Action Plan:</p> <p>a) A bicycle rack shall be provided to accommodate bicycle traffic (BMP-19).</p> <p>b) The project shall exceed Title 24 energy efficiency standards by at least 15% (BMP-39).</p> <p>c) The project shall install LED bulbs or lighting that is Energy Star-certified in at least 50% of outdoor lighting fixtures (BMP-45).</p> <p>d) The project will install low-flow water fixtures consistent with State and City water conservation requirements (BMP-50).</p>	LS

TABLE 1-1  
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
		e) The project shall implement recycling systems as part of its solid waste disposal, in coordination with the solid waste collection franchise providing service to the project site (BMP-56).	
<b>3.8 HAZARDS AND HAZARDOUS MATERIALS</b>			
a, b) Hazardous Material Transport, Use, and Potential Release	LS	None required	
c) Hazardous Materials Releases near Schools	NI	None required	
d) Hazardous Materials Sites	NI	None required	
e) Public Airport Operations	LS	None required	
f) Private Airstrip Operations	NI	None required	
g) Emergency Response and Evacuations	LS	None required	
h) Wildland Fire Hazards	LS	None required	
<b>3.9 HYDROLOGY AND WATER QUALITY</b>			
a, f) Surface Waters and Water Quality	PS	<p>HYDRO-1: The ODS shall submit a Storm Water Quality Control Criteria Plan that shall include post-construction Best Management Practices as required by Title 13 of the SWQCCP. The Storm Water Quality Control Criteria Plan will be reviewed and approved by the Stockton Municipal Utilities Department prior to the Certificate of Occupancy.</p> <p>HYDRO-2: The ODS shall execute a Maintenance Agreement with the City for stormwater BMPs prior to receiving a Certificate of Occupancy. The ODS must</p>	LS



TABLE 1-1  
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
		remain the responsible party and provide funding for the operation, maintenance and replacement costs of the proposed treatment devices built for the subject property.	
		HYDRO-3: The ODS shall comply with any and all requirements of, and pay all associated fees as required by, the City's Storm Water Pollution Prevention Program as set forth in its NPDES Storm Water Permit.	
b) Groundwater Supplies and Recharge	LS	None required	
c, d, e) Drainage Patterns and Runoff	LS	None required	
g) Residences in 100-Year Floodplain	NI	None required	
h) Other Structures in 100-Year Floodplain	LS	None required	
i) Dam and Levee Failure Hazards	NI	None required	
j) Seiche, Tsunami, and Mudflow Hazards	NI	None required	
<b>3.10 LAND USE AND PLANNING</b>			
a) Division of Established Community	NI	None required	
b) Conflicts with Plans, Policies and Regulations Mitigating Environmental Effects	LS	None required	
c) Conflict with Habitat Conservation Plans	NI	None required	
<b>3.11 MINERAL RESOURCES</b>			
a, b) Availability of Mineral Resources	NI	None required	

TABLE 1-1  
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
<b>3.12 NOISE</b>			
a) Exposure to Noise Exceeding Local Standards	LS	None required	
b) Groundborne Vibrations	NI	None required	
c) Permanent Increase in Ambient Noise	LS	None required	
d) Temporary or Periodic Increase in Ambient Noise	LS	None required	
e) Public Airport Operations Noise	NI	None required	
f) Private Airstrip Operations Noise	NI	None required	
<b>3.13 POPULATION AND HOUSING</b>			
a) Population Growth Inducement	NI	None required	
b, c) Displacement of Housing or People	NI	None required	
<b>3.14 PUBLIC SERVICES</b>			
a) Fire Protection	PS	SERV-1: The ODS shall incorporate access, water supply and other fire suppression and emergency access/response needs in the proposed project design.  SERV-2: The ODS shall install fire hydrants and water distribution facilities that will provide fire flows that are adequate to support the City's existing ISO rating and that conform to adopted Building Code Fire Safety Standards for all of the uses proposed on the project site.	LS
b) Police Protection	PS	SERV-3: The ODS shall pay Public Facility Fees to defray	LS

TABLE 1-1  
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
		capital facilities costs associated with expanding law enforcement.	
		SERV-4: The ODS shall coordinate with the Stockton Police Department as required to establish adequate security and visibility of the construction site.	
c) Schools	NI	None required	
d, e) Parks and Other Public Facilities	NI	None required	
<b>3.15 RECREATION</b>			
a, b) Recreational Facilities	NI	None required	
<b>3.16 TRANSPORTATION/TRAFFIC</b>			
a) Conflict with Transportation Plans, Ordinances and Policies	PS	<p>TRANS-1: The ODS shall make a fair-share contribution to funding the following improvements to the South Airport Way and Sperry Road intersection:</p> <ul style="list-style-type: none"> <li>• Widen the southbound approach to include two exclusive left-turn lanes, one exclusive through lane, and one combined through/right-turn lane.</li> <li>• Widen the westbound approach to include one exclusive left-turn lane, three exclusive through lanes, and one “free” right-turn lane.</li> <li>• Widen the northbound approach to include one exclusive left-turn lane, two exclusive through lanes, and one exclusive right-turn lane.</li> <li>• Widen the eastbound approach to include two exclusive</li> </ul>	LS

TABLE 1-1  
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
		left-turn lanes, two exclusive through lanes, and one combined through/right-turn lane.	
		The Stockton Public Works Department shall determine the fair-share contribution of the ODS to these improvements.	
b) Conflict With Congestion Management Program	PS	Mitigation Measure TRANS-1.	LS
c) Air Traffic Patterns	NI	None required	
d) Traffic Hazards	PS	TRANS-2: The ODS shall install, or contribute to the cost of installing, a barrier on Sperry Road from the intersection with South Airport Way west to the end of the project site frontage to prevent vehicles from making left turns from Sperry Road to the project site. The type of barrier shall be approved by the Stockton Public Works Department, which shall also determine the contribution of the ODS to the cost of installation if necessary. The mitigation measure may be incorporated as part of the improvements required by Mitigation Measure TRANS-1.	LS
e) Emergency Access	NI	None required	
f) Conflict with Non-vehicular Transportation Plans	LS	None required	
<b>3.17 UTILITIES AND SERVICE SYSTEMS</b>			
a, e) Wastewater Systems	LS	None required	
b, d) Water Systems and Supply	LS	None required	
c) Stormwater Systems	LS	None required	

TABLE 1-1  
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
f, g) Solid Waste Services	LS	None required	
<b>3.18 MANDATORY FINDINGS OF SIGNIFICANCE</b>			
a) Findings on Biological and Cultural Resources	PS	Mitigation measures in Sections 3.4 and 3.5 above.	LS
b) Findings on Individually Limited but Cumulatively Considerable Impacts	PS		LS
c) Findings on Adverse Effects on Human Beings	PS	Mitigation measures in Sections 3.6 and 3.16 above.	LS

## 2.0 PROJECT DESCRIPTION

This chapter of the Initial Study provides a brief summary description of the project followed by information on the project setting and background and detailed descriptions of the location and physical elements of the project.

### 2.1 Project Brief

---

The project applicant proposes to construct an ARCO fueling station on an approximately 2-acre site at the intersection of South Airport Way and Sperry Road. The fueling station would provide 16 pumps for dispensing gasoline and diesel fuel to passenger vehicles and light-duty trucks. An adjacent building approximately 3,764 square feet in size would contain a convenience store. A freestanding automated car wash structure would be constructed adjacent to the convenience store building. The project applicant also proposes to construct a three-bay cardlock diesel fueling station for heavy-duty trucks.

There would be 32 parking spaces on the project site. Access would be provided from Sperry Road and South Airport Way. The project would connect to existing water, wastewater and storm drainage lines, and electrical, gas and communication utilities, in the surrounding streets.

The project would require a rezoning from the current zone, IG – General Industrial, to CG – General Commercial. The proposed land uses would require approval of a Conditional Use Permit and Design Review.

### 2.2 Project Location

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The project site is located at 4607 South Airport Way, at the southwest corner of the intersection of South Airport Way and Sperry Road in the southern portion of the City of Stockton (see Figures 1-1 to 1-5). It is approximately 1.5 miles east of Interstate 5 and approximately 1.75 miles west of State Route (SR) 99. The Stockton Metropolitan Airport is east of the project site, across South Airport Way.

The parcel on which the project is proposed for construction is identified as Assessor's Parcel Number 177-460-13. The project also proposes to acquire part of Assessor's Parcel Number 177-460-12 for construction. The project site is on the USGS Stockton West, California, 7.5-minute quadrangle map within Section 37 of the Campo de Los Franceses land grant area, Township 1 North, Range 7 East, Mt. Diablo Base and Meridian. The approximate latitude of the project site is 37° 54' 05" North, and the approximate longitude is 121° 15' 19" West.

### 2.3 Project Objectives

---

The objective of the project is the construction of a retail site that can provide a convenient place to procure fuel, food, drinks, and other products for employees at nearby industrial and office sites and for passengers and visitors at the Stockton Metropolitan Airport. Currently, there are few such places between Interstate 5 and SR 99 along Sperry Road, which is a major road in

southern Stockton, particularly for truck traffic. There are also currently few such places near the Stockton Airport.

## 2.4 Project Details

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The project would be constructed on a site approximately 2.22 acres in size. Approximately 1.74 acres are within parcel APN 177-460-13, which is on the southwest corner of the intersection of South Airport Way and Sperry Road. The remaining acreage would be acquired from the owner of parcel APN 177-460-12, which is adjacent to and west of APN 177-460-13. The land proposed for acquisition is along the western boundary of APN 177-460-13. This action will require a lot line adjustment, which would be processed by the City on administrative level.

The project proposes to construct an ARCO AM/PM fueling station and convenience store (see Figure 2-1). The fueling pumps, which would dispense gasoline and diesel fuel, would be in the northeastern portion of the project site. Eight pump stations, each with two dispensing pumps, would be installed. Thus, 16 dispensing pumps would be available. A canopy would be constructed over the pump stations. The canopy would contain lighting that would illuminate the pump stations during nighttime operating hours. It is expected that the fueling station would operate 24 hours per day.

Adjacent to and south of the fuel canopy, a building would be constructed to house the fuel station cashier's area and a convenience store. The building would be approximately 3,764 square feet in size. Adjacent to and west of the convenience store building, a freestanding structure would be constructed that would contain an automated car wash. The automated car wash would have one wash bay and an equipment room. It also would have a reclaim system, which would allow the car wash to reclaim and reuse wash water. Wash water that is not otherwise reclaimed or lost to evaporation or vehicle carryout would be discharged into the City's wastewater system. Car wash operations are discussed in more detail in Section C(17), Utilities and Service Systems, in Chapter 3.0.

On the western side of the project site, the project proposes to construct a cardlock fueling station for heavy-duty trucks providing three diesel fuel pumps with a lighted canopy cover. It is expected that the diesel fueling station would operate 24 hours per day.

The project site would contain 32 parking spaces. The Sperry Road and South Airport Way frontage would be improved with temporary frontage improvements in accordance with City specifications. As shown in the site plan (see Figure 2-1), a portion of both frontages would be dedicated to future right of way improvements along Sperry Road and South Airport Way. The project would contribute to future improvements through the payment of Public Facilities Fees for traffic.

All vehicles would enter via South Airport Way and depart via Sperry Road. The Sperry Road exit would be right-turn only – no left turns onto Sperry Road from the project site would be allowed. As a concrete median is already in place along South Airport Way, the entryway from this road would only allow for right turns into the project site.

The project would connect to existing water, wastewater and storm drainage lines available along the project site frontage. Electrical, gas and communications lines will be extended to the project site from existing facilities in the area.

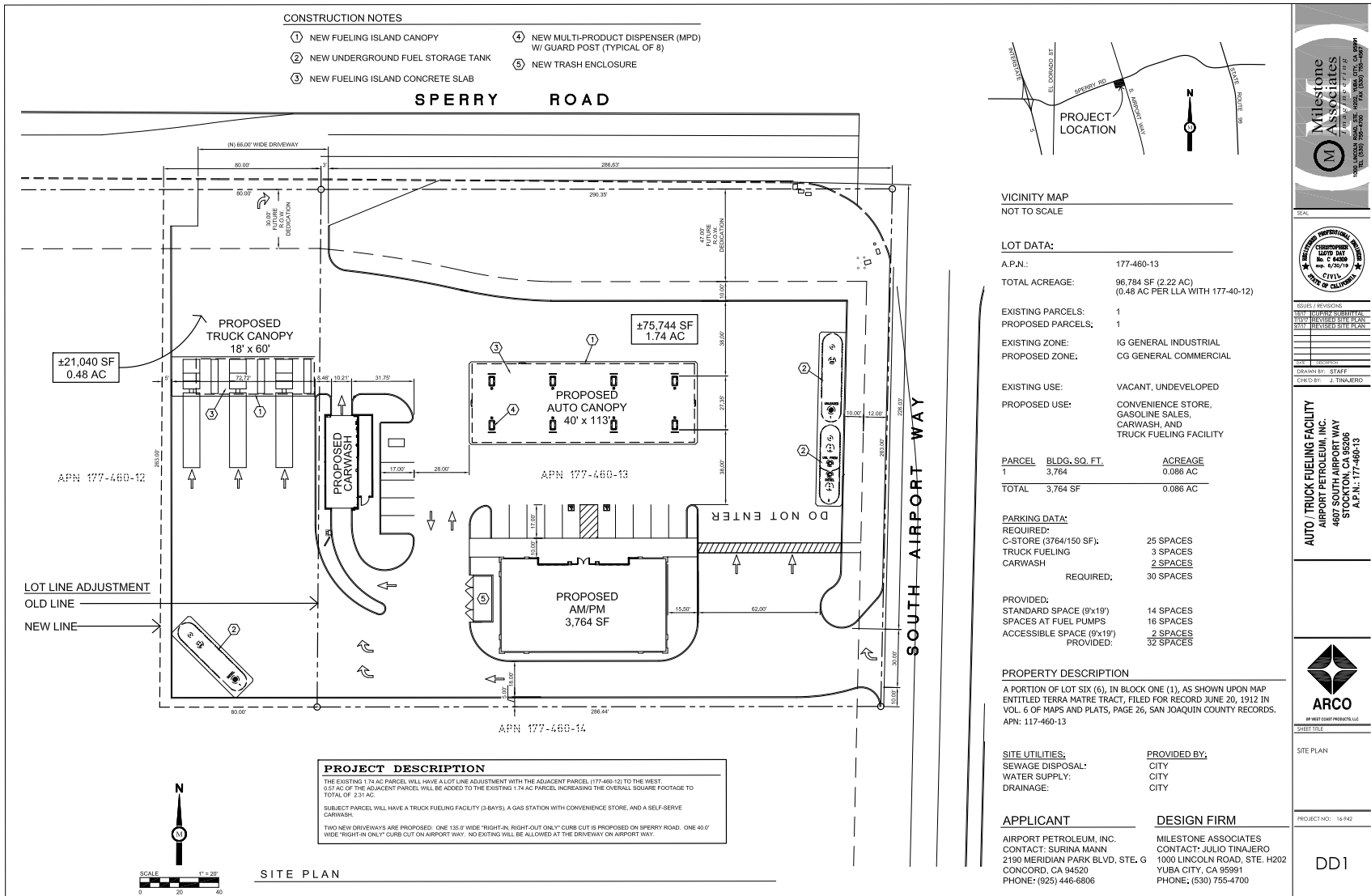
## 2.5 Permits and Approvals

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The existing Stockton zoning is not consistent with the land uses proposed by the project. The project includes a proposal to rezone the site from IG to CG – General Commercial. Rezoning is approved by the Stockton City Council, with a recommendation for action by the Stockton Planning Commission. Other City permits and approval are described in Section B(8) in Chapter 3.0.

The project site is within one of the safety zones established by the Stockton Metropolitan Airport ALUCP. Therefore, the project would require review and approval by SJCOG, which acts as the Airport Land Use Commission for San Joaquin County. Should SJCOG decide to deny the project, the decision can be overridden by a two-thirds vote of the Stockton City Council.





# 3.0 ENVIRONMENTAL CHECKLIST FORM

CITY OF STOCKTON  
ENVIRONMENTAL INFORMATION AND INITIAL STUDY FORM  
(Pursuant to Cal. Code of Regulations, Title 14, Sections 15063-15065)

INITIAL STUDY FILE NO:

EIR FILE NO: N/A

INITIAL STUDY FILING DATE:

**LEAD AGENCY**

**City of Stockton  
Community Development Dept.  
Planning Division  
345 North El Dorado Street  
Stockton, CA 95202  
(209) 937-8266**

## A. GENERAL INFORMATION/PROJECT DESCRIPTION

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1. **Project Title:** Airport Way/Sperry Road Commercial Project
2. **Property Owner(s):** Norcal Cajun Foods, Inc.  
**Contact Person:** Sandy Mann  
**Address:** 2190 Meridian Park Blvd., Suite G  
Concord, CA 94520  
**Phone:** (925) 446-6806
3. **Applicant/Proponent:** Norcal Cajun Foods, Inc.  
**Contact Person:** Sandy Mann, CEO  
**Address:** 2190 Meridian Park Blvd., Suite G  
Concord, CA 94520  
**Phone:** (925) 446-6806
4. **Consulting Firm:** Milestone Associates Imagineering, Inc.  
**Contact Person:** Julio Tinajero  
**Address:** 1000 Lincoln Road, Suite H202  
Yuba City, CA 95991  
**Phone:** (530) 755-4567  
  
**Consulting Firm:** BaseCamp Environmental, Inc.  
**Contact Person:** Charlie Simpson, Principal  
**Address:** 115 S. School Street, Suite 14  
Lodi, CA 95240  
**Phone:** (209) 224-8213

**5. Project Site Location:**

**a. Address (if applicable) or Geographic Location:**

The project site is located at 4607 South Airport Way, at the southwest corner of the intersection of South Airport Way and Sperry Road in the southern portion of the City of Stockton. The site is on the USGS Stockton West, California, 7.5-minute quadrangle map within Section 37 of the Campo de Los Franceses land grant area, Township 1 North, Range 7 East, MDBM.

**b. Assessor's Parcel Number(s):** 177-460-13 and portion of 177-460-12.

**c. Legal Description** *[Attach metes and bounds (bearings and dimensions) description and corresponding map(s) or list existing lots of record from recorded deed]:*

Submitted with applications.

**6. General Project Description** *(Describe the whole action, including later phases of the project and any secondary, support, or offsite features necessary for its implementation. Attach additional sheets if necessary.):*

The project description is provided in Chapter 2.0 of this document.

**7. Applications Currently Under City Review:      File Number(s):**

Rezoning	
Conditional Use Permit	
Design Review	

**8. Other Permits/Reviews Required by the City, County, State, Federal or Other Agencies for Project Implementation:**

<b>Agency:</b>	<b>Permits/Reviews:</b>
Stockton City Council	Rezoning
Stockton Planning Commission	Recommendation to City Council on Rezoning, Approval of Conditional Use Permit
Stockton Community Development Department Planning/Building Division	Lot Line Adjustment, Design Review/Site Plan Review, Future Building Permits
Public Works Department	Site Improvement Plans
San Joaquin County Airport Land Use Commission	Consistency with Airport Land Use Compatibility Plan

**9. Describe Proposed General Plan (GP) Amendments and/or Prezoning/Rezoning (Zoning) Requests, If Applicable:**

The proposed project requests a rezoning of the project site from IG, General Industrial to CG, General Commercial.

**10. Describe Any Site Alterations Which Result from the Proposed Project (*Address the amount and location of grading, cuts and fills, vegetation/tree removal, alterations to drainage, removal of existing structures, etc.*):**

The project site would require the removal of all on-site vegetation and grading. Existing on-site vegetation consists of non-native grasses, shrubs and a small tree. Grading would include proposed access ways, utility trenching, building pad grading, excavation for tanks, and other physical disturbance.

**11. Specific Project Description/Operational Characteristics:**

**a. Describe Proposed Commercial, Industrial, Institutional, and Recreational Uses (*all non-residential uses*):**

The project proposes the development of a fueling station for light vehicles, a diesel fueling station for heavy-duty trucks, a convenience store and a car wash (see Figure 2-1).

**b. Describe Proposed Residential Land Uses [check (✓) or specify applicable types]:**

	Planned Development		Conventional 1-F, 2F, or 3F		Condominiums
	Extended Stay/Single Room Occupancy Facilities		Dormitory/Rooming/Boarding Houses		Residential Care Facility
	Other		Mobile Homes		Townhouses
	Elderly Apartments		Motel/Hotel/B&B		Apartments
	Employee Housing	✓	Not Applicable		

**(1) Residential Land Use Summary:**

Zoning	Acreage	Proposed Units	Units/Acre	Max. Unit/Max. Density
N/A	N/A	N/A	N/A	N/A

**(2) Describe Project Phasing: N/A**

**(3) Population Projection for the Proposed Project: N/A  
Projected Population Density (Person/Unit): N/A**

**(4) Student Generation Projected for Proposed Project: N/A  
Projected Student Density (K-12 Student/Unit): N/A**

**(5) Estimated Total Number of Vehicle Trip Ends (TE) Per Day Generated by Proposed Project: N/A**

**(6) Estimated Maximum Number of TE/Day, Based on Proposed General Plan Designations: N/A**

12. Will the project generate any substantial short-term and/or long-term air quality impacts, including regional/cumulative contributions? Yes. If so, estimate the type and amount of emissions below (e.g., tons per year of PM10, ROG, NOx, and CO): Air quality impacts of the project are addressed in Section C(3), Air Quality.

- a. Construction Emissions: See Section C(3), Air Quality
- b. Stationary Source Emissions: See Section C(3), Air Quality and Appendix A
- c. Mobile Source Emissions: See Section C(3), Air Quality and Appendix A

## B. PROJECT SITE CHARACTERISTICS

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1. Total Site Acreage (Ac.) (or) Square Footage (S.F.): 2.22 Ac.

2.

Ex. General Plan Designations	Acres (net)	Ex. Zoning (City or County)	Acres
Commercial	2.22	IG, General Industrial (City)	2.22

3. Identify and describe any specific plans, redevelopment areas, and/or other overlay districts/zones which are applicable to the project site: None

4. Identify Existing On-Site Land Uses and Structures: Vacant  
Acres or Sq. Ft.: 2.22 acres

5. Prior Land Uses if Vacant: Unknown, possibly agriculture

6. Describe Any On-Site and Adjacent Utility/Infrastructure Improvements and Right-Of-Ways/Easements:

Existing electric, cable, water, storm drainage and wastewater utility lines are on-site or in adjacent street rights-of-way.

7. Adjacent Land Uses, Zoning and General Plan Designations:

Adjacent Uses	Zoning	General Plan Designations
North: Industrial; vacant	Industrial, General (IG)	Industrial
South: Vacant	Industrial, General (IG)	Industrial
East: Airport	Public Facilities (PF - County)	Institutional
West: Industrial; vacant	Industrial, General (IG)	Industrial

8. If site contains at least ten (10) acres of undeveloped and/or cultivated agricultural land, complete the following: N/A

- a. Is the land classified as "Prime Farmland" and/or "Farmland Of Statewide Importance" (as identified on the San Joaquin County "Important Farmland Map")? No.
- b. Is the site under a Williamson Act Land Conservation contract? No.
- c. If the site is under contract, has a "Notice of Non-Renewal" been filed? N/A
9. Describe important on-site and/or adjacent topographical and water features:
- On-Site: None. See Section C(9), Hydrology and Water Quality.
- Adjacent: None. See Section C(9), Hydrology and Water Quality.
10. Describe any important on-site and/or adjacent vegetation/wildlife habitat:
- On-Site: None. See Section C(4), Biological Resources.
- Adjacent: None. See Section C(4), Biological Resources.
11. Describe any general and special status wildlife species known to inhabit the site or for which the site provides important habitat:
- Potential Swainson's hawk foraging habitat. See Section C(4), Biological Resources.
12. Identify and describe any significant cultural resources on or near the site (attach a "Records Search", "Site Survey", and/or other documentation, if applicable):
- None. See Section C(5), Cultural Resources
13. Identify and describe any on-site or nearby public health and safety hazards or hazardous areas (attach a "Preliminary Site Assessment" and/or "Remediation Plan", if applicable):
- Project site is within Inner Approach/Departure Zone of the Stockton Metropolitan Airport. See Section C(8), Hazards and Hazardous Materials.
14. Identify and describe any potentially hazardous geologic/soil conditions:
- Soils on the project site are expansive and will require pre-development engineering. See Section C(6), Geology and Soils.
15. Is any portion of the site subject to a 100-year flood?
- Yes. See Section C(9), Hydrology and Water Quality.
- If so, what flood zone? Zone AO.

16. Identify and describe, below, any existing and/or projected on-site ambient noise levels which exceed adopted noise standards (*plot noise contours on proposed tentative maps or on a site plan for the project, if applicable*):

- a. Do on-site ambient noise levels from existing land uses (locally regulated noise sources) located on-site or off-site exceed adopted noise standards? No.

If so, describe: N/A

- b. Does or will transportation-related noise exceed 60 dB Ldn at any exterior location or 45 dB Ldn at any interior location? Yes.

If so, describe: Noise from airport operations. See Section C(12), Noise

17. Indicate by checking (✓) whether the following public facilities/infrastructure, utilities, and services are presently or will be readily available to the project site and whether the proposed project can be adequately served without substantial improvements or expansion of existing facilities and services. If new or expanded/modified facilities or services are necessary, explain below.

	Yes	No	N/A
a. Water Supply/Treatment Facilities	✓		
b. Wastewater Collection/Treatment Facilities	✓		
c. Storm Drainage, Flood Control Facilities	✓		
d. Solid Waste Collection/Recycling Services	✓		
e. Energy/Communication Services	✓		
f. Public/Private Roadway And Access Facilities	✓		
g. Public/Private Parking Facilities	✓		
h. Other Public/Private Transportation Services (public transit, railway, water or air transport, etc.)	✓		
i. Fire And Emergency Medical Services	✓		
j. Police/Law Enforcement Services	✓		
k. Parks And Recreation Services	✓		
l. Library Services	✓		
m. General Government Services	✓		
n. School Facilities	✓		

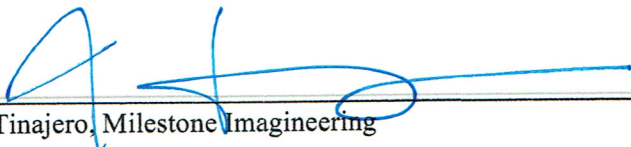
**Explanation(s):** Water, wastewater collection and storm drain facilities as well as electrical, gas, phone and cable television service will be extended to the proposed project site from existing lines in the adjoining streets. City police, fire, and other public services are already available to the site. Although services are available, project would not require school, park, or library services. Project not expected to generate sufficient demand to require extension of public and other non-vehicular transportation facilities and services, although bikeways are planned in the area in the future.


**SIGNATURE (Completed by Owner or Legal Agent):**

**I certify, under penalty of perjury, that the foregoing is true and correct and that I am (check one):**

**Legal property owner (owner includes partner, trustee, trustor, or corporate officer)**

✓ **Owner's legal agent, authorized project applicant, or consultant (attach proof of consent to file on owner's behalf)**

  
\_\_\_\_\_  
Julio Tinajero, Milestone Imagineering

  
\_\_\_\_\_  
Date



## C. ENVIRONMENTAL SIGNIFICANCE CHECKLIST

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In completing this Checklist, the Lead Agency shall evaluate each environmental issue based on the preceding Sections A and B of this Initial Study and shall consider any applicable previously-certified or adopted environmental analysis. The decision as to whether a project may have one or more significant effects shall be based on substantial evidence in light of the whole record before the Lead Agency. All answers must take into account the whole action involved, including offsite as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

Following each section of this Checklist is a subsection to incorporate environmental documentation and to cite references in support of the responses for that particular environmental issue. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources the Lead Agency cites (in parentheses) at the end of each section. This subsection provides (a) the factual basis for determining whether the proposal will have a significant effect on the environment; (b) the significance criteria or threshold, if any, used to evaluate each question; and (c) the new or revised mitigation measures and/or previously-adopted measures that are incorporated by reference to avoid or mitigate potentially significant impacts. Mitigation measures from Section D, “Earlier Analyses”, may be cross-referenced. In addition, background and support documentation may be appended and/or incorporated by reference, as necessary. This section is required to support a “Mitigated Negative Declaration”. If an Environmental Impact Report (EIR) will be prepared, this section shall provide an “EIR Scope of Work” in order to focus on issues to be addressed in the Draft EIR.

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 (e.g., the project site is not subject to flooding). A “No Impact” answer should be explained if it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

Once the lead agency has determined that a particular physical impact may occur, the checklist answers must indicate whether the impact is “Potentially Significant”, “Less-than-Significant with Mitigation Incorporated”, or “Less-than-Significant”. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant and mitigation measures to reduce the impact to a less-than-significant level have not been identified or agreed to by the project applicant. If there are one or more “Potentially Significant Impact” entries upon completing the Checklist, an EIR is required.

The “Less-than-Significant with Mitigation Incorporated” category applies when revisions in the project plans or proposals made, or agreed to, by the applicant would avoid or mitigate the effect(s) of the project to a point where, clearly, no significant adverse environmental effect would occur. The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less-than-significant level. Upon completing the Checklist, if there is no substantial evidence in light of the whole record before the Lead Agency that the project, as revised, may have a significant effect on the environment, then, a “Mitigated Negative Declaration” shall be prepared.

The Checklist shall incorporate references to common or comprehensive information sources [e.g., the City’s General Plan, redevelopment plans, infrastructure master plans, zoning ordinance/development code(s), and related environmental documents, etc.] for potential regional (Citywide) and cumulatively considerable impacts. In addition, any prior site-specific

environmental documents and/or related studies (e.g., traffic studies, geo-technical/soils reports, etc.) should be cited and incorporated by reference, as applicable. Reference to a previously prepared or outside document should, when appropriate, include a reference to the page or pages where the statement is substantiated. Referenced documents shall be available for public review in the City of Stockton Community Development Department, Planning Division, 345 N. El Dorado St., Stockton, CA.

Supporting Information Sources: A source list should be attached and other sources used and/or individuals contacted should be cited in the discussion.

NOTE: ALL SUPPORTING INFORMATION FOR THE FOLLOWING CHECKLIST IS IDENTIFIED IN SECTION F.

## 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 which would adversely affect day or nighttime views in the area?			√	

## NARRATIVE DISCUSSION

### Environmental Setting

The project site is a vacant parcel containing mostly grasses and weeds, along with a large shrub and a small tree. Trash and debris were observed on the project site. The site is in an area of southern Stockton that is a mix of airport safety zone lands, vacant parcels and industrial and warehouse development. The Stockton Metropolitan Airport is east of the site across Airport Way.

In the distance, views of the Coast Ranges and Mount Diablo to the west and the Sierra Nevada to the east constitute the primary vistas from the site. Surrounding industrial development partially obstructs views and limits the scenic value of these views. No State scenic highways have been designated in the vicinity (Caltrans 2015), and no local scenic highways have been designated in the project vicinity. Lighting consists mainly of lights from nearby developments and Stockton Metropolitan Airport, along with street lighting at the Airport Way/Sperry Road intersection.

## Environmental Impacts and Mitigation Measures

### a) Scenic Vistas.

The project involves the construction of a convenience store and two fueling stations that include canopies over the fueling pumps. Proposed structures would be lower in height than nearby industrial and warehouse buildings, which already partially obstruct distance views of the Coast Ranges to the west. The project would have no adverse impact on scenic vistas.

### b) Scenic Resources.

There are no scenic resources on the project site, which is a vacant parcel mostly covered with grasses and weeds and contain scattered trash and debris. There are no scenic resources in the vicinity of the site. The project would have no impact on scenic resources.

### c) Visual Character and Quality.

The project would be consistent with the substantially urban landscape in the vicinity. As noted in b) above, the project site is a vacant parcel mostly covered with grasses and weeds, with some trash and debris. Construction of new structures associated the project as well as landscaping along the street frontages of the site will improve the aesthetics of the site. Proposed structures and site design will be subject to Design Review and adopted City design standards. As a result, project impacts on visual character and quality are considered less than significant.

### d) Light and Glare.

The project would add commercial-level lighting to a site that currently has no lighting. The project would include parking area lighting as well as new signage; new lighting facilities would involve the potential for spill light and glare effects on adjoining properties. Street lighting at the adjacent intersection of Airport Way and Sperry Road already affects the area. The project is in a predominantly industrial area, with no residences, health care facilities, or other light-sensitive land uses in the immediate vicinity. The project would not use any materials that would produce substantial glare during daylight hours. Project impacts would be less than significant.

## 2. AGRICULTURE AND FORESTRY RESOURCES

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?				√

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

d) Result in the loss of forest land or conversion of forest land to non-forest use?

e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

			√
			√
			√

## NARRATIVE DISCUSSION

### Environmental Setting

The project site and surrounding area have historically been used for agriculture. In recent years, however, airport and industrial development has displaced agriculture in the area, and agricultural operations have gradually ceased. The project site is currently a vacant parcel that has not recently been used for agriculture. There are no agricultural lands in the immediate vicinity of the site

The Important Farmland Maps, prepared by the California Department of Conservation as part of its Farmland Mapping and Monitoring Program, designate the viability of lands for farmland use, based on the physical and chemical properties of the soils. The maps categorize farmland, in decreasing order of soil quality, as "Prime Farmland," "Farmland of Statewide Importance," "Unique Farmland," and "Farmland of Local Importance." Collectively, these categories are referred to as "Important Farmland." There are also designations for grazing land and for urban/built-up areas, among others. According to the 2014 Important Farmland Map of San Joaquin County, the project site is designated as Urban and Built-Up Land.

The Williamson Act is State legislation that seeks to preserve farmland by offering property tax breaks to farmers who sign a contract pledging to keep their land in agricultural use. The project site is not under a Williamson Act contract.

There are no forest lands on the project site or in San Joaquin County. Because of this, forestry resources will not be discussed further in this document.

### Environmental Impacts and Mitigation Measures

#### a) Agricultural Land Conversion.

As noted above, the project site is not in agricultural use and is designated as Urban and Built-Up Land by the Farmland Mapping and Monitoring Program. The project would not convert Important Farmland as defined by CEQA to non-agricultural land. The project would have no impact on agricultural land conversion.

b) Agricultural Zoning and Williamson Act.

The project site is not zoned for agricultural use, and it is not under a Williamson Act contract. The project would have no impact related to these issues.

c, d) Forest Land Conversion and Zoning.

As noted above, there are no forest lands on the project site or in the vicinity. The project would have no impact on forest lands.

e) Indirect Conversion of Farmland and Forest Land.

The project is in an area designated for urban development and largely developed; urban infrastructure has been extended to the site and vicinity. In addition, there are no agricultural operations on the project site or on adjacent parcels. The project would not involve any activity that would indirectly convert farmland to non-agricultural uses. As previously noted, there are no forest lands in the vicinity. The project would have no impact on indirect conversion of farmland or forest land.

### 3. AIR QUALITY

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 Attainment Plan?			√	
b) Violate any air quality standard or contribute 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 which exceed quantitative thresholds for ozone precursors)?			√	
d) Expose sensitive receptors to substantial pollutant concentrations?			√	
e) Create objectionable odors affecting a substantial number of people?				√

### NARRATIVE DISCUSSION

#### Environmental Setting

#### Air Quality Status

The project site is within the San Joaquin Valley Air Basin. The San Joaquin Valley Air Pollution Control District (SJVAPCD), which includes San Joaquin County, has jurisdiction over

most air quality matters in the Air Basin. The SJVAPCD is tasked with implementing programs and regulations required by both the federal and California Clean Air Acts. Under their respective Clean Air Acts, both the State of California and the federal government have established ambient air quality standards for six criteria air pollutants: ozone, particulate matter, carbon monoxide, nitrogen dioxide, sulfur dioxide, and lead. California has four additional criteria pollutants under its Clean Air Act. Table 3-1 shows the current attainment status of the Air Basin relative to the federal and State ambient air quality standards for criteria pollutants. Except for ozone and particulate matter, which are discussed below, the Air Basin is in attainment of, or unclassified for, all federal and State ambient air quality standards.

### Air Pollutants of Concern

The San Joaquin Valley Air Basin is designated a non-attainment area for ozone. Ozone is not emitted directly into the air, but is formed when reactive organic gases (ROG) and nitrogen oxides (NO<sub>x</sub>) react in the atmosphere in the presence of sunlight. Ozone is a respiratory irritant and an oxidant that increases susceptibility to respiratory infections and can cause substantial damage to vegetation and other materials. The SJVAPCD currently has a 2007 Ozone Plan and a 2013 Plan for the Revoked 1-Hour Ozone Standard for the Air Basin to attain federal ambient air quality standards for ozone.

TABLE 3-1  
SAN JOAQUIN VALLEY AIR BASIN ATTAINMENT STATUS

Criteria Pollutant	Designation/Classification	
	Federal Primary Standards	State Standards
Ozone - One hour	No Federal Standard	Nonattainment/Severe
Ozone - Eight hour	Nonattainment/Extreme	Nonattainment
PM <sub>10</sub>	Attainment	Nonattainment
PM <sub>2.5</sub>	Nonattainment	Nonattainment
Carbon Monoxide (CO)	Attainment/Unclassified	Attainment/Unclassified
Nitrogen Dioxide (NO <sub>x</sub> )	Attainment/Unclassified	Attainment
Sulfur Dioxide (SO <sub>x</sub> )	Attainment/Unclassified	Attainment
Lead	No Designation/Classification	Attainment
Hydrogen Sulfide	No Federal Standard	Unclassified
Sulfates	No Federal Standard	Attainment
Visibility Reducing Particles	No Federal Standard	Unclassified
Vinyl Chloride	No Federal Standard	Attainment

Source: SJVAPCD 2015a.

The Air Basin is also designated a non-attainment area for respirable particulate matter, a mixture of solid and liquid particles suspended in air, including dust, pollen, soot, smoke, and liquid droplets. In San Joaquin County, particulate matter is generated by a mix of rural and urban sources, including agricultural activities, industrial emissions, dust suspended by vehicle traffic, and secondary aerosols formed by reactions in the atmosphere. Health concerns associated with suspended particulate matter focus on those particles small enough to reach the lungs when inhaled; consequently, both the federal and state air quality standards for particulate matter apply to particulates 10 micrometers or less in diameter (PM<sub>10</sub>) as well as to particulates less than 2.5 micrometers in diameter (PM<sub>2.5</sub>), which are carried deeper into the lungs. Acute and chronic health effects associated with high particulate levels include the aggravation of chronic respiratory diseases, heart and lung disease, coughing, bronchitis, and respiratory illnesses in children. The SJVAPCD currently has a 2007 PM<sub>10</sub> Maintenance Plan to maintain the Air Basin's attainment status for federal PM<sub>10</sub> ambient air quality standards, and a 2008 PM<sub>2.5</sub> Plan for the Air Basin to attain federal PM<sub>2.5</sub> ambient air quality standards.

Carbon monoxide (CO) is an odorless, colorless gas that is highly toxic. It is formed by the incomplete combustion of fuels and is emitted directly into the air, unlike ozone. The main source of CO in the San Joaquin Valley is on-road motor vehicles (SJVAPCD 2015b). The San Joaquin Valley Air Basin is in attainment/unclassified status for CO; as such, the SJVAPCD has no CO attainment plans. High CO concentrations may occur in areas of limited geographic size, sometimes referred to as "hot spots," which are ordinarily associated with areas of highly congested traffic.

In addition to the criteria pollutants, the California Air Resources Board has also identified other air pollutants as toxic air contaminants (TACs) - pollutants that may cause acute serious, long-term effects, such as cancer, even at low levels. Diesel particulate matter is the most commonly identified TAC, generated mainly as a product of combustion in diesel engines. Other TACs are less common and are typically associated with industrial activities.

## Air Quality Rules and Regulations

As previously noted, the SJVAPCD has jurisdiction over most air quality matters in the Air Basin. It implements the federal and California Clean Air Acts, and the applicable attainment and maintenance plans, through local regulations. The SJVAPCD has developed plans to attain State and federal standards for ozone and particulate matter, which include emissions inventories to measure the sources of air pollutants and the use of computer modeling to estimate future levels of pollution and make sure that the Valley will meet air quality goals (SJVAPCD 2015b). A State Implementation Plan for carbon monoxide has been adopted by the California Air Resources Board (ARB) for the entire state. The SJVAPCD regulations that would be applicable to the project are summarized below.

### *Regulation VIII (Fugitive Dust PM<sub>10</sub> Prohibitions)*

Rules 8011-8081 are designed to reduce PM<sub>10</sub> emissions (predominantly dust/dirt) generated by human activity, including construction and demolition activities, road construction, bulk materials storage, paved and unpaved roads, carryout and track out, landfill operations, etc.

### *Rule 4101 (Visible Emissions)*

This rule prohibits emissions of visible air contaminants to the atmosphere and applies to any source operation that emits or may emit air contaminants.

#### *Rule 9510 (Indirect Source Review)*

Rule 9510, also known as the Indirect Source Rule (ISR), is intended to reduce or mitigate emissions of NO<sub>x</sub> and PM<sub>10</sub> from new development in the SJVAPCD including construction and operational emissions. This rule requires specific percentage reductions in estimated "on-site" construction and operation emissions, and/or payment of off-site mitigation fees for required reductions that cannot be met on the project site. The rule applies to commercial development projects of 2,000 square feet and larger. Based on this criteria, the project would be subject to Rule 9510.

In addition, the SJVAPCD regulates the construction and improvement of facilities with potential air toxic emissions, including fueling stations. Toxic substances in gasoline include benzene, toluene and naphthalene, among others. SJVAPCD rules applicable to fueling stations include:

#### *Rule 2201 (New and Modified Stationary Source Review Rule)*

New stationary sources and modifications of existing stationary sources that may emit criteria pollutants must obtain an Authority to Construct and Permit to Operate the proposed facility. Emissions that exceed impact thresholds must include emission controls and may require additional mitigation.

#### *Rule 4621 (Gasoline Transfer into Stationary Storage Containers, Delivery Vessels and Bulk Plants)*

Rule 4621 prohibits the transfer of gasoline from a delivery vessel into a stationary storage container unless the container is equipped with an ARB-certified permanent submerged fill pipe and ARB certified pressure-vacuum relief valve, and utilizes an ARB-certified Phase I vapor recovery system.

#### *Rule 4622 (Transfer of Gasoline into Vehicle Fuel Tanks)*

Rule 4622 prohibits the transfer of gasoline from a stationary storage container into a motor vehicle fuel tank with a capacity greater than 5 gallons, unless the gasoline dispensing unit used to transfer the gasoline is equipped with and has in operation an ARB-certified Phase II vapor recovery system.

Fueling station applications are reviewed under Rule 2201 for compliance with SJVAPCD rules. SJVAPCD review of these applications includes consideration of proposed vapor recovery equipment and whether the controlled volatile organic compound emissions require offsets or trigger public notice requirements.

## **Environmental Impacts and Mitigation Measures**

In 2015, the SJVAPCD adopted a revised Guide for Assessing and Mitigating Air Quality Impacts (GAMAQI). GAMAQI defines an analysis methodology, thresholds of significance, and mitigation measures for the assessment of air quality impacts for projects within SJVAPCD's jurisdiction. Table 3-2 shows the CEQA thresholds for significance for pollutant emissions within the SJVAPCD. The significance thresholds apply to emissions from project construction and project operations.

Construction of the project would involve the use of heavy equipment powered by diesel or other internal combustion engines. The California Emissions Estimator Model (CalEEMod) was used to estimate project construction emissions. The CalEEMod results are shown in Appendix A of



this document. Annual emissions estimated at completion and occupancy of the proposed project, assumed to occur in the fall of 2017, are shown in Table 3-2.

TABLE 3-2  
ESTIMATED PROJECT AIR POLLUTANT EMISSIONS

Pollutant	SJVAPCD Significance Threshold	Total Construction Emissions		Annual Operational Emissions	
		Project Emissions	Exceeds Threshold?	Project Emissions	Exceeds Threshold?
CO	100	0.72	No	33.40	No
NO <sub>x</sub>	10	1.11	No	6.28	No
ROG	10	0.12	No	4.17	No
SO <sub>x</sub>	27	<0.01	No	0.03	No
PM <sub>10</sub>	15	0.08	No	1.92	No
PM <sub>2.5</sub>	15	0.07	No	0.56	No

Sources: California Emissions Estimator Model v. 2013.2.2; SJVAPCD 2015b.

a) Air Quality Plan Consistency.

SJVAPCD has attainment plans for ozone and particulate matter, while the State has an attainment plan for carbon monoxide. As indicated in Table 3-2, project construction and operational emissions would not exceed SJVAPCD significance thresholds for all three pollutants. Project impacts related to air quality plans are considered less than significant. Required compliance with Rule 9510 Indirect Source Rule would further reduce project emissions.

b) Violation of Air Quality Standards.

As indicated in Table 3-2, project construction and operational emissions would not exceed SJVAPCD significance thresholds for all criteria pollutants. SJVAPCD rules and regulations would further limit pollutant emissions, especially particulate matter. The project would not violate air quality standards, and impacts are considered less than significant.

c) Cumulative Emissions.

As indicated in Table 3-2, project operations would generate pollutant emissions that would not exceed SJVAPCD significance thresholds. As a result, the project is not expected to contribute cumulatively considerable emissions of any criteria pollutant. Project impacts would be less than significant. The project would likely be required to

Cumulative air quality impacts have also been considered by the City in the environmental review and adoption of the General Plan 2035 adopted in 2007. During this process, the City adopted a Statement of Overriding Considerations for emissions of criteria pollutants. The project would make a small incremental contribution to projected future criteria pollutant emissions.

d) Exposure of Sensitive Receptors to Pollutants.

The project is in an area developed for industrial, warehouse, and transportation uses. There are no residences or other land uses sensitive to air pollutant emissions (e.g., schools, health care facilities) in the project vicinity.

A carbon monoxide (CO) hotspot is an area of localized CO pollution that is caused by severe vehicle congestion on major roadways, typically near intersections. CO hotspots have the potential to expose receptors to emissions that violate state and/or federal CO standard even if the broader Basin is in attainment for federal and state levels. The GAMAQI indicates that a project would create no violations of the carbon monoxide standards if neither of the following criteria are met (SJVAPCD 2015b):

- A traffic study for the project indicates that the Level of Service (LOS) on one or more streets or at one or more intersections in the project vicinity will be reduced to LOS E or F; or
- A traffic study indicates that the project will substantially worsen an already existing LOS F on one or more streets or at one or more intersections in the project vicinity (See Section C(16), Transportation/Traffic, for an explanation of LOS).

As noted in Section C(16), Transportation/Traffic, the project is not projected to cause a reduction in LOS to an unacceptable level or to substantially worsen LOS at an intersection already projected to reach LOS E or worse conditions. With street improvement required under “without project” conditions, the intersection is expected to maintain at least the minimum acceptable LOS of D. Additionally, there are no hotspot-sensitive receptors located in the immediate vicinity. Therefore, the project would have no carbon monoxide hotspot impacts.

Project operations would involve the dispensing of gasoline, which can emit vapors that are considered toxic. SJVAPCD Rules 4621 and 4622 would require the installation of vapor recovery systems, which would reduce the potential exposure of people using fuel pumps to potentially toxic emissions. The SJVAPCD may impose other conditions as warranted as part of its review conducted under SJVAPCD Rule 2201. The potential exposure of people to pollutant emissions is considered less than significant.

e) Odors.

Project operations may include the emissions of odors associated with the dispensing of fuel. Fuel odors would be localized not detectable beyond the fuel dispensing area. In any event, there are no land uses in the vicinity that would be sensitive to odors (e.g., residences, schools, health care facilities). The project would have no impact related to odors.

## 4. BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Adversely impact, either directly or through habitat modifications, any endangered, rare, or threatened species, as listed in Title 14 of the California Code of		√		

Regulations (Sections 670.2 or 670.5) or in Title 50, Code of Federal Regulations (Sections 17.11 or 17.12)?

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 Wildlife 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?

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

			√
			√
			√
			√
	√		

## NARRATIVE DISCUSSION

### Environmental Setting

Information for this section is taken primarily from the Airport Gateway Center Supplemental EIR (City of Stockton 1998), information within which in turn was based on a field survey conducted by Simpson Moore. The information remains valid for this project, as there has been little change to conditions on the project site and in the vicinity as described in the Supplemental EIR.

### Biological Habitats

The majority of the natural habitats in the project vicinity have been replaced by industrial development, the Stockton Airport, railroad tracks, and streets. Habitats in the vicinity include vacant urban land with non-native annual grassland, disked fields, barren and ruderal areas on or adjacent to railroad tracks and levees, and wetland/riparian areas of varying quality. Fallow fields vegetated with non-native annual grassland is the dominant habitat type in the areas surveyed and covers the project site. One large shrub and one small tree were also observed on the project site.

There are no vernal pools or wetlands of any type within the project site. A thin, discontinuous band of fresh emergent wetland vegetation is adjacent to French Camp Slough, approximately one mile south of the site.

## Plant and Wildlife Species

Wildlife species that would likely use the project site as habitat are those which require little or no cover. These include burrowing small mammals such as black-tailed hare, California ground squirrel, deer mouse, and California vole. A variety of common bird species probably use the project site habitat for foraging; there are no large trees that could be used for nesting.

A number of listed, candidate, and sensitive plant and wildlife species are known to occur in the vicinity of the site. With the exception of Swainson's hawk and burrowing owl, however, the project area does not contain suitable habitat for special-status species. No burrowing owls were observed during 2016 site visits. The site does provide foraging habitat for Swainson's hawk, and Swainson's hawks have been observed foraging over the area.

## Biological Resource Plans

The project site is within the coverage area of the San Joaquin County Multi-Species Open Space and Habitat Conservation Plan (SJMSCP), a habitat conservation plan adopted by San Joaquin County and its incorporated cities. One of the key purposes of the SJMSCP is to provide a strategy for balancing the need to conserve open space with the need to convert open space to non-open space uses to accommodate the County's growth and development. As part of that strategy, the SJMSCP implements a program that assesses a habitat conservation fee on open space land that is converted to urban uses. The fees are used for habitat acquisition and improvement programs. The SJMSCP also sets forth Incidental Take Minimization Measures (ITMMs) that are required to be implemented by projects to prevent impacts to special-status species that may be occupying a project site or nearby areas. ITMMs have been developed for specific species, such as Swainson's hawk (SJCOG 2000).

## Environmental Impacts and Mitigation Measures

### a) Effects on Special-Status Species.

The project site contains potential foraging habitat for Swainson's hawk, a State threatened species. The project would convert this potential habitat to urban development, thereby reducing foraging habitat. The amount of converted foraging habitat is small compared to the larger areas of vacant land that remain in the vicinity. Nevertheless, this is considered a potentially significant impact.

Although no burrowing owls or ground squirrel burrows were observed on the site, the site may potentially support burrowing owl nesting and/or foraging. This is considered a potentially significant impact.

The project site is within the coverage area of the SJMSCP. As described above, the SJMSCP includes a fee program and ITMMs that would minimize the impacts of development on listed species such as Swainson's hawk, burrowing owl and others. The project is located in SJMSCP Category C Ag Habitat Open Spaces, Pay Zone B. Mitigation measures described below would require participation in the SJMSCP, which would reduce impacts on these and other special-status species to a level that would be less than significant.

Level of Significance: Potentially significant

Mitigation Measures

BIO-1: The ODS shall mitigate for the proportionate loss of potential wildlife habitat from the project site by applying for coverage, paying required fees and implementing Incidental Take Minimization Measures (ITMMs) as required by the adopted San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP).

Significance After Mitigation: Less than significant

b) Riparian and Other Sensitive Habitats.

The project site consists of a vacant site vegetated with non-native annual grassland. There are no riparian or other sensitive habitats on the project site. The project would have no impact on riparian and other sensitive habitats.

c) Wetlands.

There are no wetlands or other Waters of the United States either on or adjacent to the project site. The project would have no impact on wetlands.

d) Fish and Wildlife Movement.

There are no streams either on or adjacent to the project site, so no fish or wildlife movements utilizing such streams would be disturbed. There are no large trees on or near the project site that could be used by migratory or resident bird species for nesting. The project would have no impact on fish and wildlife movement.

e) Local Biological Requirements.

The City of Stockton has a Heritage Tree Ordinance that requires a permit for the removal of specific types of oak trees. There are no oak trees on the project site, so the Heritage Tree Ordinance would not apply. There are no other applicable City policies or ordinances to this project. The project would have no impact on local biological requirements.

f) Conflict with Habitat Conservation Plans.

As discussed in a) above, the project would be required to participate in the SJMSCP as mitigation for potential impacts on special-status species. Implementation of Mitigation Measure BIO-1 would remove any conflict between the project and the SJMSCP, and would reduce impacts to a level that would be less than significant.

## 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 Section 15064.5?		√		

b) Cause a substantial adverse change in the significance of a unique archaeological resource (i.e., an artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it contains information needed to answer important scientific research questions, has a special and particular quality such as being the oldest or best available example of its type, or is directly associated with a scientifically recognized important prehistoric or historic event or person)?

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?

	√		
	√		
		√	

## NARRATIVE DISCUSSION

### Environmental Setting

Information for this section comes primarily from an archaeological survey conducted by Sean Jensen of Genesis Society (2016). The survey report is available in Appendix B of this document.

### Prehistoric Background

The project site is within territory claimed by the Northern Valley Yokuts. The Yokuts occupied an extensive area, from the Coast Ranges to the Sierra Nevada foothills, and from the American River to near Tulare Lake. Yokut villages typically consisted of a scattering of small structures, numbering from four or five to several dozen in larger villages, and were often located on elevated features adjoining streams. These villages were inhabited mainly in the winter; the Yokuts established temporary camps in the hills and higher elevations during food-gathering seasons. Economic life revolved around hunting, fishing, and plant collection, with deer, acorns, and avian and aquatic resources representing primary staples. The Yokuts used local resources to manufacture an array of primary and secondary tools and implements, including a wide variety of wooden, bone, and stone artifacts to collect and process food. Only fragmentary evidence of their material culture remains, due to perishability and to impacts on archaeological sites resulting from later land uses.

In 2014, the California Legislature enacted Assembly Bill (AB) 52, which focuses on consultation with Native American tribes on land use issues potentially affecting the tribes. The intent of this consultation is to avoid or mitigate potential impacts on “tribal cultural resources,” which are defined as “sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe.” Under AB 52, when a tribe requests consultation with a CEQA lead agency on projects within its traditionally and culturally affiliated geographical area, the lead agency must provide the tribe with notice of a proposed project within 14 days of a project application being deemed complete or when the lead agency decides to undertake the project if it is the agency’s own project. The tribe has up to 30 days to respond to

the notice and request consultation; if consultation is requested, then the local agency has up to 30 days to initiate consultation.

## Historic-Era Background

Early Spanish expeditions arrived from the Bay Area missions as early as 1804, penetrating the northwestern San Joaquin Valley. By the late 1830s and early 1840s, small permanent European-American settlements had settled in the Central Valley and surrounding foothills. In 1841, Charles Weber arrived in California as part of the Bidwell-Bartleson party and settled in what would become present-day downtown Stockton. Weber, partnering with others, established a colony at this location and received the Rancho del Campo de los Franceses land grant in 1844. During the spring of 1849, the town of Stockton was surveyed and established.

With the discovery of gold in the Sierra Nevada in 1848, demand for commodities from the Valley's eastside mining communities led quickly to the expansion of ranching and agriculture throughout the Central Valley, followed by permanent communities along major transportation corridors, particularly railroads. The Southern Pacific and Central Pacific Railroads and a host of smaller interurban lines began intensive projects in the late 1860s, eventually connecting Stockton with other cities. Agriculture continued to dominate the region from the latter portion of the 19<sup>th</sup> century into the 20<sup>th</sup> century.

During the 1920s, the City of Stockton explored options for an airport. Eventually, an airport was established at the present location of Stockton Metropolitan Airport. Initially named Stockton Field, the airport served as an advanced pilot training center during World War II. Commercial flights from the airport began in 1948. In 1956, San Joaquin County held sole authority over the airport.

## Paleontological Resources

The project site does not contain any known paleontological resources or unique geological features. The vast majority of paleontological specimens from San Joaquin County have been found in rock formations in the foothills of the Diablo Mountain Range, but remains of extinct animals, such as mammoth, can be found virtually anywhere in the County, especially along watercourses such as the San Joaquin River and its tributaries (San Joaquin County 2009). Geological materials underlying the project site include the recent (Quaternary) sedimentary deposits of the Modesto Formation (Wagner et al. 1991). Numerous vertebrate fossil sites have been associated with the Modesto Formation in the Central Valley, including land mammals, birds, reptiles, and amphibians (California High Speed Rail Authority 2012).

## Environmental Impacts and Mitigation Measures

### a, b) Historical and Archaeological Resources.

The archaeological survey for the project site included a records search at the Central California Information Center at California State University Stanislaus, a search of other historical databases and documents, contact with the Native American Heritage Commission (NAHC), and a field survey. The results of the survey indicated no evidence of historical or archaeological resources on the site. The Central California Information Center had no documentation of prehistoric or historic-era resources within, adjacent to, or within one-eighth mile of the project site. The NAHC stated that no record of the project site was found in its Sacred Lands File.

Although no evidence of cultural resources was found, it remains a possibility that subsurface resources could be uncovered by project construction work. The project site has been intensively disturbed by past agricultural activities. Nevertheless, general provisions for the discovery of previously unknown cultural resources are considered appropriate. Mitigation described below sets forth procedures to be implemented to protect cultural resources should any be uncovered during project construction. Implementation of this mitigation measure would reduce potential impacts on these resources to a level that would be less than significant.

Level of Significance: Potentially significant

Mitigation Measures:

CULT-1: If any subsurface cultural or paleontological resources are encountered during project construction, all construction activities in the vicinity of the encounter shall be halted until a qualified archaeologist or paleontologist, as appropriate, can examine these materials and make a determination of their significance. If the resource is determined to be significant, recommendations shall be made on further mitigation measures needed to reduce potential effects on the resource to a level that would be less than significant. Such measures could include 1) preservation in place or 2) excavation, recovery and curation by qualified professionals. The Stockton CDD shall be notified of any find, and the ODS shall be responsible for retaining qualified professionals, implementing recommended mitigation measures, and documenting mitigation efforts in a written report to the CDD, consistent with the requirements of the CEQA Guidelines.

Significance After Mitigation: Less than significant

c) Paleontological Resources and Unique Geological Features.

The project site is flat and contains no geological features that may be considered unique. As described above, the project site is underlain by the Modesto Formation, which has been a source of paleontological finds. Given past disturbance of the project site, it is unlikely that any paleontological resources would be found, but general provisions for the discovery of previously unknown paleontological resources are considered appropriate. Mitigation Measure CULT-1 sets forth procedures to be implemented to protect paleontological resources should any be uncovered during project construction. Implementation of this mitigation measure would reduce potential impacts on these resources to a level that would be less than significant.

d) Human Burials.

Generally speaking, it is unlikely that any human burials would be found on the project site. Disturbance of any burials, particularly Native American burials, would be a potentially significant impact, so general provisions for the discovery of previously unknown burials are considered appropriate.

The California Public Resources Code as applied in CEQA Guidelines Section 15064.5(e) describes the procedure to be followed when human remains are uncovered in a location outside a dedicated cemetery. All work in the vicinity of the find shall be halted and the County Coroner shall be notified to determine if an investigation of the death is required. If the County Coroner determines that the remains are Native American in origin, then the County Coroner must contact the NAHC within 24 hours. The NAHC shall identify the most likely descendants of the deceased Native American, and the most likely descendants may make recommendations on the



disposition of the remains and any associated grave goods with appropriate dignity. If a most likely descendant cannot be identified, the descendant fails to make a recommendation, or the landowner rejects the recommendations of the most likely descendant, then the landowner shall rebury the remains and associated grave goods with appropriate dignity on the property in a location not subject to further disturbance.

Compliance with the provisions of CEQA Guidelines Section 15064.5(e) would ensure that impacts on any human remains encountered during project construction would be less than significant.

## 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? Refer to Division of Mines and Geology Special Publication 42.				√
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 strata 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, 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?				√

## NARRATIVE DISCUSSION

### Environmental Setting

#### Project Site Soils

The project site lies in the San Joaquin Valley in central California. The San Joaquin Valley is in the southern portion of the Great Valley Geomorphic Province. The Great Valley, also known as the Central Valley, is a topographically flat, northwest-trending, structural trough (or basin) about 50 miles wide and 450 miles long. It is bordered by the Tehachapi Mountains on the south, the Klamath Mountains on the north, the Sierra Nevada on the east, and the Coast Ranges on the west. The San Joaquin Valley, the southern portion of the Great Valley, is filled with thick sedimentary rock sequences that were deposited as much as 130 million years ago. Large alluvial fans have developed on each side of the Valley. The larger and more gently sloping fans are on the east side of the Valley, and overlie metamorphic and igneous basement rocks. These basement rocks are exposed in the Sierra Nevada foothills and consist of metasedimentary, volcanic, and granitic rocks.

The sediments that form the Valley floor were derived largely from erosion of the Sierra Nevada. The smaller and steeper slopes on the west side of the Valley overlie sedimentary rocks more closely related to the Coast Ranges. Most of the soils in the San Joaquin Valley consist of sand, silt, loamy clay alluvium, peat, and other organic sediments. These soils are the result of long-term natural soil deposition and the decomposition of marshland vegetation. The Geologic Map of the San Francisco-San Jose Quadrangle (Wagner et al. 1991) designates the underlying geology of the project site as the Modesto Formation, consisting of Quaternary sediments.

According to the U.S. Department of Agriculture's Soil Survey of San Joaquin County (SCS 1992, NRCS 2016), the soil on the project site is Jacktone clay. This somewhat poorly drained, nearly level soil is found in basins and is moderately deep to hardpan. It was formed in alluvium derived from mixed rock sources. Permeability is slow in Jacktone clay. Runoff is slow, and the water erosion hazard is slight. The shrink-swell potential of this soil is high.

#### Seismic and Geologic Hazards

The project site is not in an area included in the Alquist-Priolo Earthquake Fault Zones (California Geological Survey 2015). However, the project site, along with the rest of San Joaquin County, is subject to seismic shaking from fault features east and west of the County, including the Hayward/Rodgers Creek, San Andreas, and Calaveras Faults (San Joaquin County 2009). Soil compaction and settlement can result from seismic groundshaking. If the sediments which compact during an earthquake are saturated, soils may lose strength and become fluid; water from voids may be forced to the ground surface, where it emerges in the form of mud spouts or sand boils – a process called liquefaction. Based on known information, areas of the County with groundwater less than 50 feet from ground surface in unconsolidated sediment are susceptible to liquefaction, including lands near river courses (San Joaquin County 2009).

### Environmental Impacts and Mitigation Measures

#### a-1) Fault Rupture Hazards.

There are no active or potentially active faults within or near the project site. As noted above, the project site is not within an Alquist-Priolo Earthquake Fault Zone. The project would have no impact related to fault rupture.

a-2, 3) Seismic Hazards.

The project site, along with the rest of the County, is subject to seismic shaking from fault features east and west of the County. Individual improvements would incorporate engineering design features that would be in accordance with the California Building Code, which contains design criteria that would enable structures to withstand projected seismic shaking.

As noted above, areas of the County with groundwater less than 50 feet from ground surface in unconsolidated sediment are susceptible to liquefaction. The approximate depth to groundwater within the project site is 40 feet below ground surface (San Joaquin County Flood Control and Water Conservation District 2015). The soil on the project site is not unconsolidated sediment, but a clay soil with moderate depth to hardpan. Liquefaction on the project site is considered unlikely, but liquefaction potential will be evaluated and mitigated as required in a project-specific geotechnical study as required by Mitigation Measure GEO-2. As a result, potential impacts related to liquefaction would be less than significant.

a-4) Landslides.

The project site is in a topographically flat area, so no landslides would occur. The project would have no impact on this issue.

b) Soil Erosion.

The Jacktone clay soil on the project site has a low potential for erosion. Project construction activities would loosen the soil, leaving it exposed to potential water and wind erosion. The eroded soils, in turn, could be transported off the project site. Compliance with SJVAPCD Regulation VIII, which is discussed in Section C(3), Air Quality, would reduce potential erosion impacts.

In addition, the project would be required to comply with the provisions of the City of Stockton storm water program, which incorporate the Construction General Permit, issued by the State Water Resources Control Board (SWRCB). These requirements are discussed in more detail in Section 3(C)(9). The Construction General Permit is required for all projects that disturb one acre of land or more. The permit requirements include preparation of a Storm Water Pollution Prevention Plan (SWPPP) by a Qualified SWPPP Developer to address potential water quality issues. The SWPPP includes implementation of Best Management Practices to avoid or minimize adverse water quality impacts. Best Management Practices fall within the categories of Temporary Soil Stabilization, Temporary Sediment Control, Wind Erosion Control, Tracking Control, Non-Storm Water Management, and Waste Management and Materials Pollution Control. Only Best Management Practices applicable to the project would become part of the SWPPP. Mitigation Measure GEO-1 would require preparation of the SWPPP, in compliance with the Construction General Permit.

In short, the project has potentially significant impacts related to erosion, but compliance with SJVAPCD Regulation VIII and implementation of Mitigation Measure GEO-1 would minimize the amount of soil erosion that leaves the construction site. Soil erosion impacts would be less than significant with mitigation.

Level of Significance: Potentially Significant

Mitigation Measures:

GEO-1: The ODS shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) for the project and file a Notice of Intent (NOI) with the State Water Resources Control Board prior to commencement of construction activity, in compliance with the Construction General Permit and City of Stockton storm water requirements. The SWPPP shall be available on the construction site at all times. The ODS shall incorporate an Erosion Control Plan consistent with all applicable provisions of the SWPPP within the site development plans. The ODS shall submit the SWRCB Waste Discharger's Identification Number (WDID) to the City prior to approval of development or grading plans.

Significance After Mitigation: Less than significant

c) Geologic Instability.

The soils underlying the sites where the facilities would be constructed have not been identified as inherently unstable or prone to failure. Existing facilities have not had an adverse effect on soil stability identified with them, and the project would not change existing stability conditions. Appropriate engineering design would avoid potential adverse effects. The project would have no impact on the stability of soils.

d) Expansive Soils.

As noted above, the shrink-swell potential of the Jacktone clay soil on the project site has been classified as High. Expansive soils can lead to damage of buildings and supporting infrastructure if not addressed. This is considered a potentially significant impact. Implementation of Mitigation Measure GEO-2 would identify expansive soil impacts and implement recommended measures to address expansive soils, as well as any potential liquefaction concerns, thereby reducing impacts to a level that would be less than significant.

Level of Significance: Potentially significant

Mitigation Measures:

GEO-2. A site-specific, design-level geotechnical study shall be completed for the project site before a grading permit is issued. The study shall identify potential geotechnical issues related to project development, including the presence of expansive soils in the construction area, and recommend design and construction features to reduce the potential impact of these issues on project facilities. Geotechnical design recommendations included in the study shall be incorporated in the project design and implemented during project construction.

Significance After Mitigation: Less than significant

e) Adequacy of Soils for Sewage Disposal.

The project would not use, and does not propose to install, any septic systems. The project would have no impact related to soil adequacy for sewage disposal.

## 7. GREENHOUSE GAS EMISSIONS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?		√		
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?		√		

### NARRATIVE DISCUSSION

#### Environmental Setting

##### GHG Background

Greenhouse gases (GHGs) are gases that absorb and emit radiation within the thermal infrared range, trapping heat in the earth's atmosphere. GHGs are both naturally occurring and are emitted by human activity. GHGs include carbon dioxide (CO<sub>2</sub>), the most abundant GHG, as well as methane, nitrous oxide and other gases. GHG emissions in California in 2014 were estimated at 441.5 million metric tons carbon dioxide equivalent (CO<sub>2</sub>e) – a decrease of 9.4% from the peak level in 2004. Major GHG sources in California include transportation (36%), industrial (21%), electric power (20%), commercial and residential (9%), and agriculture (8%) (ARB 2016). In Stockton, the two main sources of GHG emissions were on-road transportation and building energy (City of Stockton 2014).

Increased atmospheric concentrations of GHGs are considered a primary contributor to global climate change, which is a subject of concern for the State of California. Potential impacts of global climate change in California include reduced Sierra Nevada snowpack, increased wildfire hazards, greater number of hot days with associated decreases in air quality, and potential decreases in agricultural production (Climate Action Team 2010).

Unlike the criteria air pollutants described in Section C(3), Air Quality, GHGs have no "attainment" standards established by the federal or State government. In fact, GHGs are not generally thought of as traditional air pollutants because their impacts are global in nature, while air pollutants mainly affect the in which they are emitted (SJVAPCD 2015b). Nevertheless, the U.S. Environmental Protection Agency (EPA) has found that GHG emissions endanger both the public health and public welfare under Section 202(a) of the Clean Air Act, due to their impacts associated with climate change (EPA 2009).

##### GHG Emission Reduction Plans

The State of California has implemented GHG emission reduction strategies through AB 32, the Global Warming Solutions Act of 2006, which requires total statewide GHG emissions to reach 1990 levels by 2010, or an approximately 29% reduction from 2004 levels. In compliance with AB 32, the State adopted the Climate Change Scoping Plan in 2008, and updated the plan in 2014. Primary strategies addressed in the original Scoping Plan included new industrial and

emission control technologies; alternative energy generation technologies; advanced energy conservation in lighting, heating, cooling and ventilation; fuels with reduced carbon content; hybrid and electric vehicles; and methods for improving vehicle mileage (ARB 2008). The 2014 update highlights California's progress toward meeting the 2020 GHG emission reduction goal of the original Scoping Plan, and it establishes a broad framework for continued emission reductions beyond 2020, on the path to 80% below 1990 levels by 2050 (ARB 2014). It should be noted that the 2050 reduction target was set by executive order and has not been made State law.

In 2016, Senate Bill (SB) 32 became law. SB 32 sets a GHG emission reduction target for California of 40% below 1990 levels by 2030. The State is currently in the process of preparing a plan for achieving the SB 32 target.

The SJVAPCD adopted a Climate Change Action Plan (CCAP) in 2008, and issued guidance for development project compliance with the plan in 2009. The CCAP approach relies on the use of Best Management Practices (BMPs) to reduce GHG emissions and avoid significant climate change effects. With the CCAP approach, projects implementing BMPs are determined to have a less than significant effect on global climate change. For projects not implementing BMPs, the project would need to demonstrate the incorporation of features or mitigation measures that would result in a 29% reduction in GHG emissions from 2020 "business-as-usual" conditions in order to reduce potential climate change effects to a less than significant level (SJVAPCD 2009).

### City of Stockton Plans and Policies

The City of Stockton addressed the issue of global climate change and the need to reduce GHGs resulting from new land development in Policy HS-4.20 of the General Plan 2035, which was adopted in December 2007. Policy HS-4.20 required the City to develop and adopt a more detailed policy that would be focused on GHG reductions that can be achieved through the land use planning process. After the City adopted the Stockton General Plan 2035 and certified its EIR, the Sierra Club filed a court action alleging that the City had violated CEQA in its approval of the General Plan. The California Attorney General's Office also raised concerns about the adequacy of the EIR, including the EIR's failure to incorporate enforceable measures to mitigate GHG emissions resulting from General Plan implementation. The City, the Sierra Club and the Attorney General resolved their dispute through a Settlement Agreement, which was signed by all parties in October 2008.

A provision of the Settlement Agreement required the City to prepare a Climate Action Plan (CAP). After several years of work, the City adopted a CAP in 2014. The CAP "outlines a framework to feasibly reduce community GHG emissions in a manner that is supportive of AB 32 and is consistent with the Settlement Agreement and 2035 General Plan policy" (City of Stockton 2014). The CAP set a community GHG emission reduction target of 10% below 2005 GHG emission levels by 2020. To achieve this target, the CAP incorporates a GHG reduction strategy for new development that includes a Development Review Process (DRP) through which development projects document the incorporation of measures that would produce a 29% reduction from 2020 business-as-usual GHG emissions from the project.

The majority of the GHG reductions in Stockton would occur through State regulatory programs and local programs that are producing or will produce GHG emission reductions that would account for about 86% of the required 29% emission reduction - approximately 25%. New development must provide the additional 4% reduction in GHG emissions (City of Stockton 2014). This can be accomplished through the implementation of BMPs with quantified GHG emission reduction potential that are described in the CAP. The BMPs that are potentially applicable to the project are discussed below.

## Environmental Impacts and Mitigation Measures

### a, b) Project GHG Emissions and Consistency with GHG Reduction Plans.

The results of the CalEEMod run for the project (see Appendix A) indicate that the project would generate approximately 72 tons CO<sub>2</sub>e of GHGs during construction activities, and approximately 2,594 tons CO<sub>2</sub>e of GHGs annually from project operations. Most of the operational GHG emissions would come from mobile sources, mainly vehicles entering and exiting the project site. Most of the vehicle trips are estimated to be pass-by or diverted trips; only 14% of total trips to the fueling station were considered primary.

The potential for the project to generate greenhouse gas emissions that could have a significant impact on the environment was analyzed consistent with the DRP and the Climate Protection Impact Study Process (CISP) described in the CAP. As provided by the CAP, state and local programs would provide for most of the GHG reduction required by the CAP for a project's global climate change impacts to be considered less than significant. Local projects would need to account for an approximately 4% reduction in GHG emissions from business-as-usual levels.

Each of the GHG emission reduction measures described in the CAP, DRP and CISP was considered, both for its applicability to the project and the for qualification of the project for GHG emission reduction credits, by the project developer, project architect and CEQA consultant using the Operational BMP Scorecard shown in Section 6.2.2 of the CISP, Appendix F of the CAP. The BMPs considered applicable to the project, and their reduction amounts, are shown in Table 3-3 below.

TABLE 3-3  
GHG BEST MANAGEMENT PRACTICES APPLICABLE  
TO PROJECT OPERATIONS

<b>BMP from Stockton CAP</b>	<b>Description</b>	<b>GHG Reduction Amount (%)</b>
BMP-19 Bicycle Parking	The project shall provide ample bike rack space to meet all anticipated bicycle parking needs.	0.6
BMP-21 Bicycle Lanes	The project is immediately adjacent to a proposed bike lane on South Airport Way between Carpenter Road and the Stockton Metropolitan Airport, which is a priority project in the SJCOG Regional Bicycle Master Plan (see Section C(16), Transportation/Traffic).	0.6
BMP-22 Pedestrian Network	The project would construct sidewalks along its frontage, thereby providing pedestrian facilities in an area where currently none are developed. With continuing development of the area, it is anticipated that more sidewalks would be installed along Airport Way and Sperry Road.	0.8
BMP-30 Orientation Toward Alternative Transportation	The project is adjacent to planned bicycle and pedestrian facilities in the area. See BMPs 21 and 22.	0.4

BMP-39 Exceed Title 24	The project will exceed Title 24 energy efficiency standards by at least 15%.	1.0
BMP-45 Lighting Standards	The project will utilize energy-efficient lighting, including LED fixtures, in both interior and exterior areas to the degree feasible.	0.2
BMP-50 Low-Flow Fixtures	The project will incorporate low-flow fixtures consistent with State and City water conservation requirements.	0.2
BMP-56 Institute Recycling Services	The project will incorporate convenient recycling systems as part of solid waste collection service.	0.7
<b>TOTAL GHG EMISSION REDUCTION</b>		<b>4.5</b>

Source: City of Stockton 2014.

As shown in Table 3-3, the project would meet the 4% GHG reduction requirement of the CAP and associated documents. The mitigation measure presented below would ensure that these GHG reduction measures are incorporated in the project. As a result, the project would not generate GHG emissions that could have a significant impact on the environment. The project's effect would be less than significant in this area of concern. The project also would be consistent with the goals and measures of the City of Stockton's CAP with implementation of the mitigation measure below.

Level of Significance: Potentially Significant

Mitigation Measures:

GHG-1: The project shall implement the following Best Management Practices to reduce greenhouse gas emissions, as set forth in the City of Stockton's Climate Action Plan:

- a) A bicycle rack shall be provided to accommodate bicycle traffic (BMP-19).
- b) The project shall exceed Title 24 energy efficiency standards by at least 15% (BMP-39).
- c) The project shall install LED bulbs or lighting that is Energy Star-certified in at least 50% of outdoor lighting fixtures (BMP-45).
- d) The project will install low-flow water fixtures consistent with State and City water conservation requirements (BMP-50).
- e) The project shall implement recycling systems as part of its solid waste disposal, in coordination with the solid waste collection franchise providing service to the project site (BMP-56).

Significance After Mitigation: Less than significant



## 8. 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?		√		
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?		√		

### NARRATIVE DISCUSSION

#### Environmental Setting

This section focuses on hazards associated with hazardous materials, proximity to airports, and wildfires. Geologic and soil hazards are addressed in Section C(6), Geology and Soils, and potential flooding hazards are addressed in Section C(9), Hydrology and Water Quality.

## Hazardous Materials

Data on hazardous material sites are kept in the GeoTracker database, maintained by the SWRCB, and in the EnviroStor database, maintained by the California Department of Toxic Substances Control (DTSC). Both GeoTracker and EnviroStor provide the names and addresses of hazardous material sites, along with their cleanup status. A search of both databases indicated no record of active hazardous material sites (i.e., sites not cleaned up) within 2,000 feet of the project site (DTSC 2016, SWRCB 2016).

A search of hazardous material databases by EDR also did not reveal any records associated with the project site (EDR 2016). The EDR Radius Map Report is available in Appendix C of this document. The EDR report revealed four sites within one-quarter mile of the project site that were on record in hazardous material databases (EDR 2016):

- Swinerton and Walberg Company, on 4735 South Airport Way, is listed on three underground storage tank databases. It is not listed as a hazardous material site on other databases. The site is approximately one-eighth mile from the project site.
- Mohawk Rubber, on 4447 South Airport Way, is listed on the EnviroStor and historical Cortese list databases and on three underground storage tanks databases. The site is approximately one-quarter mile away from the project site.
- J-M Manufacturing, on 1051 Sperry Road, is listed on the EnviroStor and land disposal site databases. The site is approximately one-quarter mile away from the project site.
- Aero Industries, on 4807 South Airport Way, is listed on the Leaking Underground Storage Tank and historical Cortese list databases. The site is approximately one-quarter mile away from the project site.

Regulations of hazardous materials at the federal level primarily is under the Resource Conservation and Recovery Act, which creates a framework for the generation, transport, storage, treatment and disposal of hazardous wastes. The U.S. Department of Transportation sets regulations for the transport of hazardous materials, such as gasoline and diesel fuels. Several state agencies regulate the transportation and use of hazardous materials, including the California Environmental Protection Agency (CalEPA) and the Office of Emergency Services. The California Highway Patrol and California Department of Transportation (Caltrans) enforce regulations specifically related to hazardous materials transport. Within CalEPA, the DTSC has primary authority to enforce hazardous materials regulations.

On the local level, the San Joaquin County Environmental Health Department was approved by the State as a Certified Unified Program Agency (CUPA). A CUPA administers the Hazardous Material Business Plan, California Accidental Release Prevention, Aboveground Petroleum Storage Act, Hazardous Waste Generator, Hazardous Waste Onsite Treatment and Underground Storage Tank (UST) programs to minimize potential risks to public health and safety. Two of these programs are applicable to the project:

- A Hazardous Material Business Plan is required for all activities that handle hazardous materials in quantities equal to or greater than 55 gallons of a liquid. The requirements of the plan include an inventory of hazardous materials, an emergency plan addressing the release of hazardous materials, and a training program for employees.

- The purpose of the UST program is to protect public health and the environment from exposure to hazardous materials stored in underground storage tanks. Program activities include inspection, permitting, monitoring, repair, installation, and removal of tanks.

## Wildland Fires

Wildland fires are an annual hazard in San Joaquin County. Wildland fires burn natural vegetation on undeveloped lands and include rangeland, brush, and grass fires. Long, hot, and dry summers with temperatures often exceeding 100°F add to the County's fire hazard. Human activities are the major causes of wildland fires, while lightning causes the remaining wildland fires. High hazard areas for wildland fires are the grass-covered areas in the east and the southwest foothills of the County (San Joaquin County 2009). The project site is not within these areas.

## Airport Hazards

There are no private airstrips in the vicinity. The project site is near the Stockton Metropolitan Airport, a public airport used for both passenger and cargo flights. As noted in Chapter 1.0, Introduction, the SJCOG adopted an updated Airport Land Use Compatibility Plan (ALUCP) for the Stockton Airport in May 2016. SJCOG indicates that it is in the process of again updating the ALUCP; the completion date for the ALUCP update is unknown.

The ALUCP identifies various safety zones in and around the airport, based on aircraft flight traffic and patterns around the airport. It then determined the land uses that would be compatible within each zone, and which would be prohibited (SJCOG 2016). The project site is within the Inner Approach/Departure Zone (Zone 2), as designated in the ALUCP. The Inner Approach/Departure Zone encompasses areas overflowed by aircraft at low altitudes, typically only 200 to 400 feet above runway elevation (SJCOG 2016).

CEQA has provisions that apply specifically to the analysis of airport-related safety hazards. Public Resources Code Section 21096(a) states if an EIR is prepared for a project situated within the boundaries of an ALUCP, the lead agency shall use the Airport Land Use Planning Handbook as a technical resource to assist in the preparation of the EIR relative to safety hazards. Public Resources Code Section 21096(b) states that a negative declaration shall not be adopted for a project within the boundaries of an ALUCP "unless the lead agency considers whether the project will result in a safety hazard...for persons using the airport or for persons residing or working in the project area."

## Environmental Impacts and Mitigation Measures

### a, b) Hazardous Material Transport, Use and Potential Release.

The project involves two fueling stations, which would require the transport and storage of gasoline and diesel fuels. Both fuels are flammable, and gasoline contains toxic substances such as benzene (see C(3), Air Quality). The fuels would be stored in underground tanks, the installation of which would be subject to the UST program. The project also would be required to submit a Hazardous Material Business Plan that addresses the on-site use and storage of fuels.

The main risk of hazardous material release would be from the transportation of fuels to the project site by tanker trucks. Fuels could be released by trucks involved in an accident or that

overturn. As noted above, the transport of hazardous materials is subject to state and federal regulations designed to minimize the risk of release of hazardous materials into the environment. The City and County have emergency response teams that would handle any incident involving hazardous materials. Project impacts related to hazardous materials are considered less than significant.

c) Hazardous Materials Releases near Schools.

There are no schools within one-quarter mile of the project site. The nearest school is Nightingale Elementary School in Stockton, approximately 1.25 miles to the north. The project would have no impact on this issue.

d) Hazardous Materials Sites.

None of the lists of hazardous materials sites compiled pursuant to Government Code Section 65962.5 contains records associated with the project site. As previously noted, a search of the GeoTracker and EnviroStor databases did not identify any active hazardous material sites in the vicinity of the project site. A list of solid waste disposal sites identified by SWRCB with waste constituents above hazardous waste levels outside the waste management unit did not show any locations at the project site or vicinity (CalEPA 2016a); likewise, a list by SWRCB containing sites under Cease and Desist Orders and Cleanup and Abatement Orders showed no locations (CalEPA 2016b).

The EDR report indicates four sites within one-quarter mile of the project site. A review of both GeoTracker and EnviroStor indicates that none of these sites are active cleanup sites. Given their status and distance, these sites are not expected to affect conditions on the project site. The project would have no impact related to hazardous material sites.

e) Public Airport Operations.

The project site is within the Inner Approach/Departure Zone (IADZ) of the Stockton Metropolitan Airport, as designated in the ALUCP. The ALUCP lists several land uses that are prohibited in the IADZ for safety reasons. Fueling stations and convenience stores are not among the prohibited uses. The proposed project, consisting of non-prohibited, single-story structures and low-intensity land uses, is therefore consistent with the existing land use compatibility requirements of the ALUCP. Although the SJCOG is working on an update to the ALUCP, there is no projected completion time for the update. The project would have a less than significant impact related to public airport safety hazards.

f) Private Airstrip Operations.

There are no private airstrips in the area. The project would have no impacts related to private airstrips.

g) Emergency Response and Evacuations.

Project construction work would mostly occur on the parcel, with work on adjacent roads limited to connection to utility lines. Such work is not expected to require closure of the roads, so project construction is not expected to substantially obstruct emergency vehicles or any evacuations that may occur in the area. Project operations would not obstruct any roadways. Project impacts on emergency response or emergency evacuation plans would be less than significant.

h) Wildland Fire Hazards.

The project site is not in a region susceptible to wildfires. The land in the area is agricultural or developed, neither of which has a high wildfire potential. The project would reduce the existing fire hazard on the parcel by replacing the existing grasses and weeds with a paved and developed area. Project impacts related to wildfires would be less than significant.

## 9. 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 which 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?			√	
f) Otherwise substantially degrade water quality?		√		
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 which 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 a levee or dam?				√

j) Inundation by seiche, tsunami, or mudflow?

			√
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## NARRATIVE DISCUSSION

### Environmental Setting

#### Surface Waters

There are no streams or other surface waters on or adjacent to the project site. The nearest stream to the project site is the North Branch of French Camp Slough, approximately 0.2 miles to the north. In the vicinity of the project site, the North Branch of French Camp Slough is channelized. The main branch of French Camp Slough is approximately 1 mile southwest of the project site.

#### Groundwater

The project site is within the Eastern San Joaquin County groundwater basin. The groundwater in the project vicinity generally follows the surface topography, gradually sloping from east to west. At the project site, groundwater is very shallow as a result of the low elevation. As noted in Section 3.6, Geology and Soils, groundwater levels at the project site are approximately 40 feet below ground surface (San Joaquin County Flood Control and Water Conservation District 2015). Groundwater levels can be influenced by subsurface groundwater flow from areas of higher elevation to the east and by local irrigation practices.

#### Water Quality

Surface water quality in the Central Valley is managed by the Central Valley Regional Water Quality Control Board (RWQCB) by means of The Water Quality Control Plan for the Sacramento River and San Joaquin River Basins (Basin Plan), revised in June 2015. The beneficial uses of surface waters in the region include municipal and domestic water supply; industrial service and process supply; agricultural irrigation; groundwater recharge; navigation; contact and non-contact recreation; commercial and sport fishing; migration of aquatic organisms; wildlife habitat; and habitat for rare, threatened, and endangered species. The SWRCB determined that the quality of these waters does not fully support all of the beneficial uses assigned to the water bodies in the project vicinity (RWQCB 2015). Water quality impacts are a result of tidal fluctuations; Sacramento River and San Joaquin River inflows; local agricultural, industrial, and municipal diversions and returns; and inadequate channel capacities.

The SWRCB has the responsibility under the federal Clean Water Act and the National Pollutant Discharge Elimination System (NPDES) program for the control of storm water quality. Additional storm water regulation is established in the NPDES area-wide municipal separate storm sewer system (MS4) permit system administered by the SWRCB, which requires affected jurisdictions, including the City of Stockton, to adopt and implement a Storm Water Management Program (SWMP). The City of Stockton has adopted a SWMP, which is intended to minimize the potential storm water quality impacts of development, including both construction and post-construction activity. The Stockton SWMP consists of a variety of programs, including controls on illicit discharges, public education, controls on City operations, and water quality monitoring (City of Stockton 2009a). The requirements of the SWMP are enforced primarily through the City's Storm Water NPDES permit, issued by the Central Valley RWQCB.

## Flood Hazards

According to a Flood Insurance Rate Map prepared by the Federal Emergency Management Agency (FEMA), the project site lies within an area classified as Zone AO (FEMA 2009). Zone AO indicates the 100-year floodplain within which floods occur at depths of 1 to 3 feet, and that average flood depths have been determined. The 100-year flood is the typical flood for which environmental impacts are evaluated. According to a dam failure plan prepared by the County Office of Emergency Services, the project site is not subject to inundation from potential dam failure (San Joaquin County OES 2003).

SB 5 and associated legislation requires protection for a 200-year flood for urban and urbanized areas in the Central Valley. Under SB 5, development in moderate or special hazard areas within the Central Valley is permitted if the local agency can provide substantial evidence that the development would be subject to less than 3 feet of flooding during a 200-year flood event. Based on information provided by the Department of Water Resources (DWR), the project site would not be subject to a 200-year flood at a depth of 3 feet or greater (City of Stockton 2016).

## Environmental Impacts and Mitigation Measures

### a, f) Surface Waters and Water Quality.

The project would not directly affect surface waters in the vicinity. As noted in Section C(6), Geology and Soils, construction activities could loosen soils, which could be transported off site by runoff and could eventually enter surface waters. Project operations would likely lead to deposits of fuels, oils, metals, and other substances associated with motor vehicles. These deposits also could be transported off site by runoff and could eventually enter surface waters. This is considered a potentially significant impact.

As previously noted, the City of Stockton has adopted a SWMP, which is intended to minimize the potential storm water quality impacts of development. Program elements most applicable to land development include construction storm water discharge requirements, industrial discharge requirements and the incorporation of post-construction Best Management Practices (BMPs) in new development.

Post-construction elements of the SWMP are governed by City ordinances that require compliance with the City's adopted Storm Water Quality Control Criteria Plan (SWQCCP), as outlined in the City's Phase 3 Storm Water NPDES permit issued by the RWQCB, Central Valley Region (Order No. R5-2007-0173). The SWQCCP identifies a range of post-construction BMPs that must be incorporated into development plans. BMPs include provisions for water quality control as well as volume reduction (City of Stockton 2009b). Under new NPDES requirements applicable to the City, storm water discharge volumes associated with new development cannot exceed existing discharges. Volume control can be achieved through a combination of low-impact development and specific volume control measures. The proposed project would be required to conform to the applicable requirements.

Storm water from areas of new development must be treated using the post-construction BMPs specified in the SWQCCP. These BMPs, which provide water quality treatment and volume control for runoff from building, paving and other site development areas, include vegetated buffer strips and swales, detention basins, vaults and wetlands, and various filtration and infiltration and structures devices, among others. These measures will be specified during the design phase of the project. Developers are required to enter into an agreement for maintenance of the post-construction BMPs.

Project operations have a potentially significant impact on surface water quality. Compliance with the applicable permits, programs and regulations, which are specified in the mitigation measures below, would reduce impacts to a level that would be less than significant. In addition, implementation of Mitigation Measure GEO-1, described in Section C(6), Geology and Soils, would minimize impacts from construction activities, along with compliance with SJVAPCD Regulation VIII.

Level of Significance: Potentially Significant

Mitigation Measures

HYDRO-1: The ODS shall submit a Storm Water Quality Control Plan for the project that shall include post-construction Best Management Practices as required by Title 13 of the SWQCCP. The Storm Water Quality Plan will be reviewed and approved by the Stockton Municipal Utilities Department prior to the Certificate of Occupancy.

HYDRO-2: The ODS shall execute a Maintenance Agreement with the City for stormwater BMPs prior to receiving a Certificate of Occupancy. The ODS must remain the responsible party and provide funding for the operation, maintenance and replacement costs of the proposed treatment devices built for the subject property.

HYDRO-3: The ODS shall comply with any and all requirements of, and pay all associated fees as required by, the City's Storm Water Pollution Prevention Program as set forth in its NPDES Storm Water Permit.

Significance After Mitigation: Less than significant

b) Groundwater Supplies.

The project would not draw directly from groundwater but would be connected to the City's water system, which is in part supplied from groundwater wells. The project would replace an existing vacant parcel of grasses and weeds with urban development, including pavement. This would substantially reduce the amount of precipitation that would percolate into the ground, thereby reducing groundwater recharge. Given the small acreage of the project site, the project is not expected to 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. Project impacts on groundwater are considered less than significant.

c, d, e) Drainage Patterns and Runoff.

The project would alter existing storm drainage patterns, due to grading and the installation of pavement and storm drainage facilities. In addition, proposed improvements on the project site would result in the generation of additional runoff due to the introduction of impervious surfaces. On-site drainage will collect all runoff generated on the project site and deliver it to the City's drainage system in accordance with City standards and specifications. Project impacts on drainage and runoff would be less than significant.

g) Residences in 100-Year Floodplain.



The project would not introduce housing into the identified 100-year floodplain. The project would not be subject to 200-year flooding greater than 3 feet in depth. The project would have no impact on this issue.

#### h) Other Structures in 100-Year Floodplain.

The project would introduce commercial structures that utilize hazardous materials into the identified 100-year floodplain. These structures could potentially impede or redirect flood flows that may occur in the area.

The Airport Gateway Center EIR disclosed flooding potential in the area, and it noted that then-existing City requirements would avoid impacts by ensuring that new construction would have finish floor elevations at least one foot above 100-year flood elevations. Stockton Municipal Code Chapter 15.44 specifies construction standards for development within flood zones, including elevation or floodproofing of non-residential structures, anchoring of structures, and construction materials and methods. Compliance with the provisions of Stockton Municipal Code Chapter 15.44 would avoid flood impacts. Impacts would be less than significant.

#### i) Dam and Levee Failure Hazards.

The project site is not in an area that would be flooded by a 200-year flood at a depth of 3 feet or greater. Also, the project site is not subject to potential inundation from dam failure. There are no levees in the project vicinity, and the project site is not near any streams that have levees. Because of this, the project site is unlikely to be subject to inundation from levee failure. The project would have no impact related to dam or levee failure.

#### j) Seiche, Tsunami, and Mudflow Hazards.

The project site is in a topographically flat area away from large bodies of water. Because of this, the project would not be subject to seiche, tsunami or mudflow hazards. The project would have no impact related to this issue.

## 10. 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 communities conservation plan?				√

## NARRATIVE DISCUSSION

### Environmental Setting

As previously described, the project site is a vacant parcel in an industrialized area. The current Stockton General Plan designation for the parcel is Commercial, and the current City zoning is IG, General Industrial. The project site is in an area that has been designated by the Stockton General Plan primarily for industrial use. Industrial and warehousing development has occurred in the surrounding area, although there also is vacant land. Stockton Metropolitan Airport, which is outside the Stockton City limits and is managed by San Joaquin County, is east of and across South Airport Way from the project site. It has a passenger terminal, hangars, and other structures associated with airport operations.

### Environmental Impacts and Mitigation Measures

#### a) Division of Established Community.

The project site is in an area of industrial and warehouse development; no residential communities are in the area. The project would have no impact on established communities.

#### b) Conflicts with Plans, Policies and Regulations Mitigating Environmental Effects.

The project site is currently designated Commercial and zoned for General Industrial uses. The existing zoning does not allow for the commercial use proposed by the project. The project applicant is requesting a rezoning of the parcel to CG - General Commercial. The rezoning would allow for the land uses proposed by the project. The zoning currently in place for the project site were not adopted for the purpose of avoiding or mitigating environmental effects, but for regulating land uses.

It is not expected that the proposed rezoning would have an adverse effect on the local environment. This IS/MND analyzes the potential environmental effects of the project, and it identifies mitigation measures to avoid or minimize any potentially significant environmental effects that are identified. No significant and unavoidable environmental effects were identified. The project would be consistent with any plans, policies and regulations that are adopted to avoid or mitigate environmental effects. Project impacts would be less than significant.

#### c) Conflict with Habitat Conservation Plans.

As noted in Section C(4), Biological Resources, the project would participate in the SJMSCP. The project would have no impact related to habitat conservation plans or similar plans.

## 11. 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?

			√
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## NARRATIVE DISCUSSION

### Environmental Setting

The City of Stockton has not identified any mineral resources in the vicinity of the project site. The California Division of Mines and Geology, now part of the California Geological Survey, has classified portions of the state into Mineral Resource Zones (MRZs). The project site and vicinity is classified as being within MRZ-1, indicating that no significant mineral deposits have been identified (City of Stockton 2007a). The French Camp natural gas field is the only active field identified in the Stockton area, but the project site is not within this field (City of Stockton 2007a).

### Environmental Impacts and Mitigation Measures

a, b) Availability of Mineral Resources.

There are no identified mineral resources areas on the project site. The project would have no effect on the availability of or access to locally designated or known mineral resources. The project would have no impact on mineral resources.

## 12. 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?			√	
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?

			√

## NARRATIVE DISCUSSION

### Environmental Setting

#### Noise Background

As described in the Stockton General Plan 2035 Background Report, as sound reaches unwanted levels, it is considered noise (City of Stockton 2007a). Noise levels are defined in terms of decibels (dB), which are typically adjusted for perception of loudness by the A-weighting network (dBA). Community noise is commonly described in terms of the "ambient" noise level, which is defined as the all-encompassing noise level associated with a given noise environment. A common statistical tool to measure the ambient noise level is the average, or equivalent, sound level ( $L_{eq}$ ), which corresponds to a steady-state, dBA sound level containing the same total energy as a time-varying signal over a given time period (usually one hour).

The  $L_{eq}$  shows very good correlation with community response to noise, and it is the basis for other noise descriptors such as the Day-Night Average Sound Level ( $L_{dn}$ ). The  $L_{dn}$  represents an average sound exposure over a 24-hour period, with noise occurring during the nighttime (10:00 p.m.-7:00 a.m.) weighted more heavily to account for the greater sensitivity of people to noise during this time period. Another noise descriptor is the Community Noise Equivalent Level (CNEL), which is similar to the  $L_{dn}$  but also gives weight to noise that occurs during the evening hours (7:00 p.m.-10:00 p.m.).

#### Existing Noise Conditions

The main sources of noise at the project site are vehicle traffic on South Airport Way and Sperry Road and aircraft traffic at Stockton Metropolitan Airport. The Stockton General Plan Background Report indicates that 2007 traffic noise levels along Airport Way between Industrial Drive and Sperry Road reached 64.2 dB  $L_{dn}$  at a distance of 100 feet from the Airport Way centerline. It also indicated that the project site was exposed to noise levels generated by the Stockton Airport between 60 and 65 dB CNEL in 2005 (City of Stockton 2007a). The Stockton Airport ALUCP indicates that the project site would be exposed to long-range (2028) noise levels between 65 and 70 dB CNEL (SJCOG 2016).

Land uses adjoining the project site are predominantly industrial and warehousing, which are not considered to be noise-sensitive, or are vacant. Residential and other noise-sensitive land uses (e.g., schools, health care facilities) are not located in the project vicinity.

#### Noise Regulations

The City's zoning ordinance, in Section 16.60.040 (Standards) of the Stockton Municipal Code, contains criteria for noise and vibration for properties zoned Commercial, as summarized below:

The maximum sound level ( $L_{\max}$ ) produced by industrial land uses or by other permitted noise-generating activities on any retail commercial zoning district (i.e., CO, CN, CG, CD, CL or CA districts) shall not exceed 75 dB; and

The hourly equivalent sound level ( $L_{eq}$ ) from these land uses shall not exceed 65 dB during daytime or nighttime hours as measured at the property line of any other adjoining retail commercial zoning district (CO, CN, CG, CD, CL or CA districts).

Adjacent to Other Uses: If commercial, industrial, or public facilities land uses are adjacent to any noise-sensitive land uses or vacant residential (RE, RL, RM, or RH) or open space (OS) zoning districts, these uses shall comply with the performance standards as listed below:

Noise Level Descriptor	Outdoor Activity Areas	
	Day (7:00 a.m. to 10:00 p.m.)	Night (10:00 p.m. to 7:00 a.m.)
Hourly Equivalent sound level ( $L_{eq}$ ), dB	55	45
Maximum sound level ( $L_{\max}$ ), dB	75	65

In addition, Stockton Municipal Code Chapter 16.60.030 limits noise considered a public nuisance.

## Environmental Impacts and Mitigation Measures

### a) Exposure to Noise Exceeding Local Standards.

Noise from project operations would include vehicle traffic entering and exiting the project site. It also would include noise from trucks delivering items for the store and tanker trucks delivering fuels.

As previously noted, there are no noise-sensitive land uses in the vicinity of the project site. The land uses are predominantly industrial or warehousing, along with the airport. Future development of the vicinity would be similar to existing land uses. Noise generated by project operations would not substantially affect nearby land uses, either existing or future. In addition, noise from project operations is unlikely to exceed the 75-dB level set in the City's zoning ordinance.

As the project is a commercial use, it is not considered noise-sensitive. As such, noise affecting the project site from other sources, such as traffic on adjacent roads and airport operations, is not considered to have a significant effect. Employees would stay mostly indoors, and customers would be exposed for limited amounts of time, so neither employees or customers would be exposed constantly to outdoor noise levels. Noise impacts are considered less than significant.

### b) Exposure to Groundborne Noise.

Groundborne vibration is not a common environmental problem. It is typically associated with transportation facilities, although it is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads. Some common sources of groundborne vibration are trains, buses on rough roads, and construction activities such as blasting, pile-

driving and operating heavy earth-moving equipment. The project would involve none of these potential noise sources, so it is anticipated that the project would not be exposed to groundborne vibrations nor would it generate substantial vibrations. The project would have no impact related to groundborne vibrations.

c) Permanent Increase in Ambient Noise.

The project would result in a permanent increase in ambient noise levels over existing conditions, as the site is currently vacant. As noted in a) above, noise levels are not expected to exceed City standards established for commercial uses. Also, it is expected that noise generated by project operations would not be substantially greater than existing noise levels generated by vehicle traffic and airport operations. Project impacts on permanent noise levels are considered less than significant.

d) Temporary or Periodic Increase in Ambient Noise.

Project construction would involve temporary increases in ambient noise levels, due to the use of construction equipment and vehicle traffic to and from the construction site. As noted above, the project site is in an area where there are no noise-sensitive land uses. Temporary noise increases from project construction are considered less than significant. Project construction noise would cease once construction work is completed.

e, f) Public Airport Operations Noise.

The project site is within the noise contours of Stockton Metropolitan Airport, as delineated in the ALUCP. The ALUCP has established noise compatibility criteria for land uses in the vicinity of the airport. According to the ALUCP, automotive service stations and convenience stores are compatible land uses in noise contours up to 75 dB CNEL (SJCOG 2016). As noted above, the project site would be exposed to long-range noise levels that would not exceed 70 dB CNEL. Project land uses would be compatible with both existing and future noise levels generated by the Stockton Airport. Project impacts would be less than significant.

f) Private Airstrip Operations Noise.

As noted in Section C(8), Hazards and Hazardous Materials, there are no private airstrips in the project vicinity. The project would have no impact related to noise from private airstrips.

## 13. 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?

			√
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## NARRATIVE DISCUSSION

### Environmental Setting

As of January 1, 2016, the population of Stockton was estimated at 315,592. Stockton had an estimated 100,146 housing units as of January 1, 2016. Single-family detached units (typical houses) accounted for approximately 64.9% of total housing units in Stockton, with multifamily units of two or more per building accounting for 26.9% (California Department of Finance 2016).

### Environmental Impacts and Mitigation Measures

#### a) Population Growth Inducement.

The project is a commercial development and would not construct residential housing. While the project would provide employment opportunities, these opportunities would be limited and are expected to go to existing residents in the Stockton area. The project would not directly induce population growth.

The project site would be served by existing infrastructure in the vicinity. No substantial extension of infrastructure that could serve other development in the area would be required. The project would not indirectly induce population growth. The project would have no impact on population growth.

#### b, c) Displacement of Housing or People.

The project site is vacant, so the project would not displace any housing units or persons. The project would have no impact on this issue.

## 14. PUBLIC SERVICES

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:

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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#### a) Fire protection?

#### b) Police protection?

#### c) Schools?

		√	
	√		
			√

d) Parks?

			√
			√

e) Other public facilities?

## NARRATIVE DISCUSSION

### Environmental Setting

The Stockton Fire Department provides fire protection services for the project site. The Fire Department has 12 stations throughout the greater Stockton metropolitan area. The closest station to the project site is Station 5, located at 3499 Manthey Road, approximately 2 mile to the northwest. The Montezuma Fire District serves the unincorporated areas in the project vicinity, including the Stockton Metropolitan Airport, where the Fire District maintains a station. All public fire protection agencies in San Joaquin County operate under a master mutual aid agreement, under which other fire agencies may be called upon to provide assistance should the resources of one agency be exhausted (San Joaquin County 2009).

The Stockton Police Department provides law enforcement services for the project site. The main station is located at 22 East Market Street, approximately 4 miles northwest of the project site. It is the Police Department's policy to respond to all emergency calls within a three- to five-minute time period. The Police Department has no adopted service levels, such as a sworn officer to population ratio.

The project site is within the boundaries of the Manteca Unified School District. There are no school facilities in the vicinity of the project site - the nearest school is approximately 1.25 miles to the north (see Section C(8), Hazards and Hazardous Materials).

Parks and recreational services are provided by the City of Stockton. The nearest park is Reverend Holmes Park, a two-acre facility located on 1718 Ralph Avenue, approximately 1¼ miles north of the project site. The project site is also served by the Maya Angelou Library on Pock Lane and the Cesar Chavez Main Library on Oak Street in downtown Stockton.

### Environmental Impacts and Mitigation Measures

#### a) Fire Protection.

The project would generate a demand for fire protection services, but it can be served by the Stockton Fire Department without new or expanded fire protection facilities. In addition, the Montezuma Fire District can send its resources should the Stockton Fire Department request mutual aid. While new facilities would not likely be required as a result of the project, future development would be required to pay Public Facility Fees to the City for future construction of Fire Department facilities that may be required.

The project is subject to the standard requirements of the City's adopted California Fire Code regarding placement of fire hydrants, adequacy of water supply to the site, and emergency access. It also would be subject to the City's adopted Building and Electrical Codes with their applicable provisions related to fire safety, including the installation of smoke detectors and sprinkler systems. Entryways would be constructed to City standards, which consider emergency vehicle accessibility. Compliance with City codes and standards would ensure that impacts on fire protection services would be less than significant.



b) Police Protection.

The project would generate a demand for police protection services, but it can be served by the Stockton Police Department without new or expanded police protection facilities. While new facilities would not likely be required as a result of the project, future development would be required to pay Public Facility Fees to the City for future construction of Police Department facilities that may be required.

Project construction would, through the location of construction materials and equipment on the unoccupied site, involve new crime opportunities during the construction period. This issue would be addressed by the mitigation measure below. With implementation of this mitigation measure, impacts on police protection services would be less than significant.

Level of Significance: Potentially significant

Mitigation Measures:

SERV-1: The ODS shall coordinate with the Stockton Police Department as required to establish adequate security and visibility of the construction site.

Significance After Mitigation: Less than significant

c) Schools.

The project is a commercial development, which would not generate students who would require school services. The project would have no impact on school facilities.

d, e) Parks and Other Public Facilities.

The project is a commercial development, which would not generate a demand for new or expanded park facilities or services, or for new or expanded public facilities or services such as libraries. The project would have no impact on parks or other public facilities.

## 15. RECREATION

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				√
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?				√

## NARRATIVE DISCUSSION

### Environmental Setting

Park and recreation facilities are provided by the City of Stockton Parks and Recreation Department. As mentioned in Section C(14), Public Services, Reverend Holmes Park is approximately 1¼ miles north of the project site. This park is equipped with picnic tables, a tot lot, two basketball courts, and two barbecue facilities.

### Environmental Impacts and Mitigation Measures

a, b) Recreational Facilities.

The project is a commercial development, which would not generate a demand for new or expanded recreational facilities or services. The project would have no impact on recreational facilities.

## 16. TRANSPORTATION/TRAFFIC

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?		√		
b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards 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 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) Conflict with adopted policies, plans or programs regarding public transit, bicycle or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

		√	
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## NARRATIVE DISCUSSION

### Environmental Setting

Information for much of this section is provided by a traffic impact study conducted by KD Anderson and Associates in October 2016 for a previous version of the project. The project analyzed at that time consisted of an ARCO fueling station and convenience store as well as a fast food restaurant. The current project does not include a restaurant, but does include a truck cardlock fueling station. The current project would generate fewer trips, but would still add to existing traffic volumes on roadways and intersections in the project vicinity. Appendix D contains the traffic impact study, which includes a description of the methodology used to analyze project traffic impacts. The traffic impact study is considered adequate to address the potential traffic effects of the modified project.

### Streets and Traffic Volumes

The project site is at the southwestern corner of the intersection of South Airport Way and Sperry Road. South Airport Way is a north-south roadway that extends from Charter Way to French Camp Road. It has four lanes adjacent to the project site. It is classified in the Stockton General Plan as an arterial – a street that connects the regional roadway network to the local roadway network and that typically has high traffic volumes and allows high speeds. The traffic impact study found the daily traffic volume on South Airport Way between Sperry Road and C.E. Dixon Street is 13,800.

Sperry Road is an east-west roadway that extends from French Camp Road near Interstate 5 to South Airport Way, where it becomes Arch-Airport Road and continues eastward to SR 99. It also has four lanes adjacent to the project site, and it is also classified in the Stockton General Plan as an arterial. The traffic impact study found the daily traffic volume on Sperry Road between Performance Drive and South Airport Way is 22,624.

Traffic conditions on streets and roads and at intersections are commonly described as a Level of Service (LOS). LOS is a qualitative measure of traffic conditions represented by letter designations A through F, with A representing the best conditions and F the worst. LOS on road segments are based on comparison of traffic volumes to road capacity, (refer to Appendix D for more details).

The traffic impact study evaluated existing traffic conditions on the segments of South Airport Way and Sperry Road adjacent to the project site. For South Airport Way, the LOS is A; for Sperry Road, the LOS is C. As described later in this section, existing conditions at the road segments are at LOS considered acceptable. The traffic study also analyzed LOS under existing traffic conditions plus previously approved projects that would affect these road segments – a condition referred to as Existing Plus Approved Projects (EPAP). Under EPAP conditions, LOS at the South Airport Way and Sperry Road segments are B and E, respectively. LOS E is considered an unacceptable LOS.

The traffic impact study also evaluated existing and EPAP traffic conditions at five intersections at or near the project site, during both the morning and the evening peak hour for traffic.

Conditions at intersections are also described as LOS, which is based on delay experienced by vehicles in passing through intersections (refer to Appendix D). Table 3-4 presents existing LOS conditions at the five study intersections. As described later in this section, existing conditions at the intersections are at LOS considered acceptable, but some of the intersections are operating at unacceptable LOS under EPAP conditions.

TABLE 3-4  
EXISTING AND EPAP TRAFFIC CONDITIONS AT INTERSECTIONS

Intersection	Intersection Control	Existing LOS		EPAP LOS	
		AM Peak	PM Peak	AM Peak	PM Peak
Airport Way and Industrial Drive	Signal	C	C	D	<b>E</b>
Sperry Road and Performance Drive	Signal	B	B	C	C
Airport Way and Sperry Road	Signal	C	D	<b>F</b>	<b>F</b>
Arch Airport Road and B Street	Unsignalized	A	B	<b>F</b>	<b>F</b>
Airport Way and C.E. Dixon Street	Signal	B	B	C	C

**Bold** indicates unacceptable LOS.

EPAP – Existing Conditions plus Approved Projects

Source: KD Anderson and Associates 2016.

## Other Transportation

Public transit services in Stockton are provided by the San Joaquin Regional Transit District (SJRTD). No SJRTD bus routes run by the project site. There are no sidewalks along the project site frontage, nor are there designated bikeways in the vicinity. The Stockton Bicycle Master Plan, adopted in 2007, proposes bike routes along Sperry Road and along South Airport Way south of the intersection with Sperry Road (City of Stockton 2007b). The SJCOG Regional Bicycle Master Plan, adopted in 2012, indicates that a bike lane will be installed on South Airport Way between Carpenter Road and the Stockton Metropolitan Airport in the future as a priority project. This plan also indicates that a potential bike path may be constructed along Sperry Road between Interstate 5 and SR 99, although this would be a longer-term project (SJCOG 2012a).

## Transportation Policies

The Transportation and Circulation Element of the Stockton General Plan sets forth policies and implementation measures related to transportation in the City. Policy TC-2.1 of the Circulation Element states that the City shall maintain LOS D or better on the City's street system, with limited exceptions that do not apply to this project.

The City of Stockton has issued Transportation Impact Analysis Guidelines for traffic impact studies. The Guidelines affirm D as the minimally acceptable LOS for City streets and intersections. They also state that impacts on road segments with an existing LOS of E or F (i.e., unacceptable LOS) would be considered significant if project traffic would increase traffic volumes by greater than five percent. Impacts at intersections with an unacceptable LOS would be considered significant if project traffic would increase average delay at the intersection by greater than 5 seconds.

The SJCOG adopted the latest version of its Regional Congestion Management Plan in 2012. The Regional Congestion Management Plan is designed to coordinate land use, air quality and

transportation planning to reduce potential congestion from traffic generated by development (SJCOG 2012b). The Plan has designated a roadway and intersection network on which traffic congestion would be monitored and programs to reduce congestion would be targeted. Both South Airport Way and Sperry Road are designated as part of this roadway network, and the South Airport Way/Sperry Road intersection is one of the designated intersections.

## Environmental Impacts and Mitigation Measures

### a) Consistency with Applicable Plans, Ordinances and Policies.

The project is expected to generate some traffic with the presence of the fueling stations and convenience store. The traffic impact study estimated that the project would generate 1,660 vehicle trips per day, when adjusted for the amount of pass-by trips drawn from the flow of traffic by the project site.

The traffic impact study analyzed traffic conditions on the study road segments under EPAP conditions with the project. Under EPAP plus project conditions, LOS at the South Airport Way and Sperry Road segments are B and E, respectively. These are the same LOS as under EPAP conditions without the project. Under City guidelines, LOS B is acceptable, but LOS E is not. However, the City's guidelines state that impacts on road segments with an unacceptable LOS would be significant only if traffic volumes would increase by greater than five percent with the project. The traffic impact study found this would not be the case with the project, so project impacts on South Airport Way and Sperry Road are considered consistent with City policies and guidelines, and are less than significant.

The traffic impact study also analyzed conditions at the study intersections under EPAP conditions with the project, during both morning and evening peak hours for traffic. It also included LOS conditions at the driveways that would be installed as part of the project. Table 3-5 presents LOS under EPAP plus project conditions at the five study intersections.

TABLE 3-5  
EPAP PLUS PROJECT TRAFFIC CONDITIONS AT INTERSECTIONS

Intersection	Intersection Control	EPAP Plus Project LOS	
		AM Peak	PM Peak
Airport Way and Industrial Drive	Signal	D	E
Sperry Road and Performance Drive	Signal	C	C
Airport Way and Sperry Road	Signal	<b>F</b>	<b>F</b>
Arch Airport Road and B Street	Unsignalized	<b>F</b>	<b>F</b>
Airport Way and C.E. Dixon Street	Signal	C	C
Sperry Road and West Project Driveway	Unsignalized	A	A
Sperry Road and East Project Driveway	Unsignalized	A	A
Airport Way and South Project Driveway	Unsignalized	A	A

**Bold** indicates unacceptable LOS.

EPAP – Existing Conditions plus Approved Projects

Source: KD Anderson and Associates 2016.

The LOS at the first five intersections under EPAP Plus Project conditions is the same as under EPAP conditions without the project. LOS at all the driveways is A, the best condition.

Under City guidelines, LOS at three of the intersections is considered unacceptable. The City's guidelines state that impacts on intersections with an unacceptable LOS would be significant only if average delay would increase by greater than five seconds. The traffic impact study found this would not be the case at the Airport Way and Industrial Drive intersection and the Arch Airport Road and B Street intersection. However, average delay would increase by greater than five seconds at the Airport Way and Sperry Road intersection, so project impacts on this intersection are considered potentially significant. Mitigation prescribed in the traffic impact study would improve LOS at the intersection to D, the minimally acceptable LOS. This would reduce project impacts at the intersection to a level that would be less than significant.

The City of Stockton has adopted Public Facilities Fees for Street Improvement to finance street improvements required to mitigate the impacts of new development. If off-site intersection and roadway segment improvements identified above are currently included in the calculations for the Street Improvement Fee, the payment of the current Public Facilities Fee constitutes the developer's proportionate share of participation for improvements. For improvements not included in the Public Facilities Fee calculation (including interim street improvements), the owners, developers and/or successors-in-interest will be responsible for payment of the proportionate share, based on traffic loadings, for these improvements.

Level of Significance: Potentially significant

Mitigation Measures:

TRANS-1: The ODS shall make a fair-share contribution to funding the following improvements to the South Airport Way and Sperry Road intersection:

- Widen the southbound approach to include two exclusive left-turn lanes, one exclusive through lane, and one combined through/right-turn lane.
- Widen the westbound approach to include one exclusive left-turn lane, three exclusive through lanes, and one "free" right-turn lane.
- Widen the northbound approach to include one exclusive left-turn lane, two exclusive through lanes, and one exclusive right-turn lane.
- Widen the eastbound approach to include two exclusive left-turn lanes, two exclusive through lanes, and one combined through/right-turn lane.

The Stockton Public Works Department shall determine the fair-share contribution of the ODS to these improvements.

Significance After Mitigation: Less than significant

b) Conflict with Congestion Management Program.

As described above, the project would adversely affect LOS at the South Airport Way/Sperry Road intersection, which is part of the roadway and intersection network covered by the Regional Congestion Management Plan. Implementation of Mitigation Measure TRANS-1 would improve LOS at the intersection to an acceptable level, which would make intersection operations more

consistent with the objectives of the Regional Congestion Management Plan. Project impacts are considered less than significant with mitigation.

c) Air Traffic Patterns.

As a commercial project designed to serve primarily passersby on the adjoining streets, employees of nearby industrial activities and visitors to the Stockton Airport, the project would not generate additional passengers for air service. As discussed in Section C(8), Hazards and Hazardous Materials, despite its location within the Inner Approach/Departure Zone, the project would not adversely affect air traffic patterns. The project would have a less than significant effect on air traffic patterns.

d) Traffic Hazards.

Access to the project site would be provided off southbound South Airport Way. An existing raised median on South Airport Way would prevent vehicles on northbound South Airport Way from making a potentially hazardous left turn to access the project site. Although the project would make the Sperry Road exit right-out only, there is currently no median or other barrier on westbound Sperry Road from its intersection with South Airport Way that would prevent left turns out of the project site. Mitigation presented below would eliminate this potential hazard, making road hazard impacts less than significant.

Level of Significance: Potentially significant

Mitigation Measures:

TRANS-2: The ODS shall install, or contribute to the cost of installing, a barrier on Sperry Road from the intersection with South Airport Way west to the end of the project site frontage to prevent vehicles from making left turns from the project site to Sperry Road. The type of barrier shall be approved by the Stockton Public Works Department, which shall also determine the contribution of the ODS to the cost of installation if necessary. The mitigation measure may be incorporated as part of the improvements required by Mitigation Measure TRANS-1.

Significance After Mitigation: Less than significant

e) Emergency Access.

The planned flow of traffic across the project site permits entry from South Airport Way and exit on Sperry Road. Emergency vehicles, however, would be able to enter and exit the project at both South Airport Way and Sperry Road. The project would have no impact on emergency access.

f) Conflict with Non-vehicular Transportation Plans.

The project is not expected to interfere with future plans for the installation of bike routes in the vicinity, as described in the SJCOG Regional Bicycle Master Plan. The proposed bike lane along South Airport Way would be installed within the existing right-of-way, and the project would not affect the right-of-way. Plans for a bike path along Sperry Road have not been made to date, but the project would not interfere with the installation of a future bike lane or other bikeway along Sperry Road. The project would also install sidewalks, which would increase the safety of any pedestrian traffic in the area. Project impacts on non-vehicular transportation plans are considered less than significant.

## 17. 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?		√		
c) 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?		√		
d) Are sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?		√		
e) Has the wastewater treatment provider which serves or may serve the project determined that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?		√		
f) Is the project 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?		√		

### NARRATIVE DISCUSSION

#### Environmental Setting

Wastewater treatment and collection services in the City of Stockton, including the project site, are provided by the City. Sewage treatment services are provided at the City's Regional Wastewater Control Facility (RWCF), located on Navy Drive in Stockton. The RWCF currently processes approximately 33 million gallons per day (mgd) of wastewater on average and has a treatment capacity of 55 mgd. Existing sewer lines are in place along South Airport Way and Sperry Road.

Water service in the project vicinity is provided by the City of Stockton Department of Municipal Utilities. The City relies on both surface and groundwater for its supplies. Total water demand in 2015 was 24,843 acre-feet. The City has a total water right or safe yield capacity of 96,480 acre-feet (Brown and Caldwell 2016). Existing water lines are in place along South Airport Way and Sperry Road.



Storm water drainage service in the area is managed by the City of Stockton. The project site is within the boundaries of the Airport Gateway Storm Drainage Basin Maintenance District, which maintains a storm drainage detention basin and appurtenances. There are currently no storm water drainage facilities on the project site. As discussed in Section C(9), Hydrology and Water Quality, the City has a SWMP and a SWQCCP that are designed to regulate storm water quality in accordance with NPDES permit conditions.

The City has two franchise haulers that provide solid waste collection services. For the project site, Waste Management would provide collection service. There are three active sanitary landfills in San Joaquin County: the Forward Landfill on South Austin Road with available capacity to 2020, the North County Landfill on East Harney Lane with available capacity to 2048, and the Foothill Sanitary Landfill on North Waverly Road with available capacity to 2082 (CalRecycle 2016).

Electrical, telephone, and cable television lines are available in the project vicinity. The state-regulated utilities operating these lines can extend them to the project site, if necessary.

## Environmental Impacts and Mitigation Measures

### a, e) Wastewater Systems.

The project would connect to existing sewer lines in the area. No new or extended sewer mains would need to be installed.

The RWCF currently has approximately 22 mgd of capacity to serve additional development. As discussed in b) below, the automated car wash would generate 300-400 gallons per day of discharge to the sewer system. The City of Stockton 2035 Wastewater Master Plan assumes wastewater generation from commercial activities at a rate of 2,000 gallons per day per acre. Based on this rate, the project site would generate approximately 4,024 gallons of wastewater per day. If a conservative assumption is made that the wastewater discharged by the car wash is in addition to the wastewater generated by the overall commercial development, then the project would generate a maximum of 4,424 gallons of wastewater per day. The RWCF has sufficient existing capacity to accommodate the maximum project wastewater. Project impacts on the wastewater system would be less than significant.

### b, d) Water Systems and Supply.

The project would connect to existing water lines in the area. No new or extended water mains would need to be installed.

The project proposes to install an automated car wash. According to information from the automated car wash company, it is estimated that the proposed car wash would use approximately 40 gallons of water per vehicle. Assuming a total of 100 vehicles per day, daily water use would be 4,000 gallons. This is typical of car washes with reclaim systems (Brown 2002). Of this total, approximately 80% would be reclaimed for re-use by the car wash, so 9-10 gallons of fresh water per vehicle would be used for the reverse osmosis system to ensure “spot-free” car washing. About 3-4 gallons per vehicle would be discharged to the sewer system, which would be 300-400 gallons per day. The remaining water would be lost to evaporation and vehicle carryout.

As of 2015, the City had 96,480 acre-feet of water per year available by right or from safe yield. With 2015 water demand of 26,319 acre-feet per year deducted, the City had 67,141 acre-feet of water available in 2015 to serve additional development (Brown and Caldwell 2016). Based on the above figures, the automated car wash would use an estimated 4.48 acre-feet per year. The

2008 City of Stockton Water Master Plan Update assigns a water usage factor for commercial development of 2.3 acre-feet per acre per year (City of Stockton 2008), so water usage on the project site would be approximately 4.6 acre-feet per year. If a conservative assumption is made that the water usage of the car wash is in addition to the water usage of the overall commercial development, then the project would generate a demand of approximately 9.08 acre-feet of water per year. The City would have sufficient existing water supply to accommodate project water needs. Project impacts on the water system would be less than significant.

c) Stormwater Systems.

The project would require the construction of storm drainage facilities to collect anticipated runoff from the project site once it is developed. These new facilities would be constructed in accordance with City specifications and would be consistent with the requirements of the Airport Gateway Storm Drainage Basin Maintenance District. The new facilities may require a connection to existing storm drainage facilities in the area. This connection would not have significant environmental impacts, as the area is substantially developed or designated for urban uses. Project impacts related to storm drainage facilities are considered less than significant.

f, g) Solid Waste Services.

The project would generate a demand for solid waste services. As indicated above, existing landfills in the County would have sufficient capacity to accommodate the amount of solid waste that would be generated by the project. The project would comply with applicable federal, state and local statutes and regulations related to solid waste. Project impacts on solid waste are considered less than significant.

## 18. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		√		
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)?		√		

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

	√		
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## NARRATIVE DISCUSSION

### a) Findings on Biological and Cultural Resources.

The project's potential biological and cultural resource impacts were described in Sections 3.4 and 3.5, respectively. Potentially significant environmental effects were identified in these issue areas, but all of the potentially significant effects would be reduced to a less than significant level with mitigation measures that would be incorporated into the project.

### b) Findings on Individually Limited but Cumulatively Considerable Impacts.

As described in this Initial Study, the potential environmental effects of the project would either be less than significant, or the project would have no impact at all, when compared to the baseline. Where the project involves potentially significant effects, these effects would be reduced to a less than significant level with proposed mitigation measures and compliance with required permits and applicable regulations.

The potential environmental effects identified in this Initial Study have been considered in conjunction with each other as to their potential to generate other potentially significant effects. The various potential environmental effects of the project would not combine to generate any potentially significant cumulative effects, except for traffic.

The traffic impact study for the project (see Appendix D) analyzed the potential cumulative impacts of the project on traffic conditions in the Stockton area, based on development of land uses and roadway improvements associated with the City of Stockton General Plan in 2035. The traffic impact study evaluated cumulative traffic conditions on the segments of South Airport Way and Sperry Road adjacent to the project site. Under cumulative conditions both without and with the project, the LOS is A on South Airport Way and C on Sperry Road, which are acceptable by City standards.

The traffic impact study also analyzed conditions at the study intersections under cumulative conditions during both morning and evening peak hours for traffic, both without and with the project. It also included LOS conditions at the driveways that would be installed as part of the project. Table 3-6 presents LOS under cumulative conditions at the study intersections.

The LOS at the first five intersections under cumulative conditions is the same without and with the project. LOS at all the driveways is A. Under City guidelines, LOS at two of the intersections is considered unacceptable. The City's guidelines state that impacts on intersections with an unacceptable LOS would be significant only if average delay would increase by greater than five seconds. The traffic impact study found this would not be the case at the Airport Way and C.E. Dixon Street intersection. Average delay would increase by greater than five seconds at the Airport Way and Sperry Road intersection, which is a potentially significant impact.

Mitigation Measure TRANS-1, prescribed in Section C(16), Transportation to mitigate project impacts at this intersection under EPAP Plus Project conditions, would improve cumulative LOS to D, the minimally acceptable LOS. This would reduce cumulative project impacts at the intersection to a level that would be less than significant.

TABLE 3-6  
CUMULATIVE TRAFFIC CONDITIONS AT INTERSECTIONS

Intersection	Intersection Control	Cumulative LOS Without Project		Cumulative LOS With Project	
		AM Peak	PM Peak	AM Peak	PM Peak
Airport Way and Industrial Drive	Signal	C	C	C	C
Sperry Road and Performance Drive	Signal	B	C	B	C
Airport Way and Sperry Road	Signal	<b>F</b>	<b>F</b>	<b>F/D*</b>	<b>F/D*</b>
Arch Airport Road and B Street	Signal	C	C	C	C
Airport Way and C.E. Dixon Street	Signal	C	E	C	E
Sperry Road and West Project Driveway	Unsignalized	—	—	A	A
Sperry Road and East Project Driveway	Unsignalized	—	—	A	A
Airport Way and South Project Driveway	Unsignalized	—	—	A	A

**Bold** indicates unacceptable LOS.

\* LOS with implementation of Mitigation Measure TRANS-1.

Source: KD Anderson and Associates 2016.

#### c) Findings on Adverse Effects on Human Beings.

Potential adverse effects on human beings were discussed in Section C(6), Geology and Soils (seismic hazards); Section C(8), Hazards and Hazardous Materials; Section C(9), Hydrology and Water Quality (flooding); and Section C(16), Transportation/Traffic (traffic hazards). Potential adverse effects on human beings were identified in the Geology and Soils and Transportation/Traffic sections. Mitigation measures described in these sections would reduce impacts to a level that would be less than significant.

### D. Earlier Analysis

Earlier analyses may be used where, pursuant to tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or Initial Study/Negative Declaration [Section 15063(c)(3)(d) of the State CEQA Guidelines]. The previously-certified or adopted environmental document(s) and any applicable adopted mitigation measures, CEQA “findings”, Statements of Overriding Considerations, and mitigation monitoring/reporting programs are incorporated by reference, as cited below, and discussed on attached sheet(s) to identify the following:

Earlier Analysis Used - Identify earlier analyses that adequately address project impacts and that are available for review at the City of Stockton Community Development Department, Planning Division, 345 N. El Dorado Street, Stockton CA:

Final EIR File No.: 4-05

EIR, Stockton General Plan 2035, December 2007  
State Clearinghouse No.: 2004082066

Impacts Adequately Addressed - Identify which effects from the above checklist (Section C) were within the scope of, and adequately analyzed in, an earlier document pursuant to applicable legal standards: See C(18) Cumulative Impacts.

Mitigation Measures - For effects that are “Less Than Significant With Mitigation Incorporated,” specify whether any applicable mitigation measures are incorporated or refined from the earlier document to address site-specific conditions for the project: No mitigation measures have been brought forward from the earlier document.

(d) CEQA Findings, Statements of Overriding Considerations, and Mitigation Monitoring/Reporting Programs - Indicate whether applicable previously adopted CEQA Findings, Overriding Considerations, and Mitigation Monitoring Provisions have been relied upon and incorporated into the proposed project, pursuant to Sections 15150 (incorporation by reference) and 15152(F)(3) (Tiering) of the State CEQA Guidelines: This analysis does not rely on previous findings or Statements of Overriding Considerations.

ENVIRONMENTAL ISSUE	Adequately Addressed in Earlier Analysis	Earlier Mitigation/ Findings/Monitoring Incorporated	N/A
1. Aesthetics			√
2. Agricultural and Forestry Resources			√
3. Air Quality (cumulative)	√		
4. Biological Resources			√
5. Cultural Resources			√
6. Geology and Soils			√
7. Greenhouse Gas Emissions			√
8. Hazards and Hazardous Materials			√
9. Hydrology and Water Quality			√
10. Land Use			√
11. Mineral Resources			√
12. Noise			√
13. Population and Housing			√
14. Public Services			√
15. Recreation			√
16. Transportation/Traffic			√
17. Mandatory Findings of Significance			√

## E. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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The environmental factors checked below would potentially be affected by this project (i.e., the project would involve at least one impact that is a “Potentially Significant Impact” prior to mitigation), as indicated in the preceding Checklist (Section C) and the Earlier Analysis (Section D):

	Aesthetics		Agriculture/Forestry Resources		Air Quality
√	Biological Resources	√	Cultural Resources	√	Geology/Soils
√	Greenhouse Gas Emissions		Hazards/Hazardous Materials	√	Hydrology/Water Quality
	Land Use/Planning		Mineral Resources		Noise
	Population/Housing	√	Public Services		Recreation
√	Transportation/Traffic		Utilities/Service Systems	√	Mandatory Findings of Significance

## F. REFERENCES CITED AND PERSONS CONSULTED

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### Persons Consulted

Surina Mann, Director of Development, Norcal Cajun Foods, Inc.

Julio Tinajero, Engineer, Milestone Associates Imagineering, Inc.

Denise Wight, Director of Corporate Accounts, New Wave Industries.

## APPENDIX A

### AIR QUALITY MODELING RESULTS

## Airport Way ARCO

### San Joaquin County, Annual

## 1.0 Project Characteristics

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### 1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Convenience Market With Gas Pumps	16.00	Pump	0.05	2,258.80	0
Fast Food Restaurant with Drive Thru	2.30	1000sqft	0.05	2,300.00	0

### 1.2 Other Project Characteristics

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.7	<b>Precipitation Freq (Days)</b>	51
<b>Climate Zone</b>	2			<b>Operational Year</b>	2018
<b>Utility Company</b>	Pacific Gas & Electric Company				
<b>CO2 Intensity (lb/MW hr)</b>	641.35	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.006

### 1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - No demolition work.

Architectural Coating - Per SJVAPCD rule.

Area Coating - Per SJVAPCD rule.

Construction Off-road Equipment Mitigation -

Water Mitigation -

Waste Mitigation -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	150.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	150	50
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	50	0
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	150	0
tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	150	0
tblAreaMitigation	UseLowVOCPaintResidentialInteriorValue	150	0
tblConstructionPhase	NumDays	100.00	155.00
tblConstructionPhase	NumDays	10.00	0.00
tblConstructionPhase	NumDays	2.00	5.00
tblConstructionPhase	NumDays	1.00	10.00
tblConstructionPhase	PhaseEndDate	9/11/2017	9/4/2017
tblConstructionPhase	PhaseEndDate	2/3/2017	1/23/2017
tblConstructionPhase	PhaseEndDate	1/13/2017	1/27/2017
tblConstructionPhase	PhaseStartDate	9/5/2017	8/29/2017
tblConstructionPhase	PhaseStartDate	1/28/2017	1/17/2017
tblConstructionPhase	PhaseStartDate	12/31/2016	1/14/2017
tblGrading	AcresOfGrading	5.00	0.50
tblProjectCharacteristics	OperationalYear	2014	2018

## 2.0 Emissions Summary

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## 2.1 Overall Construction

### Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	0.1237	1.1098	0.7227	1.0300e-003	4.6400e-003	0.0740	0.0787	1.7400e-003	0.0682	0.0700	0.0000	94.9575	94.9575	0.0277	0.0000	95.5386
<b>Total</b>	<b>0.1237</b>	<b>1.1098</b>	<b>0.7227</b>	<b>1.0300e-003</b>	<b>4.6400e-003</b>	<b>0.0740</b>	<b>0.0787</b>	<b>1.7400e-003</b>	<b>0.0682</b>	<b>0.0700</b>	<b>0.0000</b>	<b>94.9575</b>	<b>94.9575</b>	<b>0.0277</b>	<b>0.0000</b>	<b>95.5386</b>

### Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	0.1237	1.1098	0.7227	1.0300e-003	3.4600e-003	0.0740	0.0775	1.1500e-003	0.0682	0.0694	0.0000	94.9574	94.9574	0.0277	0.0000	95.5385
Total	0.1237	1.1098	0.7227	1.0300e-003	3.4600e-003	0.0740	0.0775	1.1500e-003	0.0682	0.0694	0.0000	94.9574	94.9574	0.0277	0.0000	95.5385

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	25.43	0.01	1.50	33.91	0.00	0.84	0.00	0.00	0.00	0.00	0.00	0.00

**2.2 Overall Operational****Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0205	0.0000	1.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.3000e-004	3.3000e-004	0.0000	0.0000	3.5000e-004
Energy	1.5300e-003	0.0139	0.0117	8.0000e-005		1.0600e-003	1.0600e-003		1.0600e-003	1.0600e-003	0.0000	46.4585	46.4585	1.7100e-003	5.7000e-004	46.6713
Mobile	4.1495	6.2617	33.3836	0.0337	1.8565	0.0673	1.9238	0.4979	0.0619	0.5599	0.0000	2,540.1502	2,540.1502	0.1074	0.0000	2,542.4052
Waste						0.0000	0.0000		0.0000	0.0000	5.3772	0.0000	5.3772	0.3178	0.0000	12.0507
Water						0.0000	0.0000		0.0000	0.0000	0.2746	1.5121	1.7867	0.0283	6.8000e-004	2.5911
<b>Total</b>	<b>4.1714</b>	<b>6.2756</b>	<b>33.3955</b>	<b>0.0337</b>	<b>1.8565</b>	<b>0.0683</b>	<b>1.9248</b>	<b>0.4979</b>	<b>0.0630</b>	<b>0.5609</b>	<b>5.6518</b>	<b>2,588.1212</b>	<b>2,593.7730</b>	<b>0.4552</b>	<b>1.2500e-003</b>	<b>2,603.7186</b>

## 2.2 Overall Operational

### Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0205	0.0000	1.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.3000e-004	3.3000e-004	0.0000	0.0000	3.5000e-004
Energy	1.5300e-003	0.0139	0.0117	8.0000e-005		1.0600e-003	1.0600e-003		1.0600e-003	1.0600e-003	0.0000	46.4585	46.4585	1.7100e-003	5.7000e-004	46.6713
Mobile	4.1495	6.2617	33.3836	0.0337	1.8565	0.0673	1.9238	0.4979	0.0619	0.5599	0.0000	2,540.1502	2,540.1502	0.1074	0.0000	2,542.4052
Waste						0.0000	0.0000		0.0000	0.0000	1.3443	0.0000	1.3443	0.0795	0.0000	3.0127
Water						0.0000	0.0000		0.0000	0.0000	0.2197	1.1187	1.3383	0.0226	5.4000e-004	1.9815
<b>Total</b>	<b>4.1714</b>	<b>6.2756</b>	<b>33.3955</b>	<b>0.0337</b>	<b>1.8565</b>	<b>0.0683</b>	<b>1.9248</b>	<b>0.4979</b>	<b>0.0630</b>	<b>0.5609</b>	<b>1.5640</b>	<b>2,587.7277</b>	<b>2,589.2917</b>	<b>0.2112</b>	<b>1.1100e-003</b>	<b>2,594.0710</b>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
<b>Percent Reduction</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>72.33</b>	<b>0.02</b>	<b>0.17</b>	<b>53.61</b>	<b>11.20</b>	<b>0.37</b>

## 3.0 Construction Detail

### Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2017	12/30/2016	5	0	
2	Site Preparation	Site Preparation	1/14/2017	1/27/2017	5	10	
3	Grading	Grading	1/17/2017	1/23/2017	5	5	
4	Building Construction	Building Construction	1/24/2017	8/28/2017	5	155	
5	Paving	Paving	8/29/2017	9/4/2017	5	5	
6	Architectural Coating	Architectural Coating	8/29/2017	9/4/2017	5	5	

**Acres of Grading (Site Preparation Phase): 0.5**

**Acres of Grading (Grading Phase): 0**

**Acres of Paving: 0**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 6,838; Non-Residential Outdoor: 2,279 (Architectural Coating – sqft)**

**OffRoad Equipment**



Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	226	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Site Preparation	Graders	1	8.00	174	0.41
Paving	Pavers	1	7.00	125	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	1.00	255	0.40
Grading	Rubber Tired Dozers	1	1.00	255	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	2.00	1.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

### 3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

### 3.3 Site Preparation - 2017

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.3500e-003	0.0634	0.0362	5.0000e-005		3.8500e-003	3.8500e-003		3.5400e-003	3.5400e-003	0.0000	4.3357	4.3357	1.3300e-003	0.0000	4.3636
<b>Total</b>	<b>6.3500e-003</b>	<b>0.0634</b>	<b>0.0362</b>	<b>5.0000e-005</b>	<b>2.7000e-004</b>	<b>3.8500e-003</b>	<b>4.1200e-003</b>	<b>3.0000e-005</b>	<b>3.5400e-003</b>	<b>3.5700e-003</b>	<b>0.0000</b>	<b>4.3357</b>	<b>4.3357</b>	<b>1.3300e-003</b>	<b>0.0000</b>	<b>4.3636</b>

**3.3 Site Preparation - 2017****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.0000e-005	1.0000e-004	9.6000e-004	0.0000	2.0000e-004	0.0000	2.0000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1700	0.1700	1.0000e-005	0.0000	0.1701
<b>Total</b>	<b>8.0000e-005</b>	<b>1.0000e-004</b>	<b>9.6000e-004</b>	<b>0.0000</b>	<b>2.0000e-004</b>	<b>0.0000</b>	<b>2.0000e-004</b>	<b>5.0000e-005</b>	<b>0.0000</b>	<b>5.0000e-005</b>	<b>0.0000</b>	<b>0.1700</b>	<b>0.1700</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.1701</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.2000e-004	0.0000	1.2000e-004	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.3500e-003	0.0634	0.0362	5.0000e-005		3.8500e-003	3.8500e-003		3.5400e-003	3.5400e-003	0.0000	4.3357	4.3357	1.3300e-003	0.0000	4.3636
<b>Total</b>	<b>6.3500e-003</b>	<b>0.0634</b>	<b>0.0362</b>	<b>5.0000e-005</b>	<b>1.2000e-004</b>	<b>3.8500e-003</b>	<b>3.9700e-003</b>	<b>1.0000e-005</b>	<b>3.5400e-003</b>	<b>3.5500e-003</b>	<b>0.0000</b>	<b>4.3357</b>	<b>4.3357</b>	<b>1.3300e-003</b>	<b>0.0000</b>	<b>4.3636</b>

### 3.3 Site Preparation - 2017

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.0000e-005	1.0000e-004	9.6000e-004	0.0000	2.0000e-004	0.0000	2.0000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1700	0.1700	1.0000e-005	0.0000	0.1701
<b>Total</b>	<b>8.0000e-005</b>	<b>1.0000e-004</b>	<b>9.6000e-004</b>	<b>0.0000</b>	<b>2.0000e-004</b>	<b>0.0000</b>	<b>2.0000e-004</b>	<b>5.0000e-005</b>	<b>0.0000</b>	<b>5.0000e-005</b>	<b>0.0000</b>	<b>0.1700</b>	<b>0.1700</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.1701</b>

### 3.4 Grading - 2017

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.8800e-003	0.0000	1.8800e-003	1.0300e-003	0.0000	1.0300e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.0100e-003	0.0262	0.0215	3.0000e-005		1.8200e-003	1.8200e-003		1.7300e-003	1.7300e-003	0.0000	2.6848	2.6848	5.3000e-004	0.0000	2.6960
<b>Total</b>	<b>3.0100e-003</b>	<b>0.0262</b>	<b>0.0215</b>	<b>3.0000e-005</b>	<b>1.8800e-003</b>	<b>1.8200e-003</b>	<b>3.7000e-003</b>	<b>1.0300e-003</b>	<b>1.7300e-003</b>	<b>2.7600e-003</b>	<b>0.0000</b>	<b>2.6848</b>	<b>2.6848</b>	<b>5.3000e-004</b>	<b>0.0000</b>	<b>2.6960</b>

**3.4 Grading - 2017****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.0000e-005	1.0000e-004	9.6000e-004	0.0000	2.0000e-004	0.0000	2.0000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1700	0.1700	1.0000e-005	0.0000	0.1701
<b>Total</b>	<b>8.0000e-005</b>	<b>1.0000e-004</b>	<b>9.6000e-004</b>	<b>0.0000</b>	<b>2.0000e-004</b>	<b>0.0000</b>	<b>2.0000e-004</b>	<b>5.0000e-005</b>	<b>0.0000</b>	<b>5.0000e-005</b>	<b>0.0000</b>	<b>0.1700</b>	<b>0.1700</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.1701</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					8.5000e-004	0.0000	8.5000e-004	4.7000e-004	0.0000	4.7000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.0100e-003	0.0262	0.0215	3.0000e-005		1.8200e-003	1.8200e-003		1.7300e-003	1.7300e-003	0.0000	2.6848	2.6848	5.3000e-004	0.0000	2.6960
<b>Total</b>	<b>3.0100e-003</b>	<b>0.0262</b>	<b>0.0215</b>	<b>3.0000e-005</b>	<b>8.5000e-004</b>	<b>1.8200e-003</b>	<b>2.6700e-003</b>	<b>4.7000e-004</b>	<b>1.7300e-003</b>	<b>2.2000e-003</b>	<b>0.0000</b>	<b>2.6848</b>	<b>2.6848</b>	<b>5.3000e-004</b>	<b>0.0000</b>	<b>2.6960</b>

**3.4 Grading - 2017****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.0000e-005	1.0000e-004	9.6000e-004	0.0000	2.0000e-004	0.0000	2.0000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1700	0.1700	1.0000e-005	0.0000	0.1701
<b>Total</b>	<b>8.0000e-005</b>	<b>1.0000e-004</b>	<b>9.6000e-004</b>	<b>0.0000</b>	<b>2.0000e-004</b>	<b>0.0000</b>	<b>2.0000e-004</b>	<b>5.0000e-005</b>	<b>0.0000</b>	<b>5.0000e-005</b>	<b>0.0000</b>	<b>0.1700</b>	<b>0.1700</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.1701</b>

**3.5 Building Construction - 2017****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0987	0.9822	0.6231	8.8000e-004		0.0663	0.0663		0.0610	0.0610	0.0000	81.5229	81.5229	0.0250	0.0000	82.0475
<b>Total</b>	<b>0.0987</b>	<b>0.9822</b>	<b>0.6231</b>	<b>8.8000e-004</b>		<b>0.0663</b>	<b>0.0663</b>		<b>0.0610</b>	<b>0.0610</b>	<b>0.0000</b>	<b>81.5229</b>	<b>81.5229</b>	<b>0.0250</b>	<b>0.0000</b>	<b>82.0475</b>

### 3.5 Building Construction - 2017

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	7.8000e-004	6.8900e-003	9.6200e-003	2.0000e-005	5.0000e-004	1.2000e-004	6.2000e-004	1.4000e-004	1.1000e-004	2.5000e-004	0.0000	1.6518	1.6518	1.0000e-005	0.0000	1.6520
Worker	4.9000e-004	6.2000e-004	5.9300e-003	1.0000e-005	1.2300e-003	1.0000e-005	1.2400e-003	3.3000e-004	1.0000e-005	3.4000e-004	0.0000	1.0538	1.0538	5.0000e-005	0.0000	1.0548
<b>Total</b>	<b>1.2700e-003</b>	<b>7.5100e-003</b>	<b>0.0156</b>	<b>3.0000e-005</b>	<b>1.7300e-003</b>	<b>1.3000e-004</b>	<b>1.8600e-003</b>	<b>4.7000e-004</b>	<b>1.2000e-004</b>	<b>5.9000e-004</b>	<b>0.0000</b>	<b>2.7055</b>	<b>2.7055</b>	<b>6.0000e-005</b>	<b>0.0000</b>	<b>2.7069</b>

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0987	0.9822	0.6231	8.8000e-004		0.0663	0.0663		0.0610	0.0610	0.0000	81.5228	81.5228	0.0250	0.0000	82.0474
<b>Total</b>	<b>0.0987</b>	<b>0.9822</b>	<b>0.6231</b>	<b>8.8000e-004</b>		<b>0.0663</b>	<b>0.0663</b>		<b>0.0610</b>	<b>0.0610</b>	<b>0.0000</b>	<b>81.5228</b>	<b>81.5228</b>	<b>0.0250</b>	<b>0.0000</b>	<b>82.0474</b>

### 3.5 Building Construction - 2017

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	7.8000e-004	6.8900e-003	9.6200e-003	2.0000e-005	5.0000e-004	1.2000e-004	6.2000e-004	1.4000e-004	1.1000e-004	2.5000e-004	0.0000	1.6518	1.6518	1.0000e-005	0.0000	1.6520
Worker	4.9000e-004	6.2000e-004	5.9300e-003	1.0000e-005	1.2300e-003	1.0000e-005	1.2400e-003	3.3000e-004	1.0000e-005	3.4000e-004	0.0000	1.0538	1.0538	5.0000e-005	0.0000	1.0548
<b>Total</b>	<b>1.2700e-003</b>	<b>7.5100e-003</b>	<b>0.0156</b>	<b>3.0000e-005</b>	<b>1.7300e-003</b>	<b>1.3000e-004</b>	<b>1.8600e-003</b>	<b>4.7000e-004</b>	<b>1.2000e-004</b>	<b>5.9000e-004</b>	<b>0.0000</b>	<b>2.7055</b>	<b>2.7055</b>	<b>6.0000e-005</b>	<b>0.0000</b>	<b>2.7069</b>

### 3.6 Paving - 2017

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	2.6000e-003	0.0246	0.0181	3.0000e-005		1.5000e-003	1.5000e-003		1.3900e-003	1.3900e-003	0.0000	2.4243	2.4243	6.7000e-004	0.0000	2.4384
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>2.6000e-003</b>	<b>0.0246</b>	<b>0.0181</b>	<b>3.0000e-005</b>		<b>1.5000e-003</b>	<b>1.5000e-003</b>		<b>1.3900e-003</b>	<b>1.3900e-003</b>	<b>0.0000</b>	<b>2.4243</b>	<b>2.4243</b>	<b>6.7000e-004</b>	<b>0.0000</b>	<b>2.4384</b>



**3.6 Paving - 2017****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.4000e-004	1.8000e-004	1.7200e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.3059	0.3059	1.0000e-005	0.0000	0.3062
<b>Total</b>	<b>1.4000e-004</b>	<b>1.8000e-004</b>	<b>1.7200e-003</b>	<b>0.0000</b>	<b>3.6000e-004</b>	<b>0.0000</b>	<b>3.6000e-004</b>	<b>1.0000e-004</b>	<b>0.0000</b>	<b>1.0000e-004</b>	<b>0.0000</b>	<b>0.3059</b>	<b>0.3059</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.3062</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	2.6000e-003	0.0246	0.0181	3.0000e-005		1.5000e-003	1.5000e-003		1.3900e-003	1.3900e-003	0.0000	2.4243	2.4243	6.7000e-004	0.0000	2.4384
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>2.6000e-003</b>	<b>0.0246</b>	<b>0.0181</b>	<b>3.0000e-005</b>		<b>1.5000e-003</b>	<b>1.5000e-003</b>		<b>1.3900e-003</b>	<b>1.3900e-003</b>	<b>0.0000</b>	<b>2.4243</b>	<b>2.4243</b>	<b>6.7000e-004</b>	<b>0.0000</b>	<b>2.4384</b>

**3.6 Paving - 2017****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.4000e-004	1.8000e-004	1.7200e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.3059	0.3059	1.0000e-005	0.0000	0.3062
<b>Total</b>	<b>1.4000e-004</b>	<b>1.8000e-004</b>	<b>1.7200e-003</b>	<b>0.0000</b>	<b>3.6000e-004</b>	<b>0.0000</b>	<b>3.6000e-004</b>	<b>1.0000e-004</b>	<b>0.0000</b>	<b>1.0000e-004</b>	<b>0.0000</b>	<b>0.3059</b>	<b>0.3059</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.3062</b>

**3.7 Architectural Coating - 2017****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0106					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.3000e-004	5.4600e-003	4.6700e-003	1.0000e-005		4.3000e-004	4.3000e-004		4.3000e-004	4.3000e-004	0.0000	0.6383	0.6383	7.0000e-005	0.0000	0.6397
<b>Total</b>	<b>0.0114</b>	<b>5.4600e-003</b>	<b>4.6700e-003</b>	<b>1.0000e-005</b>		<b>4.3000e-004</b>	<b>4.3000e-004</b>		<b>4.3000e-004</b>	<b>4.3000e-004</b>	<b>0.0000</b>	<b>0.6383</b>	<b>0.6383</b>	<b>7.0000e-005</b>	<b>0.0000</b>	<b>0.6397</b>

### 3.7 Architectural Coating - 2017

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0106					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.3000e-004	5.4600e-003	4.6700e-003	1.0000e-005		4.3000e-004	4.3000e-004		4.3000e-004	4.3000e-004	0.0000	0.6383	0.6383	7.0000e-005	0.0000	0.6397
<b>Total</b>	<b>0.0114</b>	<b>5.4600e-003</b>	<b>4.6700e-003</b>	<b>1.0000e-005</b>		<b>4.3000e-004</b>	<b>4.3000e-004</b>		<b>4.3000e-004</b>	<b>4.3000e-004</b>	<b>0.0000</b>	<b>0.6383</b>	<b>0.6383</b>	<b>7.0000e-005</b>	<b>0.0000</b>	<b>0.6397</b>

### 3.7 Architectural Coating - 2017

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

### 4.0 Operational Detail - Mobile

#### 4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	4.1495	6.2617	33.3836	0.0337	1.8565	0.0673	1.9238	0.4979	0.0619	0.5599	0.0000	2,540.150 2	2,540.150 2	0.1074	0.0000	2,542.405 2
Unmitigated	4.1495	6.2617	33.3836	0.0337	1.8565	0.0673	1.9238	0.4979	0.0619	0.5599	0.0000	2,540.150 2	2,540.150 2	0.1074	0.0000	2,542.405 2

## 4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Convenience Market With Gas Pumps	8,681.60	3,271.52	2670.08	3,781,619	3,781,619
Fast Food Restaurant with Drive Thru	1,141.08	1,660.67	1248.26	1,149,794	1,149,794
Total	9,822.68	4,932.19	3,918.34	4,931,414	4,931,414

## 4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Convenience Market With Gas	9.50	7.30	7.30	0.80	80.20	19.00	14	21	65
Fast Food Restaurant with Drive	9.50	7.30	7.30	2.20	78.80	19.00	29	21	50

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.462355	0.064764	0.160185	0.167014	0.044823	0.005938	0.018226	0.064868	0.001112	0.001468	0.006305	0.000634	0.002309

## 5.0 Energy Detail

### 4.4 Fleet Mix

Historical Energy Use: N

## 5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	31.2870	31.2870	1.4100e-003	2.9000e-004	31.4075
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	31.2870	31.2870	1.4100e-003	2.9000e-004	31.4075
NaturalGas Mitigated	1.5300e-003	0.0139	0.0117	8.0000e-005		1.0600e-003	1.0600e-003		1.0600e-003	1.0600e-003	0.0000	15.1715	15.1715	2.9000e-004	2.8000e-004	15.2638
NaturalGas Unmitigated	1.5300e-003	0.0139	0.0117	8.0000e-005		1.0600e-003	1.0600e-003		1.0600e-003	1.0600e-003	0.0000	15.1715	15.1715	2.9000e-004	2.8000e-004	15.2638

## 5.2 Energy by Land Use - NaturalGas

### Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Convenience Market With Gas Pumps	27760.7	1.5000e-004	1.3600e-003	1.1400e-003	1.0000e-005		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004	0.0000	1.4814	1.4814	3.0000e-005	3.0000e-005	1.4904
Fast Food Restaurant with Drive Thru	256542	1.3800e-003	0.0126	0.0106	8.0000e-005		9.6000e-004	9.6000e-004		9.6000e-004	9.6000e-004	0.0000	13.6901	13.6901	2.6000e-004	2.5000e-004	13.7734
<b>Total</b>		<b>1.5300e-003</b>	<b>0.0139</b>	<b>0.0117</b>	<b>9.0000e-005</b>		<b>1.0600e-003</b>	<b>1.0600e-003</b>		<b>1.0600e-003</b>	<b>1.0600e-003</b>	<b>0.0000</b>	<b>15.1715</b>	<b>15.1715</b>	<b>2.9000e-004</b>	<b>2.8000e-004</b>	<b>15.2638</b>

## 5.2 Energy by Land Use - NaturalGas

### Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Convenience Market With Gas Pumps	27760.7	1.5000e-004	1.3600e-003	1.1400e-003	1.0000e-005		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004	0.0000	1.4814	1.4814	3.0000e-005	3.0000e-005	1.4904
Fast Food Restaurant with Drive Thru	256542	1.3800e-003	0.0126	0.0106	8.0000e-005		9.6000e-004	9.6000e-004		9.6000e-004	9.6000e-004	0.0000	13.6901	13.6901	2.6000e-004	2.5000e-004	13.7734
<b>Total</b>		<b>1.5300e-003</b>	<b>0.0139</b>	<b>0.0117</b>	<b>9.0000e-005</b>		<b>1.0600e-003</b>	<b>1.0600e-003</b>		<b>1.0600e-003</b>	<b>1.0600e-003</b>	<b>0.0000</b>	<b>15.1715</b>	<b>15.1715</b>	<b>2.9000e-004</b>	<b>2.8000e-004</b>	<b>15.2638</b>

## 5.3 Energy by Land Use - Electricity

### Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Convenience Market With Gas Pumps	30245.3	8.7987	4.0000e-004	8.0000e-005	8.8326
Fast Food Restaurant with Drive Thru	77303	22.4883	1.0200e-003	2.1000e-004	22.5749
<b>Total</b>		<b>31.2870</b>	<b>1.4200e-003</b>	<b>2.9000e-004</b>	<b>31.4075</b>

### 5.3 Energy by Land Use - Electricity

#### Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Convenience Market With Gas Pumps	30245.3	8.7987	4.0000e-004	8.0000e-005	8.8326
Fast Food Restaurant with Drive Thru	77303	22.4883	1.0200e-003	2.1000e-004	22.5749
<b>Total</b>		<b>31.2870</b>	<b>1.4200e-003</b>	<b>2.9000e-004</b>	<b>31.4075</b>

### 6.0 Area Detail

#### 6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0205	0.0000	1.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.3000e-004	3.3000e-004	0.0000	0.0000	3.5000e-004
Unmitigated	0.0205	0.0000	1.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.3000e-004	3.3000e-004	0.0000	0.0000	3.5000e-004



## 6.2 Area by SubCategory

### Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	2.6400e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0178					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.0000e-005	0.0000	1.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.3000e-004	3.3000e-004	0.0000	0.0000	3.5000e-004
<b>Total</b>	<b>0.0205</b>	<b>0.0000</b>	<b>1.7000e-004</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>3.3000e-004</b>	<b>3.3000e-004</b>	<b>0.0000</b>	<b>0.0000</b>	<b>3.5000e-004</b>

### Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	2.6400e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0178					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.0000e-005	0.0000	1.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.3000e-004	3.3000e-004	0.0000	0.0000	3.5000e-004
<b>Total</b>	<b>0.0205</b>	<b>0.0000</b>	<b>1.7000e-004</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>3.3000e-004</b>	<b>3.3000e-004</b>	<b>0.0000</b>	<b>0.0000</b>	<b>3.5000e-004</b>

## 7.0 Water Detail

## 7.1 Mitigation Measures Water

Apply Water Conservation Strategy

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	1.3383	0.0226	5.4000e-004	1.9815
Unmitigated	1.7867	0.0283	6.8000e-004	2.5911

## 7.2 Water by Land Use

### Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Convenience Market With Gas Pumps	0.167315 / 0.102548	0.4209	5.4700e-003	1.3000e-004	0.5767
Fast Food Restaurant with Drive Thru	0.698128 / 0.0445613	1.3658	0.0228	5.5000e-004	2.0144
<b>Total</b>		<b>1.7867</b>	<b>0.0283</b>	<b>6.8000e-004</b>	<b>2.5911</b>

## 7.2 Water by Land Use

### Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Convenience Market With Gas Pumps	0.133852 / 0.0820383	0.3191	4.3700e-003	1.1000e-004	0.4437
Fast Food Restaurant with Drive Thru	0.558502 / 0.0356491	1.0192	0.0182	4.4000e-004	1.5378
<b>Total</b>		<b>1.3383</b>	<b>0.0226</b>	<b>5.5000e-004</b>	<b>1.9815</b>

## 8.0 Waste Detail

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### 8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

### Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	1.3443	0.0795	0.0000	3.0127
Unmitigated	5.3772	0.3178	0.0000	12.0507

## 8.2 Waste by Land Use

### Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Fast Food Restaurant with Drive Thru	26.49	5.3772	0.3178	0.0000	12.0507
<b>Total</b>		<b>5.3772</b>	<b>0.3178</b>	<b>0.0000</b>	<b>12.0507</b>

### Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Fast Food Restaurant with Drive Thru	6.6225	1.3443	0.0795	0.0000	3.0127
<b>Total</b>		<b>1.3443</b>	<b>0.0795</b>	<b>0.0000</b>	<b>3.0127</b>

## 9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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## **10.0 Vegetation**

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APPENDIX B  
ARCHAEOLOGICAL STUDY

## **CLASS III ARCHAEOLOGICAL SURVEY**

**Airport AMPM Development Project  
circa 1.75-acres  
City of Stockton, San Joaquin County, California.**

Prepared for

**Basecamp Environmental, Inc.**  
115 South School Street, Suite 14  
Lodi, CA 95240

Author

**Sean Michael Jensen, M.A.**

**Keywords** *for Information Center Use:*

Archaeological Inventory Survey, circa 1.75-acres, San Joaquin County, CEQA, USGS Stockton West, Ca. 7.5' Quadrangle, No Significant Historical Resources, No Unique Archaeological Resources.

September 27, 2016

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Project Location and Archaeological Survey Area Map.  
Copy of Records Search from CCIC, 9994L, dated September 8, 2016.  
Information request letter delivered to the Native American Heritage Commission (NAHC).  
Response from the NAHC.



# **1. INTRODUCTION**

## **Project Background**

This report details the results of a Class III archaeological inventory of the proposed Airport AMPM development project which involves a land area of approximately 1.75-acres located adjacent to the south side of Sperry Road and the west side of Airport Way, approximately one mile east of Interstate 5, within the City of Stockton, San Joaquin County, California. The project would involve commercial development of the property, which could include construction of a new commercial building, construction of parking and access, and placement of utilities.

The proposed project constitutes a “project,” per CEQA, which could impact various types of resources located within the Area of Potential Effects (APE). Evaluation of the potential impacts to cultural (i.e., archaeological and historical) resources must be considered per City of Stockton and San Joaquin County rules and regulations as well as requirements of the California Environmental Quality Act of 1970, Public Resources Code, Section 21000, et seq. (CEQA), and The California CEQA Environmental Quality Act Guidelines, California Administrative Code, Section 15000 et seq. (Guidelines, as amended October 1998).

## **Scope of Work**

At the most general level, compliance with CEQA requires completion of projects in conformity with the standards contained in Section 15064.5 of the CEQA Guidelines, as amended. Based on this and other relevant Sections of the Guidelines, the following specific tasks were considered an adequate and appropriate Scope of Work for the present project:

- Conduct a records search at the Central California Information Center of the California Historical Resources Information System at CSU-Stanislaus, and review state databases and other relevant background information. The goals of the records search and data base review are to determine (a) the extent and distribution of previous archaeological surveys, (b) the locations of known archaeological sites and any previously recorded archaeological districts, and (c) the relationships between known sites and environmental variables. This step is designed to ensure that, during subsequent field survey work, all archaeological and historical sites considered significant per CEQA are discovered, correctly identified, fully documented, and properly interpreted.
- Conduct a pedestrian field survey of the project area. Based on map review, a complete coverage intensive survey was considered appropriate, given the presence of high archaeological sensitivity throughout the project area. The purpose of the pedestrian survey is to ensure that any previously recorded sites identified during the records search are re-located and existing evaluations updated based on current site and field conditions. For previously undocumented sites identified which might qualify as “cultural resources” per CEQA, the field survey would involve formally recording these on DPR-523 Forms.

- Upon completion of the records search and pedestrian survey, prepare an archaeological inventory survey report that identifies project effects and recommends appropriate mitigation measures for any prehistoric or historic sites recommended significant under CEQA and which might be affected by the project.

The remainder of the present document constitutes the Final Report for this project, detailing the results of the records search and field survey and containing recommendations for treatment of significant sites that could be impacted by the project. All field survey procedures followed guidelines provided by the State Historic Preservation Office (Sacramento) and conform to accepted professional standards.

## Location

The Airport AMPM development project area totals approximately 1.75-acres located adjacent to the south side of Sperry Road and the west side of Airport Way, approximately one mile east of Interstate 5, within the City of Stockton, San Joaquin County, California. Lands affected are located within a portion of Section 37 of T1N, R7E, as shown on the USGS Stockton West, California, 7.5' quadrangle (see attached ***Project Location Map***).

The most important natural surface water source within the project area is the French Camp Slough which is located approximately one mile south and west of the present APE. A few unnamed ephemeral drainages are located within the project vicinity.

Based on a review of topographic and other maps, and notwithstanding prior impacts to surface and subsurface soil components resulting from prior ranching activities, the study area appeared to contain lands ranging from moderate to high in sensitivity for historic-era resources, and low to moderate for prehistoric resources.

## 2. RECORDS SEARCH and SOURCES CONSULTED

Several sources of information were considered relevant to evaluating the types of archaeological sites and site distribution that might be encountered within the project area. The information evaluated prior to conducting pedestrian field survey includes soil types and geomorphological features, data maintained by the Central California Information Center at CSU-Stanislaus, and review of available published and unpublished documents relevant to regional prehistory, ethnography, and early historic developments.

### Records at Central California Information Center

Prior to conducting the intensive-level field survey, a search of archaeological records maintained by the Central California Information Center at CSU-Stanislaus was conducted (Records Search File No. 9994L, dated September 8, 2016). This search documented the following existing conditions for the c. 1.75-acre study area, and a 1/8-mile search radius:

***Previous Archaeological Survey:*** A small portion of the present APE was subjected archaeological survey as a result of two previous investigations (Napton 1996; Peak

1976). Three additional surveys have been conducted within 1/8-mile of the present APE, including:

CCIC #	Date	Author
SJ-00763	1981	Napton
SJ-03145	1997	Peak & Associates, Inc.
SJ-03360	1996	Peak & Associates, Inc.

#### **Recorded Cultural Resources:**

No prehistoric, or historic-era resources have been documented within, immediately adjacent to, or within 1/8-mile of the present APE.

### **Other Sources Consulted**

In addition to the archaeological records of San Joaquin County as maintained by the Central California Information Center, the following sources were also consulted:

- The National Register of Historic Places (2008 and updates).
- The California Register of Historical Resources (2008 and updates).
- The California Inventory of Historic Resources (1976).
- California State Historical Landmarks (1996).
- California Points of Historical Interest (1992).
- The Historic Property Data File (2014).
- The Determination of Eligibility (2014).
- Historic Maps: Map #2 from History of San Joaquin County, California with Illustrations (Thompson and West 1879 1968 reprint); 1883 map of San Joaquin County; 1913 Stockton USGS (1:31680-scale series); 11952 Stockton West USGS 7.5'; 1968 Stockton West USGS 7.5'.
- Published and unpublished documents relevant to environment, ethnography, prehistory and early historic developments in the vicinity, providing context for assessing site types and distribution patterns for the project area (summarized below under ***Environmental and Cultural Context***).

### **Native American Consultation**

In addition to examining the records of San Joaquin County at the CCIC and reviewing published and other sources of information, consultation was undertaken with the Native American Heritage Commission (NAHC) re. sacred land listings for the property. An information request letter was delivered to the NAHC on September 3, 2016. The NAHC responded on September 26, 2016, indicating that a search of the "Sacred Lands File was conducted for the area of potential effect (APE) referenced above with negative results."

### 3. ENVIRONMENTAL and CULTURAL CONTEXT

#### Environmental Context

The project area is located within the San Joaquin Valley, the southern half of the Great Central Valley of California, within flat valley bottomland. More substantial relief existed throughout the Valley floor prior to land leveling and land surface re-contour associated with historic and contemporary agriculture. There is little resemblance between today's environmental context and that which existed 150 years ago, since most of the land area has either been leveled and intensively farmed, dredged and channelized (creeks and sloughs), or has been built out (communities of Stockton and Lathrop, farm complexes, excavated drainage areas and other features). One of the consequences of these historic through contemporary activities is that much of the native vegetation no longer exists (Barbour and Major 1977; Kuchler 1977). The same conclusion applies to the riparian plant and animal associations once linked with sloughs and stream courses, as well as avian and land fauna. Prior to effects of Euro-American settlement, however, the natural resources of this area were abundant and supported stable and very substantial Native American populations, for whom habitation concentrated along waterways and in association with levees and other elevated lands.

Generally, environmental conditions within the Central Valley have remained stable throughout the past 8-10,000 years, although minor fluctuations in overall precipitation and temperature regime have been documented, and these undoubtedly influenced prehistoric patterns of land use and settlement.

#### Cultural Context

**Prehistory:** The San Joaquin Valley area generally has a long and complex cultural history with distinct regional patterns that extends back more than 11,000 years. The first generally agreed-upon evidence for the presence of prehistoric peoples in the area is represented by the distinctive fluted spear points (e.g. Heizer 1938), some resembling Clovis Points, found on the margins of extinct lakes in the San Joaquin Valley. The Clovis points are found on the same surface with the bones of extinct animals such as mammoths, sloths, and camels. Based on evidence from elsewhere, the ancient hunters who used these spear points existed during a narrow time range between about 10,900 BP and 11,200 BP (Moratto 2004).

The next cultural period represented, the Western Pluvial Lakes Tradition and thought by most to be subsequent to the Clovis period, is another widespread complex that is characterized by stemmed spear points. This poorly defined early cultural tradition is regionally known from a small number of sites in the Central Coast Range, San Joaquin Valley lake margins, and Sierra Nevada foothills. The cultural tradition is dated to between about 8,000 and 10,000 years ago and its practitioners may be the precursors to the subsequent cultural pattern (Wallace 1978c).

About 8,000 years ago, many California cultures shifted the main focus of their subsistence strategies from hunting to seed gathering as evidenced by the increase in food-grinding implements found in archeological sites dating to this period. This cultural pattern is best

known for southern California, where it has been termed the Milling Stone Horizon (Wallace, 1954, 1978a). However, subsequent research suggests that the horizon may be more widespread than originally described and likely extended throughout the Valley (Moratto 2004); radiocarbon dates suggest a maximum age range between about 8,000 and 2,000 BP, but with most clustering between about 6,000 to 4,000 BP.

Cultural patterns as reflected in the archeological record, particularly specialized subsistence practices, became codified within the last 3,000 years. The archeological record becomes more complex, as specialized adaptations to locally available resources were developed and populations expanded. Many sites dated to this time period contain mortars and pestles and/or are associated with bedrock mortars implying the intense exploitation of the acorn. The range of subsistence resources utilized along with regional exchange systems expanded significantly. Along the coast and in the Central Valley, archeological evidence of social stratification and craft specialization is indicated by well-made artifacts such as charmstones and beads, often found as mortuary items. Ethnographic lifeways serve as good analogs for this period.

**Ethnography:** The project area is located within territory claimed by the Penutian-speaking Northern Valley Yokuts (Wallace 1978b: Figure 1) at the time of initial European-American entry into this region (*circa*. A.D. 1800). The Yokuts occupied a fairly extensive area, extending from the crest of the Coast “Diablo” Range easterly into the foothills of the Sierra Nevada, north to the American River, and south to the upper San Joaquin River.

The basic social unit for the Yokuts was the family, although the village may also be considered a social, a political and economic unit. Villages were often located on elevated features (natural levees, knolls, ridges) adjoining streams, and were inhabited mainly in the winter as it was necessary to seasonally relocate, sometimes to hills and higher elevation zones, to establish temporary camps during food gathering seasons (i.e., spring, summer and fall). Villages typically consisted of a scattering of small structures, numbering from four or five to several dozen in larger villages, each house containing a single family of from three to seven people. Larger villages, with from twelve to fifteen or more houses, might also contain an earth lodge.

As with most California Indian groups, economic life for the Yokuts revolved around hunting, fishing and the collecting of plant foods, with deer, acorns, and aquatic resources representing primary staples. The collection and processing of these various food resources was accomplished with the use of a wide variety of wooden, bone and stone artifacts. The Yokuts were very sophisticated in terms of their knowledge of the uses of local animals and plants, and of the availability of raw material sources that could be used in manufacturing an immense array of primary and secondary tools and implements. However, only fragmentary evidence of their material culture remains, due in part to perishability, and in part to the impacts to archaeological sites resulting from later (historic) land uses.

**Historic Context:** Historically, the interior of California was initially visited by Anglo-American fur trappers, Russian scientists, and Spanish-Mexican expeditions during the early part of the 19<sup>th</sup> Century. These early explorations were followed by a rapid escalation of European-American activities, which culminated in the massive influx fostered by the discovery of gold at Coloma in 1848.

Early Spanish expeditions arrived from Bay Area missions as early as 1804, penetrating the northwestern San Joaquin Valley (Cook, 1976). By the mid-1820s, hundreds of fur trappers were annually traversing the Valley on behalf of the Hudson's Bay Company (Maloney, 1945). By the late 1830s and early 1840s, several small permanent European-American settlements had emerged in the Central Valley and adjacent foothill lands, including Ranchos in the interior Coast Range, and of course the settlement at New Helvetia (Sutter's Fort) at the confluence of the Sacramento and American Rivers (Sacramento).

It was in 1841 that Charles Weber arrived in California via the Bidwell-Bartleson party, and it was Weber who settled in what would become present-day downtown Stockton. Weber, partnering with others, established a colony at this location, and received the circa 38,000-acre Rancho del Campo de los Franceses land grant in 1844. During the spring of 1849, the town of Stockton was surveyed and established.

With the discovery of gold in the Sierra Nevada, large numbers of European-Americans, Hispanics, and Chinese arrived in and traveled through the Valley. The Valley's east-side mining communities' demands for hard commodities led quickly to the expansion of ranching and agriculture throughout the Great Central Valley and the interior valleys of the Coast Range. Stable, larger populations arose and permanent communities slowly emerged in the Central Valley, particularly along major transportation corridors. Of particular importance in this regard was the transformation brought about by the railroad.

The Southern Pacific and Central Pacific Railroads and a host of smaller interurban lines to the north and east around the cities of Sacramento, Stockton and Modesto began intensive projects in the late 1860s. By the turn of the century, nearly 3,000 miles of lines connected the cities of Modesto and Stockton with points south and north. Many of the valley's cities, including many in San Joaquin and adjacent Counties, were laid out as isolated railroad towns in the 1870s and 1880s by the Southern and Central Pacific, which not only built and settled, but continued to nurture the infant cities until settlement could be independently sustained.

Agriculture continued to dominate the region's expansive theme throughout the latter portion of the 19<sup>th</sup> century and into the 20<sup>th</sup> century. However, during the 1920s, the City of Stockton explored options for an airport. Eventually, they established the airport at its present location immediately southeast of the present APE. Initially named Stockton Field, the airport served as an advanced pilot training center during World War II. After the war, civilian activity increased at the airport. Commercial flights began in 1948, and in 1956, San Joaquin County held sole authority over the airport.

## **4. ARCHAEOLOGICAL SURVEY and CULTURAL INVENTORY**

### **Survey Coverage**

All of the circa 1.75-acre project APE was subjected to intensive pedestrian survey by means of walking systematic transects, spaced at 5 meter intervals.

In searching for cultural resources, the surveyor took into account the results of background research and was alert for any unusual contours, soil changes, distinctive vegetation patterns, exotic materials, artifacts, feature or feature remnants and other possible markers of cultural sites.

Field work was undertaken on September 10, 2016 by Sean Michael Jensen. Mr. Jensen is a professional archaeologist, with 30 years experience in archaeology and history, who meets the Secretary of Interior's Standards for Professional Qualification, as demonstrated in his listing on the California Historical Resources Information System list of qualified archaeologists and historians. No special problems were encountered and all survey objectives were satisfactorily achieved.

### **General Observations**

The entire APE appears to have been subjected to intensive disturbance related directly to agricultural cultivation over the past century, disturbance resulting from adjacent Sperry Road and Airport Way construction and ongoing maintenance, and to both buried and overhead utilities.

### **Prehistoric Resources**

No evidence of prehistoric occupation or utilization was observed within the APE. The best explanation for the absence of such materials is the degree of disturbance to which all of the property has been subjected, and to more suitable settings located closer to the French Camp Slough.

### **Historic-era Resources**

No evidence of historic-era resources was observed within the APE.

## **5. PROJECT EFFECTS**

A project may have a significant impact or adverse effect on cultural resources if the project will or could result in the physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance or values of the resource would be materially impaired.

Based on the specific findings detailed above under ***Pedestrian Survey and Inventory***, no significant historical resources or unique archaeological resources are present within the project area and none will be affected by the undertaking, as presently proposed.

## 6. PROJECT SUMMARY

This report details the results of a Class III archaeological inventory of the proposed Airport AMPM development project which involves a land area of approximately 1.75-acres located adjacent to the south side of Sperry Road and the west side of Airport Way, approximately one mile east of Interstate 5, within the City of Stockton, San Joaquin County, California. The project would involve commercial development of the property, which could include construction of a new commercial building, construction of parking and access, and placement of utilities.

A search of State data bases, including all records and documents available at the Central California Information Center and intensive pedestrian survey, failed to identify any prehistoric or historic-era resources within the APE.

Based on the findings of the present archaeological inventory, no significant historical resources and no unique archaeological resources will be affected by the undertaking, as presently proposed. Despite these negative findings, the following general provisions are considered appropriate:

- 1) ***Consultation in the event of inadvertent discovery of human remains:*** Evidence of human burial or scattered human remains related to prehistoric occupation of the area could be inadvertently encountered anywhere within the project area during future construction activity or other actions involving disturbance to the ground surface and subsurface components. In the event of such an inadvertent discovery, the County Coroner would have to be informed and consulted, per State law. Ultimately, the goal of consultation is to establish an agreement between the most likely lineal descendant designated by the Native American Heritage Commission and the project proponent(s) with regard to a plan for treatment and disposition of any human remains and artifacts which might be found in association. Such treatment and disposition may require reburial of any identified human remains/burials within a “preserve” or other designated portion of the development property not subject to ground disturbing impacts.
- 2) ***Consultation in the event of inadvertent discovery of cultural material:*** The present evaluation and recommendations are based on the findings of an inventory-level surface survey only. There is always the possibility that significant unidentified cultural materials could be encountered on or below the surface during the course of future development or construction activities. This caveat is particularly relevant considering the constraints generally to archaeological field survey, and particularly where past ground disturbance has occurred, as in the present case. In the event of an inadvertent discovery of previously unidentified cultural material, archaeological consultation should be sought immediately.



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## **CLASS III ARCHAEOLOGICAL SURVEY**

**Airport AMPM Development Project  
circa 1.75-acres  
City of Stockton, San Joaquin County, California.**

### **ATTACHMENTS**

- Project Location and Archaeological Survey Area Map
- Records Search, Central California Information Center (CCIC)
- Letter to the Native American Heritage Commission (NAHC)
- Response from the NAHC

# ARCHAEOLOGICAL SURVEY MAP





## CENTRAL CALIFORNIA INFORMATION CENTER

*California Historical Resources Information System*  
Department of Anthropology – California State University, Stanislaus  
One University Circle, Turlock, California 95382  
(209) 667-3307

*Alpine, Calaveras, Mariposa, Merced, San Joaquin, Stanislaus & Tuolumne Counties*

**Date:** 9/8/2016

**Records Search File No.:** 9994L

**Re: Project:** Airport AMPM

**Access and Use Agreement No.:** 136

Sean M. Jensen, Principal  
Genesis Society  
7053 Molokai Drive  
Paradise, CA 95969

Email: [seanjensen@comcast.net](mailto:seanjensen@comcast.net)

Dear Mr. Jensen,

The Central California Information Center received your record search request for the project area referenced above, located on the Stockton West USGS 7.5' quadrangle in San Joaquin County. The following reflects the results of the records search for the project area and a one-eighth-mile radius:

As per data currently available at the CCalC, the locations of resources and reports are provided in the following format: ☒ custom GIS maps ☐ shapefiles ☐ hand-drawn maps

### Summary Data:

Resources within project area:	0 archaeological resources or historic properties reported
Resources within 1/8th-mile radius:	0 reported to the CCalC
Reports within project area:	2 reported to the CCalC: SJ-01547, SJ-02800
Reports within 1/8th-mile radius:	3 reported: SJ-00763, -03145, -03360

**Resource Database Printout (list):**

☐ enclosed ☐ not requested ☒ nothing listed

**Resource Database Printout (details):**

☐ enclosed ☐ not requested ☒ nothing listed

**Resource Digital Database Records (spreadsheet):**

☐ enclosed ☐ not requested ☒ nothing listed

**Resource Record Copies:**

☐ enclosed ☐ not requested ☒ nothing listed

**Resource Shapefiles:**

☐ enclosed ☐ not requested ☒ nothing listed

**Report Database Printout (list):**

☐ enclosed ☒ not requested ☐ nothing listed

**Report Database Printout (details):**

pdfs ☒ enclosed ☐ not requested ☐ nothing listed

**Report Digital Database Records (spreadsheet):**

☐ enclosed ☒ not requested ☐ nothing listed

**Report Copies:** all reports referenced above, pdfs

☒ enclosed ☐ not requested ☐ nothing listed

**Report Shapefiles:**

☐ enclosed ☒ not requested ☐ nothing listed



**OHP Historic Properties Directory:** ☐ enclosed ☐ not requested ☒ nothing listed

**Archaeological Determinations of Eligibility:** ☐ enclosed ☐ not requested ☒ nothing listed

**CA Inventory of Historic Resources (1976):** ☐ enclosed ☐ not requested ☒ nothing listed

**Caltrans Bridge Survey:** ☐ enclosed ☒ not requested ☐ nothing listed

**Ethnographic Information:** ☐ enclosed ☒ not requested ☐ nothing listed

**Historical Literature:** ☐ enclosed ☐ not requested ☒ nothing listed

**Historical Maps:** ☒ enclosed ☐ not requested ☐ nothing listed

Hardcopies attached: Map No. 2 from *History of San Joaquin County, California with Illustrations* (Thompson and West 1879; 1968 reprint)  
 1883 map of San Joaquin County  
 1913 Stockton USGS (1:31680-scale series)  
 1952 Stockton West USGS 7.5'  
 1968 Stockton West USHS 7.5'

**Local Inventories:** ☐ enclosed ☐ not requested ☒ nothing listed

**GLO and/or Rancho Plat Maps:** ☒ enclosed ☐ not requested ☐ nothing listed

Hardcopy attached: GLO Plat T1N/R7E Sheet #41-012 Dated 1851-1864

**Soil Survey Maps:** ☒ not available at CCIC; please go to

<http://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx>

**Resources known to have value to local cultural groups:**

None have been formally reported to the CCalC.

Please forward a copy of any resulting reports from this project to the office as soon as possible. Due to the sensitive nature of archaeological site location data, we ask that you do not include resource location maps and resource location descriptions in your report if the report is for public distribution. If you have any questions regarding the results presented herein, please contact the office at the phone number listed above.

The provision of CHRIS Data via this records search response does not in any way constitute public disclosure of records otherwise exempt from disclosure under the California Public Records Act or any other law, including, but not limited to, records related to archeological site information maintained by or on behalf of, or in the possession of, the State of California, Department of Parks and Recreation, State Historic Preservation Officer, Office of Historic Preservation, or the State Historical Resources Commission.

Due to processing delays and other factors, not all of the historical resource reports and resource records that have been submitted to the Office of Historic Preservation are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area. Additionally, Native American tribes have historical resource information not in the CHRIS Inventory, and you should contact the California Native American Heritage Commission for information on local/regional tribal contacts.

Should you require any additional information for the above referenced project, reference the record search number listed above when making inquiries. Requests made after initial invoicing will result in the preparation of a separate invoice.

Thank you for using the California Historical Resources Information System (CHRIS).

**Note:** Billing will be transmitted separately via email by our Financial Services office\* (\$289.00), payable within 60 days of receipt of the invoice.

Sincerely,



Robin Hards, Assistant Research Technician  
Central California Information Center  
California Historical Resources Information System

\*Invoice to: Laurie Marroquin, Financial Services ([lamarroquin@csustan.edu](mailto:lamarroquin@csustan.edu) or [MSR270@csustan.edu](mailto:MSR270@csustan.edu) )



# GENESIS SOCIETY

*a Corporation Sole*

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September 3, 2016

## **Native American Heritage Commission**

1550 Harbor Boulevard,  
West Sacramento, California 95691

***Subject: Airport AMPM Development Project, circa 5-acres, City of Stockton,  
San Joaquin County, California.***

Dear Commission:

We have been requested to conduct the archaeological survey, for the above-cited project, and are requesting any information you may have concerning archaeological sites or traditional use areas for this area. Any information you might supply will be used to supplement the archaeological and historical study being prepared for this project.

Project Name: Airport AMPM Development Project, circa 5-acres  
County: San Joaquin  
Map: USGS Stockton West, 7.5'  
Location: Portion of Section 25 of T1N, R6E

Thanks in advance for your assistance.

Regards,

*Sean Michael Jensen*

**Sean Michael Jensen, Administrator**

*Genesis Society  
a Corporation Sole*

**NATIVE AMERICAN HERITAGE COMMISSION**

1550 Harbor Blvd., Suite 100  
West Sacramento, CA 95691  
(916) 373-3710  
Fax (916) 373-5471



September 26, 2016

Sean Jensen  
Genesis Society

Sent by Email: seanjensen@comcast.net  
Number of Pages: 2

RE: Airport AMPM Development Project, San Joaquin County

Dear Mr. Jensen:

A record search of the Native American Heritage Commission (NAHC) *Sacred Lands File* was completed for the area of potential project effect (APE) referenced above with negative results. Please note that the absence of specific site information in the *Sacred Lands File* does not indicate the absence of Native American cultural resources in any APE.

I suggest you contact all of those listed, if they cannot supply information, they might recommend others with specific knowledge. The list should provide a starting place to locate areas of potential adverse impact within the APE. By contacting all those on the list, your organization will be better able to respond to claims of failure to consult. If a response has not been received within two weeks of notification, the NAHC requests that you follow-up with a telephone call to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from any of these individuals or groups, please notify me. With your assistance we are able to assure that our lists contain current information. If you have any questions or need additional information, please contact via email: [Sharaya.souza@nahc.ca.gov](mailto:Sharaya.souza@nahc.ca.gov).

Sincerely,

A handwritten signature in blue ink, appearing to read "Sharaya Souza".

Sharaya Souza  
Staff Services Analyst

Native American Heritage Commission  
Native American Contact List  
San Joaquin County  
9/21/2016

***Buena Vista Rancheria***

Rhonda Morningstar Pope,  
Chairperson  
1418 20th Street, Suite 200      Miwok  
Sacramento, CA, 95811  
Phone: (916)491-0011  
Fax: (916)491-0012  
rhonda@buenavistatribe.com

***Ione Band of Miwok Indians***

Crystal Martinez-Alire,  
Chairperson  
P.O. Box 699      Miwok  
Plymouth, CA, 95669  
Phone: (209) 245 - 5800  
Fax: (209) 245-3112  
administrator@ionemiwok.org

***North Valley Yokuts Tribe***

Katherine Erolinda Perez,  
Chairperson  
P.O. Box 717      Costanoan  
Linden, CA, 95236      Northern Valley  
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canutes@verizon.net

***Southern Sierra Miwuk Nation***

Lois Martin, Chairperson  
P.O. Box 186      Miwok  
Mariposa, CA, 95338      Northern Valley  
Phone: (209)742-6867      Yokut  
Paiute


***Wilton Rancheria***

Raymond Hitchcock, Chairperson  
9728 Kent Street      Miwok  
Elk Grove, CA, 95624  
Phone: (916)683-6000  
Fax: (916)683-6015  
rhitchcock@wiltonrancheria-  
nsn.gov

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed Airport AMPM Development Project, San Joaquin County, San Joaquin County.

APPENDIX C  
EDR RADIUS MAP REPORT



**Arco Airport Road**  
4607 S. Airport Way  
Stockton, CA 95206

Inquiry Number: 4731895.2s  
September 20, 2016

## The EDR Radius Map™ Report with GeoCheck®



6 Armstrong Road, 4th floor  
Shelton, CT 06484  
Toll Free: 800.352.0050  
[www.edrnet.com](http://www.edrnet.com)

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***Thank you for your business.***  
Please contact EDR at 1-800-352-0050  
with any questions or comments.

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## EXECUTIVE SUMMARY

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

### TARGET PROPERTY INFORMATION

#### ADDRESS

4607 S. AIRPORT WAY  
STOCKTON, CA 95206

#### COORDINATES

Latitude (North):	37.9013430 - 37° 54' 4.83"
Longitude (West):	121.2552720 - 121° 15' 18.97"
Universal Transverse Mercator:	Zone 10
UTM X (Meters):	653397.1
UTM Y (Meters):	4196098.5
Elevation:	22 ft. above sea level

### USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property Map:	5640424 STOCKTON WEST, CA
Version Date:	2012
Northeast Map:	5640422 STOCKTON EAST, CA
Version Date:	2012

### AERIAL PHOTOGRAPHY IN THIS REPORT

Portions of Photo from:	20140628
Source:	USDA

# MAPPED SITES SUMMARY

Target Property Address:  
4607 S. AIRPORT WAY  
STOCKTON, CA 95206

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
<a href="#">A1</a>	SWINERTON & WALBERG	4735 S AIRPORT WAY	UST	Lower	822, 0.156, SSW
<a href="#">A2</a>	SWINERTON & WALBERG	4735 S AIRPORT WAY	SWEEPS UST, CA FID UST	Lower	822, 0.156, SSW
<a href="#">B3</a>	MOHAWK RUBBER	4447 AIRPORT WAY S	ENVIROSTOR, LUST, HIST CORTESE	Higher	946, 0.179, North
<a href="#">B4</a>	MOHAWK RUBBER CO	4447 S AIRPORT WAY	HIST UST	Higher	946, 0.179, North
<a href="#">B5</a>	MOHAWK RUBBER CO	4447 S AIRPORT WAY	SWEEPS UST, CA FID UST	Higher	946, 0.179, North
<a href="#">B6</a>	JASONS WHOLESALE	4447 S AIRPORT WAY	UST	Higher	946, 0.179, North
<a href="#">C7</a>	J-M MANUFACTURING -	1051 SPERRY RD	ENVIROSTOR, WMUDS/SWAT, LDS, EMI, ENF, NPDES, WDS	Lower	973, 0.184, West
<a href="#">C8</a>	JOHNS-MANVILLE CORPO	1051 SPERRY ROAD (AN	SWF/LF	Lower	973, 0.184, West
<a href="#">D9</a>	REVCHEM COMPOSITES	4807 S AIRPORT WAY	UST	Higher	997, 0.189, SSE
<a href="#">D10</a>	CUSTOM RV	4807 S AIRPORT WAY	SWEEPS UST, CA FID UST	Higher	997, 0.189, SSE
<a href="#">D11</a>	AERO INDUSTRIES	4807 S AIRPORT WAY	HIST UST	Higher	997, 0.189, SSE
<a href="#">12</a>	AERO INDUSTRIES	4807 AIRPORT WAY S	LUST, HIST CORTESE	Lower	1021, 0.193, South
<a href="#">E13</a>	STOCKTON METROPOLITA	5000 AIRPORT WAY S	LUST	Higher	1764, 0.334, SSE
<a href="#">E14</a>	STOCKTON METROPOLITA	5000 AIRPORT WY, ROO	SLIC, WMUDS/SWAT, SWEEPS UST, HIST UST, CHMIRS,...	Higher	1764, 0.334, SSE
<a href="#">15</a>	METALSA STRUCTURAL P	1550 INDUSTRIAL DR.	RCRA-SQG, ENVIROSTOR, DEED, CHMIRS, FINDS, NPDES,..	Lower	3467, 0.657, North
<a href="#">F16</a>	PACIFIC GAS	431 SPERRY	ENVIROSTOR, HIST CORTESE, NPDES	Lower	3597, 0.681, West
<a href="#">F17</a>	TRANSTECHNOLOGY CORP	25977 SAND CANYON RO	SEMS-ARCHIVE, CORRACTS, RCRA-TSDF, RCRA-SQG, 2020	Lower	3597, 0.681, West
<a href="#">18</a>	SHARPE ARMY DEPOT		FUDS	Higher	3773, 0.715, SSE
<a href="#">G19</a>	ASR		UXO	Higher	3959, 0.750, East
<a href="#">G20</a>	STOCKTON MILITARY AI		FUDS	Higher	3959, 0.750, East
<a href="#">G21</a>	STOCKTON MIL AIRFIEL		ENVIROSTOR	Higher	3962, 0.750, East
<a href="#">22</a>	EAGLE ROOFING PROD	4555 MCKINLEY AVE	ENVIROSTOR, NPDES	Lower	4407, 0.835, West



## EXECUTIVE SUMMARY

### TARGET PROPERTY SEARCH RESULTS

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

### DATABASES WITH NO MAPPED SITES

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

### STANDARD ENVIRONMENTAL RECORDS

#### ***Federal NPL site list***

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

#### ***Federal Delisted NPL site list***

Delisted NPL..... National Priority List Deletions

#### ***Federal CERCLIS list***

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

#### ***Federal CERCLIS NFRAP site list***

SEMS-ARCHIVE..... Superfund Enterprise Management System Archive

#### ***Federal RCRA non-CORRACTS TSD facilities list***

RCRA-TSDF..... RCRA - Treatment, Storage and Disposal

#### ***Federal RCRA generators list***

RCRA-LQG..... RCRA - Large Quantity Generators  
RCRA-SQG..... RCRA - Small Quantity Generators  
RCRA-CESQG..... RCRA - Conditionally Exempt Small Quantity Generator

#### ***Federal institutional controls / engineering controls registries***

LUCIS..... Land Use Control Information System  
US ENG CONTROLS..... Engineering Controls Sites List  
US INST CONTROL..... Sites with Institutional Controls

#### ***Federal ERNS list***

ERNS..... Emergency Response Notification System

## EXECUTIVE SUMMARY

### ***State- and tribal - equivalent NPL***

RESPONSE..... State Response Sites

### ***State and tribal leaking storage tank lists***

INDIAN LUST..... Leaking Underground Storage Tanks on Indian Land

### ***State and tribal registered storage tank lists***

FEMA UST..... Underground Storage Tank Listing  
AST..... Aboveground Petroleum Storage Tank Facilities  
INDIAN UST..... Underground Storage Tanks on Indian Land

### ***State and tribal voluntary cleanup sites***

VCP..... Voluntary Cleanup Program Properties  
INDIAN VCP..... Voluntary Cleanup Priority Listing

### ***State and tribal Brownfields sites***

BROWNFIELDS..... Considered Brownfields Sites Listing

### **ADDITIONAL ENVIRONMENTAL RECORDS**

#### ***Local Brownfield lists***

US BROWNFIELDS..... A Listing of Brownfields Sites

#### ***Local Lists of Landfill / Solid Waste Disposal Sites***

SWRCY..... Recycler Database  
HAULERS..... Registered Waste Tire Haulers Listing  
INDIAN ODI..... Report on the Status of Open Dumps on Indian Lands  
DEBRIS REGION 9..... Torres Martinez Reservation Illegal Dump Site Locations  
ODI..... Open Dump Inventory

#### ***Local Lists of Hazardous waste / Contaminated Sites***

US HIST CDL..... Delisted National Clandestine Laboratory Register  
HIST Cal-Sites..... Historical Calsites Database  
SCH..... School Property Evaluation Program  
CDL..... Clandestine Drug Labs  
Toxic Pits..... Toxic Pits Cleanup Act Sites  
US CDL..... National Clandestine Laboratory Register

#### ***Local Land Records***

LIENS..... Environmental Liens Listing  
LIENS 2..... CERCLA Lien Information  
DEED..... Deed Restriction Listing

#### ***Records of Emergency Release Reports***

HMIRS..... Hazardous Materials Information Reporting System

## EXECUTIVE SUMMARY

CHMIRS.....	California Hazardous Material Incident Report System
LDS.....	Land Disposal Sites Listing
MCS.....	Military Cleanup Sites Listing
SPILLS 90.....	SPILLS 90 data from FirstSearch

### ***Other Ascertainable Records***

RCRA NonGen / NLR.....	RCRA - Non Generators / No Longer Regulated
DOD.....	Department of Defense Sites
SCRD DRYCLEANERS.....	State Coalition for Remediation of Drycleaners Listing
US FIN ASSUR.....	Financial Assurance Information
EPA WATCH LIST.....	EPA WATCH LIST
2020 COR ACTION.....	2020 Corrective Action Program List
TSCA.....	Toxic Substances Control Act
TRIS.....	Toxic Chemical Release Inventory System
SSTS.....	Section 7 Tracking Systems
ROD.....	Records Of Decision
RMP.....	Risk Management Plans
RAATS.....	RCRA Administrative Action Tracking System
PRP.....	Potentially Responsible Parties
PADS.....	PCB Activity Database System
ICIS.....	Integrated Compliance Information System
FTTS.....	FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
MLTS.....	Material Licensing Tracking System
COAL ASH DOE.....	Steam-Electric Plant Operation Data
COAL ASH EPA.....	Coal Combustion Residues Surface Impoundments List
PCB TRANSFORMER.....	PCB Transformer Registration Database
RADINFO.....	Radiation Information Database
HIST FTTS.....	FIFRA/TSCA Tracking System Administrative Case Listing
DOT OPS.....	Incident and Accident Data
CONSENT.....	Superfund (CERCLA) Consent Decrees
INDIAN RESERV.....	Indian Reservations
FUSRAP.....	Formerly Utilized Sites Remedial Action Program
UMTRA.....	Uranium Mill Tailings Sites
LEAD SMELTERS.....	Lead Smelter Sites
US AIRS.....	Aerometric Information Retrieval System Facility Subsystem
US MINES.....	Mines Master Index File
FINDS.....	Facility Index System/Facility Registry System
DOCKET HWC.....	Hazardous Waste Compliance Docket Listing
CA BOND EXP. PLAN.....	Bond Expenditure Plan
Cortese.....	"Cortese" Hazardous Waste & Substances Sites List
CUPA Listings.....	CUPA Resources List
DRYCLEANERS.....	Cleaner Facilities
EMI.....	Emissions Inventory Data
ENF.....	Enforcement Action Listing
Financial Assurance.....	Financial Assurance Information Listing
HAZNET.....	Facility and Manifest Data
HWP.....	EnviroStor Permitted Facilities Listing
HWT.....	Registered Hazardous Waste Transporter Database
MINES.....	Mines Site Location Listing
MWMP.....	Medical Waste Management Program Listing
NPDES.....	NPDES Permits Listing
PEST LIC.....	Pesticide Regulation Licenses Listing
PROC.....	Certified Processors Database

## EXECUTIVE SUMMARY

Notify 65.....	Proposition 65 Records
UIC.....	UIC Listing
WASTEWATER PITS.....	Oil Wastewater Pits Listing
WDS.....	Waste Discharge System
WIP.....	Well Investigation Program Case List
ICE.....	ICE
ECHO.....	Enforcement & Compliance History Information
FUELS PROGRAM.....	EPA Fuels Program Registered Listing

### EDR HIGH RISK HISTORICAL RECORDS

#### ***EDR Exclusive Records***

EDR MGP.....	EDR Proprietary Manufactured Gas Plants
EDR Hist Auto.....	EDR Exclusive Historic Gas Stations
EDR Hist Cleaner.....	EDR Exclusive Historic Dry Cleaners

### EDR RECOVERED GOVERNMENT ARCHIVES

#### ***Exclusive Recovered Govt. Archives***

RGA LF.....	Recovered Government Archive Solid Waste Facilities List
RGA LUST.....	Recovered Government Archive Leaking Underground Storage Tank

### SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified in the following databases.

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

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

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

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

### STANDARD ENVIRONMENTAL RECORDS

#### ***Federal RCRA CORRACTS facilities list***

CORRACTS: CORRACTS is a list of handlers with RCRA Corrective Action Activity. This report shows which nationally-defined corrective action core events have occurred for every handler that has had corrective action activity.

A review of the CORRACTS list, as provided by EDR, and dated 06/27/2016 has revealed that there is 1 CORRACTS site within approximately 1 mile of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
TRANSTECHNOLOGY CORP	25977 SAND CANYON RO	W 1/2 - 1 (0.681 mi.)	F17	76

## EXECUTIVE SUMMARY

### State- and tribal - equivalent CERCLIS

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

A review of the ENVIROSTOR list, as provided by EDR, and dated 05/02/2016 has revealed that there are 6 ENVIROSTOR sites within approximately 1 mile of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>MOHAWK RUBBER</b> Facility Id: 60001584 Status: Refer: Local Agency	<b>4447 AIRPORT WAY S</b>	<b>N 1/8 - 1/4 (0.179 mi.)</b>	<b>B3</b>	<b>9</b>
<b>STOCKTON MIL AIRFIEL</b> Facility Id: 80000142 Status: No Further Action		<b>E 1/2 - 1 (0.750 mi.)</b>	<b>G21</b>	<b>93</b>
<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>J-M MANUFACTURING -</b> Facility Id: 39320001 Status: Inactive - Needs Evaluation	<b>1051 SPERRY RD</b>	<b>W 1/8 - 1/4 (0.184 mi.)</b>	<b>C7</b>	<b>14</b>
<b>METALSA STRUCTURAL P</b> Facility Id: 71003568 Status: Certified O&M - Land Use Restrictions Only	<b>1550 INDUSTRIAL DR.</b>	<b>N 1/2 - 1 (0.657 mi.)</b>	<b>15</b>	<b>55</b>
<b>PACIFIC GAS</b> Facility Id: 39330001 Status: No Further Action	<b>431 SPERRY</b>	<b>W 1/2 - 1 (0.681 mi.)</b>	<b>F16</b>	<b>69</b>
<b>EAGLE ROOFING PROD</b> Facility Id: 39320013 Status: Refer: Other Agency	<b>4555 MCKINLEY AVE</b>	<b>W 1/2 - 1 (0.835 mi.)</b>	<b>22</b>	<b>94</b>

### State and tribal landfill and/or solid waste disposal site lists

SWF/LF: The Solid Waste Facilities/Landfill Sites records typically contain an inventory of solid waste disposal facilities or landfills in a particular state. The data come from the Integrated Waste Management Board's Solid Waste Information System (SWIS) database.

A review of the SWF/LF list, as provided by EDR, has revealed that there is 1 SWF/LF site within approximately 0.5 miles of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>JOHNS-MANVILLE CORPO</b> Database: SWF/LF (SWIS), Date of Government Version: 05/16/2016	<b>1051 SPERRY ROAD (AN</b>	<b>W 1/8 - 1/4 (0.184 mi.)</b>	<b>C8</b>	<b>27</b>

## EXECUTIVE SUMMARY

Facility ID: 39-AA-0013  
Operational Status: Closed  
Regulation Status: Permitted

### **State and tribal leaking storage tank lists**

LUST: The Leaking Underground Storage Tank Incident Reports contain an inventory of reported leaking underground storage tank incidents. The data come from the State Water Resources Control Board Leaking Underground Storage Tank Information System.

A review of the LUST list, as provided by EDR, has revealed that there are 3 LUST sites within approximately 0.5 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>MOHAWK RUBBER</b> Database: LUST, Date of Government Version: 06/13/2016 Database: LUST REG 5, Date of Government Version: 07/01/2008 Status: Completed - Case Closed Status: Case Closed Global Id: T0607700014	<b>4447 AIRPORT WAY S</b>	<b>N 1/8 - 1/4 (0.179 mi.)</b>	<b>B3</b>	<b>9</b>
<b>STOCKTON METROPOLITA</b> Database: LUST, Date of Government Version: 06/13/2016 Database: LUST REG 5, Date of Government Version: 07/01/2008 Status: Completed - Case Closed Status: Pollution Characterization Global Id: T0607700159	<b>5000 AIRPORT WAY S</b>	<b>SSE 1/4 - 1/2 (0.334 mi.)</b>	<b>E13</b>	<b>32</b>
<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>AERO INDUSTRIES</b> Database: LUST, Date of Government Version: 06/13/2016 Database: LUST REG 5, Date of Government Version: 07/01/2008 Status: Completed - Case Closed Status: Case Closed Global Id: T0607700070	<b>4807 AIRPORT WAY S</b>	<b>S 1/8 - 1/4 (0.193 mi.)</b>	<b>12</b>	<b>30</b>

SLIC: SLIC Region comes from the California Regional Water Quality Control Board.

A review of the SLIC list, as provided by EDR, has revealed that there is 1 SLIC site within approximately 0.5 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>STOCKTON METROPOLITA</b> Database: SLIC, Date of Government Version: 06/13/2016 Facility Status: Open - Inactive Global Id: SLT5S3873682	<b>5000 AIRPORT WY, ROO</b>	<b>SSE 1/4 - 1/2 (0.334 mi.)</b>	<b>E14</b>	<b>39</b>

## EXECUTIVE SUMMARY

### **State and tribal registered storage tank lists**

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

A review of the UST list, as provided by EDR, has revealed that there are 3 UST sites within approximately 0.25 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
JASONS WHOLESALE Database: UST SAN JOAQUIN, Date of Government Version: 06/16/2016 Facility Id: FA0011043 Tank Status: CLOSED	4447 S AIRPORT WAY	N 1/8 - 1/4 (0.179 mi.)	B6	13
REVCHEM COMPOSITES Database: UST SAN JOAQUIN, Date of Government Version: 06/16/2016 Facility Id: FA0003513 Tank Status: CLOSED	4807 S AIRPORT WAY	SSE 1/8 - 1/4 (0.189 mi.)	D9	27

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
SWINERTON & WALBERG Database: UST SAN JOAQUIN, Date of Government Version: 06/16/2016 Facility Id: FA0005879 Tank Status: CLOSED	4735 S AIRPORT WAY	SSW 1/8 - 1/4 (0.156 mi.)	A1	8

### **ADDITIONAL ENVIRONMENTAL RECORDS**

#### **Local Lists of Landfill / Solid Waste Disposal Sites**

WMUDS/SWAT: The Waste Management Unit Database System is used for program tracking and inventory of waste management units. The source is the State Water Resources Control Board.

A review of the WMUDS/SWAT list, as provided by EDR, and dated 04/01/2000 has revealed that there are 2 WMUDS/SWAT sites within approximately 0.5 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>STOCKTON METROPOLITA</b>	<b>5000 AIRPORT WY, ROO</b>	<b>SSE 1/4 - 1/2 (0.334 mi.)</b>	<b>E14</b>	<b>39</b>
<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>J-M MANUFACTURING -</b>	<b>1051 SPERRY RD</b>	<b>W 1/8 - 1/4 (0.184 mi.)</b>	<b>C7</b>	<b>14</b>

#### **Local Lists of Registered Storage Tanks**

SWEEPS UST: Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no

## EXECUTIVE SUMMARY

longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

A review of the SWEEPS UST list, as provided by EDR, and dated 06/01/1994 has revealed that there are 3 SWEEPS UST sites within approximately 0.25 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>MOHAWK RUBBER CO</b> Comp Number: 2043	<b>4447 S AIRPORT WAY</b>	<b>N 1/8 - 1/4 (0.179 mi.)</b>	<b>B5</b>	<b>12</b>
<b>CUSTOM RV</b> Comp Number: 1510	<b>4807 S AIRPORT WAY</b>	<b>SSE 1/8 - 1/4 (0.189 mi.)</b>	<b>D10</b>	<b>28</b>
<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>SWINERTON &amp; WALBERG</b> Comp Number: 2574	<b>4735 S AIRPORT WAY</b>	<b>SSW 1/8 - 1/4 (0.156 mi.)</b>	<b>A2</b>	<b>8</b>

HIST UST: Historical UST Registered Database.

A review of the HIST UST list, as provided by EDR, and dated 10/15/1990 has revealed that there are 2 HIST UST sites within approximately 0.25 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>MOHAWK RUBBER CO</b> Facility Id: 00000041808	<b>4447 S AIRPORT WAY</b>	<b>N 1/8 - 1/4 (0.179 mi.)</b>	<b>B4</b>	<b>11</b>
<b>AERO INDUSTRIES</b> Facility Id: 00000008287	<b>4807 S AIRPORT WAY</b>	<b>SSE 1/8 - 1/4 (0.189 mi.)</b>	<b>D11</b>	<b>29</b>

CA FID UST: The Facility Inventory Database contains active and inactive underground storage tank locations. The source is the State Water Resource Control Board.

A review of the CA FID UST list, as provided by EDR, and dated 10/31/1994 has revealed that there are 3 CA FID UST sites within approximately 0.25 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>MOHAWK RUBBER CO</b> Facility Id: 39000386 Status: I	<b>4447 S AIRPORT WAY</b>	<b>N 1/8 - 1/4 (0.179 mi.)</b>	<b>B5</b>	<b>12</b>
<b>CUSTOM RV</b> Facility Id: 39000387 Status: I	<b>4807 S AIRPORT WAY</b>	<b>SSE 1/8 - 1/4 (0.189 mi.)</b>	<b>D10</b>	<b>28</b>
<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>SWINERTON &amp; WALBERG</b> Facility Id: 39003798 Status: I	<b>4735 S AIRPORT WAY</b>	<b>SSW 1/8 - 1/4 (0.156 mi.)</b>	<b>A2</b>	<b>8</b>



## EXECUTIVE SUMMARY

### ***Other Ascertainable Records***

FUDS: The Listing includes locations of Formerly Used Defense Sites Properties where the US Army Corps Of Engineers is actively working or will take necessary cleanup actions.

A review of the FUDS list, as provided by EDR, and dated 01/31/2015 has revealed that there are 2 FUDS sites within approximately 1 mile of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
SHARPE ARMY DEPOT		SSE 1/2 - 1 (0.715 mi.)	18	90
STOCKTON MILITARY AI		E 1/2 - 1 (0.750 mi.)	G20	91

UXO: A listing of unexploded ordnance site locations

A review of the UXO list, as provided by EDR, and dated 10/25/2015 has revealed that there is 1 UXO site within approximately 1 mile of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
ASR		E 1/2 - 1 (0.750 mi.)	G19	91

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

A review of the HIST CORTESE list, as provided by EDR, and dated 04/01/2001 has revealed that there are 3 HIST CORTESE sites within approximately 0.5 miles of the target property.

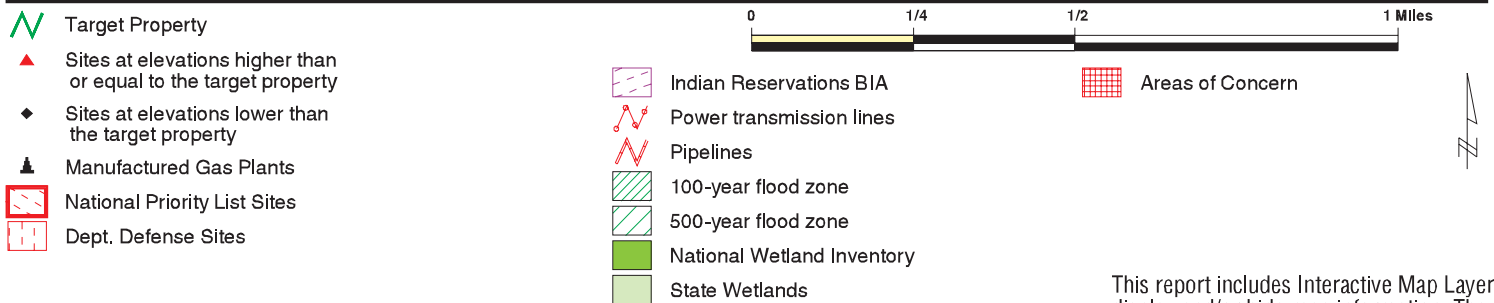
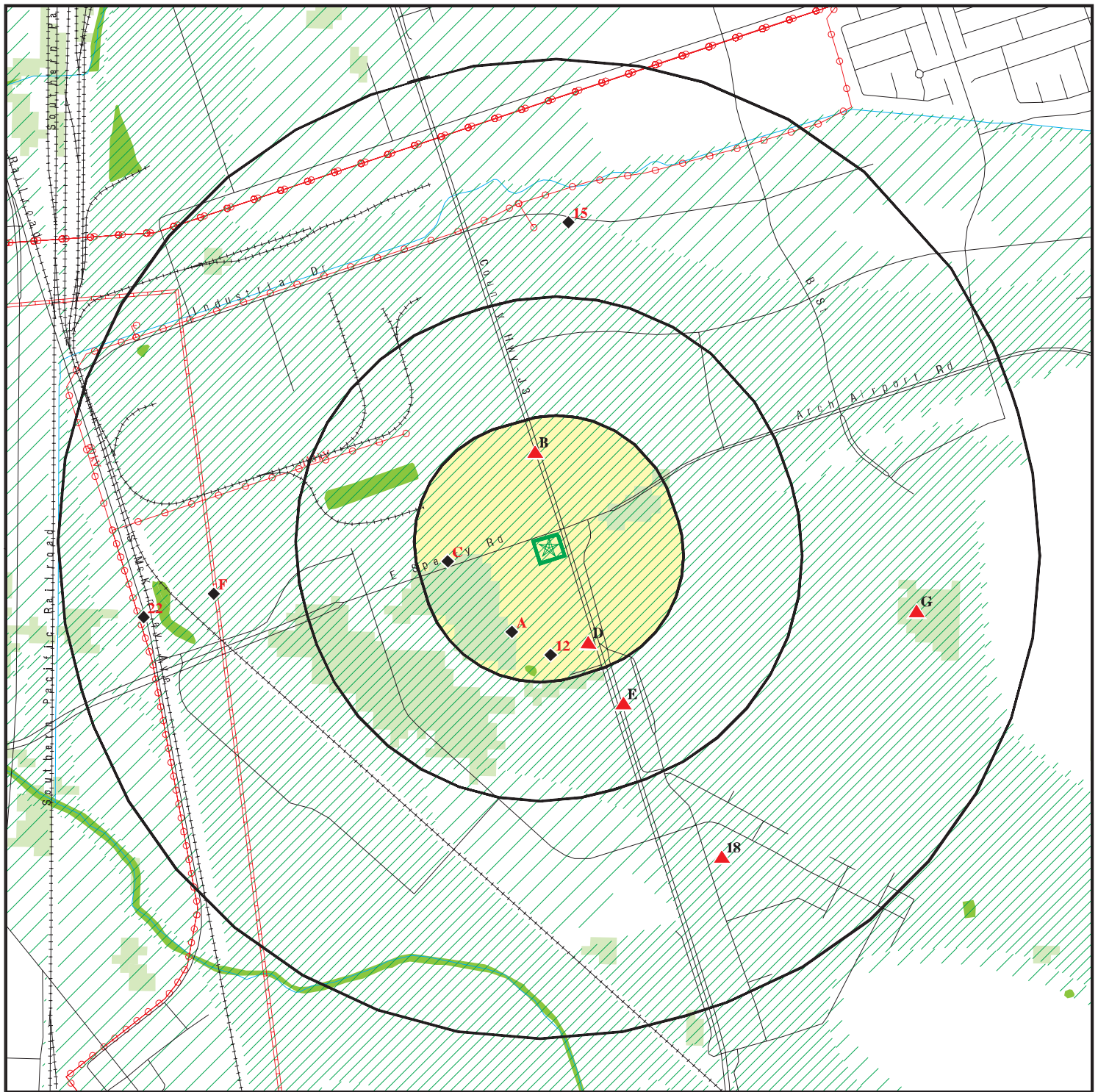
<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>MOHAWK RUBBER</b> Reg Id: 390020	<b>4447 AIRPORT WAY S</b>	<b>N 1/8 - 1/4 (0.179 mi.)</b>	<b>B3</b>	<b>9</b>
<b>STOCKTON METROPOLITA</b> Reg Id: 390227	<b>5000 AIRPORT WY, ROO</b>	<b>SSE 1/4 - 1/2 (0.334 mi.)</b>	<b>E14</b>	<b>39</b>
<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>AERO INDUSTRIES</b> Reg Id: 390098	<b>4807 AIRPORT WAY S</b>	<b>S 1/8 - 1/4 (0.193 mi.)</b>	<b>12</b>	<b>30</b>

## EXECUTIVE SUMMARY

Due to poor or inadequate address information, the following sites were not mapped. Count: 5 records.

<u>Site Name</u>	<u>Database(s)</u>
A G SPANOS AVIATION	RCRA-SQG, LUST, HIST UST, FINDS,
STOCKTON METRO AIRPORT	HAZNET, HIST CORTESE, ECHO
JOHNS MANVILLE PLT	ENVIROSTOR, NPDES
CALIF. ARMY NATIONAL GUARD FACILIT	SEMS-ARCHIVE, RCRA NonGen / NLR
FORMER SHARPE ARMY DEPOT ANNEX	SLIC
	ENVIROSTOR

# OVERVIEW MAP - 4731895.2S

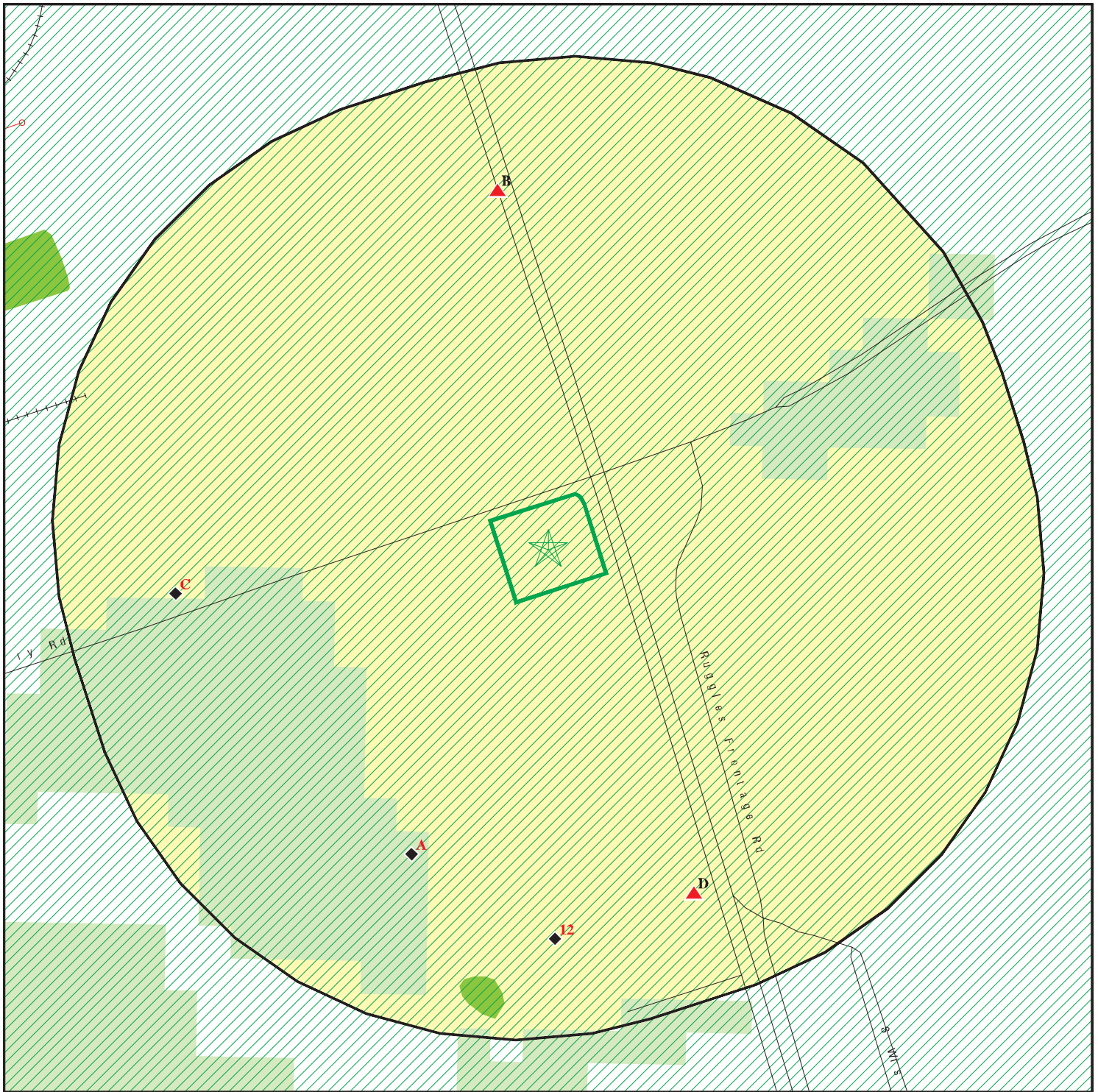















This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.


SITE NAME: Arco Airport Road  
 ADDRESS: 4607 S. Airport Way  
 Stockton CA 95206  
 LAT/LONG: 37.901343 / 121.255272

CLIENT: BaseCamp Environmental  
 CONTACT: Duffy Ruffin  
 INQUIRY #: 4731895.2s  
 DATE: September 20, 2016 3:22 pm

# DETAIL MAP - 4731895.2S



-  Target Property
-  Sites at elevations higher than or equal to the target property
-  Sites at elevations lower than the target property
-  Manufactured Gas Plants
-  Sensitive Receptors
-  National Priority List Sites
-  Dept. Defense Sites
-  Indian Reservations BIA
-  Power transmission lines
-  100-year flood zone
-  500-year flood zone
-  National Wetland Inventory
-  State Wetlands

 Areas of Concern

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: Arco Airport Road  
 ADDRESS: 4607 S. Airport Way  
 Stockton CA 95206  
 LAT/LONG: 37.901343 / 121.255272

CLIENT: BaseCamp Environmental  
 CONTACT: Duffy Ruffin  
 INQUIRY #: 4731895.2s  
 DATE: September 20, 2016 3:23 pm

## MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
<b>STANDARD ENVIRONMENTAL RECORDS</b>								
<b><i>Federal NPL site list</i></b>								
NPL	1.000		0	0	0	0	NR	0
Proposed NPL	1.000		0	0	0	0	NR	0
NPL LIENS	0.001		0	NR	NR	NR	NR	0
<b><i>Federal Delisted NPL site list</i></b>								
Delisted NPL	1.000		0	0	0	0	NR	0
<b><i>Federal CERCLIS list</i></b>								
FEDERAL FACILITY	0.500		0	0	0	NR	NR	0
SEMS	0.500		0	0	0	NR	NR	0
<b><i>Federal CERCLIS NFRAP site list</i></b>								
SEMS-ARCHIVE	0.500		0	0	0	NR	NR	0
<b><i>Federal RCRA CORRACTS facilities list</i></b>								
CORRACTS	1.000		0	0	0	1	NR	1
<b><i>Federal RCRA non-CORRACTS TSD facilities list</i></b>								
RCRA-TSDF	0.500		0	0	0	NR	NR	0
<b><i>Federal RCRA generators list</i></b>								
RCRA-LQG	0.250		0	0	NR	NR	NR	0
RCRA-SQG	0.250		0	0	NR	NR	NR	0
RCRA-CESQG	0.250		0	0	NR	NR	NR	0
<b><i>Federal institutional controls / engineering controls registries</i></b>								
LUCIS	0.500		0	0	0	NR	NR	0
US ENG CONTROLS	0.500		0	0	0	NR	NR	0
US INST CONTROL	0.500		0	0	0	NR	NR	0
<b><i>Federal ERNS list</i></b>								
ERNS	0.001		0	NR	NR	NR	NR	0
<b><i>State- and tribal - equivalent NPL</i></b>								
RESPONSE	1.000		0	0	0	0	NR	0
<b><i>State- and tribal - equivalent CERCLIS</i></b>								
ENVIROSTOR	1.000		0	2	0	4	NR	6
<b><i>State and tribal landfill and/or solid waste disposal site lists</i></b>								
SWF/LF	0.500		0	1	0	NR	NR	1
<b><i>State and tribal leaking storage tank lists</i></b>								
LUST	0.500		0	2	1	NR	NR	3

## MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
INDIAN LUST	0.500		0	0	0	NR	NR	0
SLIC	0.500		0	0	1	NR	NR	1
<b>State and tribal registered storage tank lists</b>								
FEMA UST	0.250		0	0	NR	NR	NR	0
UST	0.250		0	3	NR	NR	NR	3
AST	0.250		0	0	NR	NR	NR	0
INDIAN UST	0.250		0	0	NR	NR	NR	0
<b>State and tribal voluntary cleanup sites</b>								
VCP	0.500		0	0	0	NR	NR	0
INDIAN VCP	0.500		0	0	0	NR	NR	0
<b>State and tribal Brownfields sites</b>								
BROWNFIELDS	0.500		0	0	0	NR	NR	0
<b>ADDITIONAL ENVIRONMENTAL RECORDS</b>								
<b>Local Brownfield lists</b>								
US BROWNFIELDS	0.500		0	0	0	NR	NR	0
<b>Local Lists of Landfill / Solid Waste Disposal Sites</b>								
WMUDS/SWAT	0.500		0	1	1	NR	NR	2
SWRCY	0.500		0	0	0	NR	NR	0
HAULERS	0.001		0	NR	NR	NR	NR	0
INDIAN ODI	0.500		0	0	0	NR	NR	0
DEBRIS REGION 9	0.500		0	0	0	NR	NR	0
ODI	0.500		0	0	0	NR	NR	0
<b>Local Lists of Hazardous waste / Contaminated Sites</b>								
US HIST CDL	0.001		0	NR	NR	NR	NR	0
HIST Cal-Sites	1.000		0	0	0	0	NR	0
SCH	0.250		0	0	NR	NR	NR	0
CDL	0.001		0	NR	NR	NR	NR	0
Toxic Pits	1.000		0	0	0	0	NR	0
US CDL	0.001		0	NR	NR	NR	NR	0
<b>Local Lists of Registered Storage Tanks</b>								
SWEEPS UST	0.250		0	3	NR	NR	NR	3
HIST UST	0.250		0	2	NR	NR	NR	2
CA FID UST	0.250		0	3	NR	NR	NR	3
<b>Local Land Records</b>								
LIENS	0.001		0	NR	NR	NR	NR	0
LIENS 2	0.001		0	NR	NR	NR	NR	0
DEED	0.500		0	0	0	NR	NR	0
<b>Records of Emergency Release Reports</b>								
HMIRS	0.001		0	NR	NR	NR	NR	0

## MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
CHMIRS	0.001		0	NR	NR	NR	NR	0
LDS	0.001		0	NR	NR	NR	NR	0
MCS	0.001		0	NR	NR	NR	NR	0
SPILLS 90	0.001		0	NR	NR	NR	NR	0
<b>Other Ascertainable Records</b>								
RCRA NonGen / NLR	0.250		0	0	NR	NR	NR	0
FUDS	1.000		0	0	0	2	NR	2
DOD	1.000		0	0	0	0	NR	0
SCRD DRYCLEANERS	0.500		0	0	0	NR	NR	0
US FIN ASSUR	0.001		0	NR	NR	NR	NR	0
EPA WATCH LIST	0.001		0	NR	NR	NR	NR	0
2020 COR ACTION	0.250		0	0	NR	NR	NR	0
TSCA	0.001		0	NR	NR	NR	NR	0
TRIS	0.001		0	NR	NR	NR	NR	0
SSTS	0.001		0	NR	NR	NR	NR	0
ROD	1.000		0	0	0	0	NR	0
RMP	0.001		0	NR	NR	NR	NR	0
RAATS	0.001		0	NR	NR	NR	NR	0
PRP	0.001		0	NR	NR	NR	NR	0
PADS	0.001		0	NR	NR	NR	NR	0
ICIS	0.001		0	NR	NR	NR	NR	0
FTTS	0.001		0	NR	NR	NR	NR	0
MLTS	0.001		0	NR	NR	NR	NR	0
COAL ASH DOE	0.001		0	NR	NR	NR	NR	0
COAL ASH EPA	0.500		0	0	0	NR	NR	0
PCB TRANSFORMER	0.001		0	NR	NR	NR	NR	0
RADINFO	0.001		0	NR	NR	NR	NR	0
HIST FTTS	0.001		0	NR	NR	NR	NR	0
DOT OPS	0.001		0	NR	NR	NR	NR	0
CONSENT	1.000		0	0	0	0	NR	0
INDIAN RESERV	0.001		0	NR	NR	NR	NR	0
FUSRAP	1.000		0	0	0	0	NR	0
UMTRA	0.500		0	0	0	NR	NR	0
LEAD SMELTERS	0.001		0	NR	NR	NR	NR	0
US AIRS	0.001		0	NR	NR	NR	NR	0
US MINES	0.250		0	0	NR	NR	NR	0
FINDS	0.001		0	NR	NR	NR	NR	0
UXO	1.000		0	0	0	1	NR	1
DOCKET HWC	0.001		0	NR	NR	NR	NR	0
CA BOND EXP. PLAN	1.000		0	0	0	0	NR	0
Cortese	0.500		0	0	0	NR	NR	0
CUPA Listings	0.250		0	0	NR	NR	NR	0
DRYCLEANERS	0.250		0	0	NR	NR	NR	0
EMI	0.001		0	NR	NR	NR	NR	0
ENF	0.001		0	NR	NR	NR	NR	0
Financial Assurance	0.001		0	NR	NR	NR	NR	0
HAZNET	0.001		0	NR	NR	NR	NR	0
HIST CORTESE	0.500		0	2	1	NR	NR	3
HWP	1.000		0	0	0	0	NR	0
HWT	0.250		0	0	NR	NR	NR	0

## MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
MINES	0.001		0	NR	NR	NR	NR	0
MWMP	0.250		0	0	NR	NR	NR	0
NPDES	0.001		0	NR	NR	NR	NR	0
PEST LIC	0.001		0	NR	NR	NR	NR	0
PROC	0.500		0	0	0	NR	NR	0
Notify 65	1.000		0	0	0	0	NR	0
UIC	0.001		0	NR	NR	NR	NR	0
WASTEWATER PITS	0.500		0	0	0	NR	NR	0
WDS	0.001		0	NR	NR	NR	NR	0
WIP	0.250		0	0	NR	NR	NR	0
ICE	1.000		0	0	0	0	NR	0
ECHO	0.001		0	NR	NR	NR	NR	0
FUELS PROGRAM	0.250		0	0	NR	NR	NR	0

### EDR HIGH RISK HISTORICAL RECORDS

#### ***EDR Exclusive Records***

EDR MGP	1.000		0	0	0	0	NR	0
EDR Hist Auto	0.125		0	NR	NR	NR	NR	0
EDR Hist Cleaner	0.125		0	NR	NR	NR	NR	0

### EDR RECOVERED GOVERNMENT ARCHIVES

#### ***Exclusive Recovered Govt. Archives***

RGA LF	0.001		0	NR	NR	NR	NR	0
RGA LUST	0.001		0	NR	NR	NR	NR	0

- Totals --		0	0	19	4	8	0	31
-------------	--	---	---	----	---	---	---	----

#### NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database



Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**A1**  
**SSW**  
**1/8-1/4**  
**0.156 mi.**  
**822 ft.**  
**SWINERTON & WALBERG COMPANY**  
**4735 S AIRPORT WAY**  
**STOCKTON, CA 95206**  
**Site 1 of 2 in cluster A**

**UST** **U004024993**  
**N/A**

**Relative:** UST SAN JOAQUIN:  
**Lower** Region: SJ  
Facility Id: FA0005879  
**Actual:** Mail Address: 580 CALIFORNIA ST SUITE 1200  
**21 ft.** Mail Care of: SWINERTON & WALBERG COMPANY  
Mail City,St,Zip: SAN FRANCISCO, CA 94104  
  
Tank Rec ID: TA0503559  
Tank Number: 1  
Tank Status: CLOSED  
Tank Capacity: 12000  
Product Code/Type: 03/DIESEL  
Program Element: 2380  
Decode for Program Element: additional existing (pre-1984) single-wall tank (obsolete)  
Count: 1

**A2**  
**SSW**  
**1/8-1/4**  
**0.156 mi.**  
**822 ft.**  
**SWINERTON & WALBERG COMPANY**  
**4735 S AIRPORT WAY**  
**STOCKTON, CA 95206**  
**Site 2 of 2 in cluster A**

**SWEEPS UST** **S101593369**  
**CA FID UST** **N/A**

**Relative:** SWEEPS UST:  
**Lower** Status: Not reported  
Comp Number: 2574  
**Actual:** Number: Not reported  
**21 ft.** Board Of Equalization: Not reported  
Referral Date: Not reported  
Action Date: Not reported  
Created Date: Not reported  
Owner Tank Id: Not reported  
SWRCB Tank Id: 39-000-002574-000001  
Tank Status: Not reported  
Capacity: 12000  
Active Date: Not reported  
Tank Use: M.V. FUEL  
STG: PRODUCT  
Content: DIESEL  
Number Of Tanks: 1

CA FID UST:  
Facility ID: 39003798  
Regulated By: UTNKI  
Regulated ID: Not reported  
Cortese Code: Not reported  
SIC Code: Not reported  
Facility Phone: Not reported  
Mail To: Not reported  
Mailing Address: 580 CALIFORNIA ST  
Mailing Address 2: Not reported  
Mailing City,St,Zip: STOCKTON 95206  
Contact: Not reported  
Contact Phone: Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**SWINERTON & WALBERG COMPANY (Continued)**

**S101593369**

DUNs Number: Not reported  
NPDES Number: Not reported  
EPA ID: Not reported  
Comments: Not reported  
Status: Inactive

**B3**  
**North**  
**1/8-1/4**  
**0.179 mi.**  
**946 ft.**

**MOHAWK RUBBER**  
**4447 AIRPORT WAY S**  
**STOCKTON, CA 95206**

**ENVIROSTOR**  
**LUST**  
**HIST CORTESE**

**S104405695**  
**N/A**

**Site 1 of 4 in cluster B**

**Relative:**  
**Higher**

ENVIROSTOR:

**Actual:**  
**22 ft.**

Facility ID: 60001584  
Status: Refer: Local Agency  
Status Date: 06/27/2012  
Site Code: 102163  
Site Type: Evaluation  
Site Type Detailed: Evaluation  
Acres: 1  
NPL: NO  
Regulatory Agencies: SMBRP, SAN JOAQUIN COUNTY  
Lead Agency: SMBRP  
Program Manager: Not reported  
Supervisor: Steven Becker  
Division Branch: Cleanup San Joaquin  
Assembly: 13  
Senate: 05  
Special Program: EPA - PASI  
Restricted Use: NO  
Site Mgmt Req: NONE SPECIFIED  
Funding: Not Applicable  
Latitude: 37.90678  
Longitude: -121.2575  
APN: NONE SPECIFIED  
Past Use: MANUFACTURING - OTHER  
Potential COC: Polychlorinated biphenyls (PCBs TPH-MOTOR OIL Acetone Diazinon  
Heptachlor Hydrochloric Acid (Hydrogen Chloride  
Confirmed COC: 30032-NO 30177-NO 30328-NO 3002502-NO 30308-NO 30018-NO  
Potential Description: SOIL  
Alias Name: CAN000909407  
Alias Type: CERCLIS ID  
Alias Name: 102163  
Alias Type: Project Code (Site Code)  
Alias Name: 60001584  
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: PA/SI Site Screening  
Completed Date: 06/27/2012  
Comments: Not reported

Future Area Name: Not reported  
Future Sub Area Name: Not reported  
Future Document Type: Not reported  
Future Due Date: Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**MOHAWK RUBBER (Continued)**

**S104405695**

Schedule Area Name: Not reported  
Schedule Sub Area Name: Not reported  
Schedule Document Type: Not reported  
Schedule Due Date: Not reported  
Schedule Revised Date: Not reported

**LUST:**

Region: STATE  
Global Id: T0607700014  
Latitude: 37.9084379  
Longitude: -121.2576157  
Case Type: LUST Cleanup Site  
Status: Completed - Case Closed  
Status Date: 04/19/2002  
Lead Agency: SAN JOAQUIN COUNTY  
Case Worker: Not reported  
Local Agency: Not reported  
RB Case Number: 390020  
LOC Case Number: 0001451  
File Location: Not reported  
Potential Media Affect: Aquifer used for drinking water supply  
Potential Contaminants of Concern: Benzene  
Site History: Not reported

[Click here to access the California GeoTracker records for this facility:](#)

**Contact:**

Global Id: T0607700014  
Contact Type: Regional Board Caseworker  
Contact Name: JAMES BARTON  
Organization Name: CENTRAL VALLEY RWQCB (REGION 5S)  
Address: 11020 SUN CENTER DRIVE #200  
City: RANCHO CORDOVA  
Email: jbarton@waterboards.ca.gov  
Phone Number: Not reported

**Status History:**

Global Id: T0607700014  
Status: Completed - Case Closed  
Status Date: 04/19/2002

Global Id: T0607700014  
Status: Open - Case Begin Date  
Status Date: 08/15/1986

Global Id: T0607700014  
Status: Open - Site Assessment  
Status Date: 08/15/1986

Global Id: T0607700014  
Status: Open - Site Assessment  
Status Date: 07/07/1996

**Regulatory Activities:**

Global Id: T0607700014  
Action Type: ENFORCEMENT

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**MOHAWK RUBBER (Continued)**

**S104405695**

Date: 04/20/2001  
Action: Staff Letter

Global Id: T0607700014  
Action Type: ENFORCEMENT  
Date: 04/19/2002  
Action: Closure/No Further Action Letter

Global Id: T0607700014  
Action Type: ENFORCEMENT  
Date: 04/19/2002  
Action: Closure/No Further Action Letter

Global Id: T0607700014  
Action Type: Other  
Date: 08/15/1986  
Action: Leak Reported

**LUST REG 5:**

Region: 5  
Status: Case Closed  
Case Number: 390020  
Case Type: Drinking Water Aquifer affected  
Substance: Not reported  
Staff Initials: JLB  
Lead Agency: Regional  
Program: LUST  
MTBE Code: N/A

**HIST CORTESE:**

Region: CORTESE  
Facility County Code: 39  
Reg By: LTNKA  
Reg Id: 390020

**B4**  
**North**  
**1/8-1/4**  
**0.179 mi.**  
**946 ft.**

**MOHAWK RUBBER CO**  
**4447 S AIRPORT WAY**  
**STOCKTON, CA 95206**

**Site 2 of 4 in cluster B**

**HIST UST** **U001603697**  
**N/A**

**Relative:**  
**Higher**

**HIST UST:**

File Number: 0002FF3D  
URL: <http://geotracker.waterboards.ca.gov/ustpdfs/pdf/0002FF3D.pdf>  
Region: STATE  
Facility ID: 00000041808  
Facility Type: Other  
Other Type: TREAD RUBBER MFG.  
Contact Name: Not reported  
Telephone: 2099824133  
Owner Name: MOHAWK RUBBER CO.  
Owner Address: 50 EXECUTIVE PARKWAY  
Owner City,St,Zip: HUDSON, CA 44236  
Total Tanks: 0002

Tank Num: 001

**Actual:**  
**22 ft.**

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**MOHAWK RUBBER CO (Continued)**

**U001603697**

Container Num: 1  
Year Installed: Not reported  
Tank Capacity: 00010000  
Tank Used for: PRODUCT  
Type of Fuel: Not reported  
Container Construction Thickness: Not reported  
Leak Detection: Stock Inventor

Tank Num: 002  
Container Num: 2  
Year Installed: 1980  
Tank Capacity: 00010000  
Tank Used for: PRODUCT  
Type of Fuel: Not reported  
Container Construction Thickness: Not reported  
Leak Detection: Stock Inventor

[Click here for Geo Tracker PDF:](#)

**B5**  
**North**  
**1/8-1/4**  
**0.179 mi.**  
**946 ft.**

**MOHAWK RUBBER CO**  
**4447 S AIRPORT WAY**  
**STOCKTON, CA 95205**

**SWEEPS UST**  
**CA FID UST**

**S101625609**  
**N/A**

**Site 3 of 4 in cluster B**

**Relative:**  
**Higher**

**SWEEPS UST:**

**Actual:**  
**22 ft.**

Status: Not reported  
Comp Number: 2043  
Number: Not reported  
Board Of Equalization: Not reported  
Referral Date: Not reported  
Action Date: Not reported  
Created Date: Not reported  
Owner Tank Id: Not reported  
SWRCB Tank Id: 39-000-002043-000001  
Tank Status: Not reported  
Capacity: 10000  
Active Date: Not reported  
Tank Use: CHEMICAL  
STG: PRODUCT  
Content: SOLVENT  
Number Of Tanks: 2

Status: Not reported  
Comp Number: 2043  
Number: Not reported  
Board Of Equalization: Not reported  
Referral Date: Not reported  
Action Date: Not reported  
Created Date: Not reported  
Owner Tank Id: Not reported  
SWRCB Tank Id: 39-000-002043-000002  
Tank Status: Not reported  
Capacity: 10000  
Active Date: Not reported  
Tank Use: CHEMICAL  
STG: PRODUCT  
Content: PETROFLUX

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**MOHAWK RUBBER CO (Continued)**

**S101625609**

Number Of Tanks: Not reported

CA FID UST:

Facility ID: 39000386  
Regulated By: UTKI  
Regulated ID: Not reported  
Cortese Code: Not reported  
SIC Code: Not reported  
Facility Phone: Not reported  
Mail To: Not reported  
Mailing Address: 50 EXECUTIVE PARKWAY  
Mailing Address 2: Not reported  
Mailing City,St,Zip: STOCKTON 95205  
Contact: Not reported  
Contact Phone: Not reported  
DUNs Number: Not reported  
NPDES Number: Not reported  
EPA ID: Not reported  
Comments: Not reported  
Status: Inactive

**B6**  
**North**  
**1/8-1/4**  
**0.179 mi.**  
**946 ft.**

**JASONS WHOLESALE**  
**4447 S AIRPORT WAY**  
**STOCKTON, CA 95206**

**UST U004024063**  
**N/A**

**Site 4 of 4 in cluster B**

**Relative:**  
**Higher**

UST SAN JOAQUIN:

Region: SJ  
Facility Id: FA0011043  
Mail Address: PO BOX 30548  
Mail Care of: Not reported  
Mail City,St,Zip: STOCKTON, CA 952130548

**Actual:**  
**22 ft.**

Tank Rec ID: TA0503693  
Tank Number: 1  
Tank Status: CLOSED  
Tank Capacity: 10000  
Product Code/Type: 05/JET FUEL  
Program Element: 2380  
Decode for Program Element: additional existing (pre-1984) single-wall tank (obsolete)  
Count: 1

Tank Rec ID: TA0503694  
Tank Number: 2  
Tank Status: CLOSED  
Tank Capacity: 10000  
Product Code/Type: 05/JET FUEL  
Program Element: 2380  
Decode for Program Element: additional existing (pre-1984) single-wall tank (obsolete)  
Count: 1

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

EDR ID Number  
EPA ID Number

**C7**  
**West**  
**1/8-1/4**  
**0.184 mi.**  
**973 ft.**

**J-M MANUFACTURING - STOCKTON**  
**1051 SPERRY RD**  
**STOCKTON CA, CA 95206**

**Site 1 of 2 in cluster C**

**ENVIROSTOR**  
**WMUDS/SWAT**  
**LDS**  
**EMI**  
**ENF**  
**NPDES**  
**WDS**

**S102267012**  
**N/A**

**Relative:**  
**Lower**

**Actual:**  
**20 ft.**

**ENVIROSTOR:**

Facility ID: 39320001  
Status: Inactive - Needs Evaluation  
Status Date: 02/17/1988  
Site Code: Not reported  
Site Type: Historical  
Site Type Detailed: \* Historical  
Acres: Not reported  
NPL: NO  
Regulatory Agencies: NONE SPECIFIED  
Lead Agency: NONE SPECIFIED  
Program Manager: Not reported  
Supervisor: Not reported  
Division Branch: Cleanup Sacramento  
Assembly: 13  
Senate: 05  
Special Program: Not reported  
Restricted Use: NO  
Site Mgmt Req: NONE SPECIFIED  
Funding: Not reported  
Latitude: 37.90232  
Longitude: -121.2628  
APN: NONE SPECIFIED  
Past Use: NONE SPECIFIED  
Potential COC: \* Metals - Sludge Asbestos Containing Materials (ACM)  
Confirmed COC: NONE SPECIFIED  
Potential Description: NONE SPECIFIED  
Alias Name: J-M A-C PIPE CORPORATION  
Alias Type: Alternate Name  
Alias Name: J-M MANUFACTURING CO INC  
Alias Type: Alternate Name  
Alias Name: CAD009209347  
Alias Type: EPA Identification Number  
Alias Name: 39320001  
Alias Type: Envirostor ID Number

**Completed Info:**

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Site Screening  
Completed Date: 02/17/1988  
Comments: SITE SCREENING DONE. PRELIMINARY ASSESSMENT MEDIUM PRIORITY  
RECOMMENDED. SUSPECTED ASBESTOS CONTAMINATION.

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Preliminary Assessment Report  
Completed Date: 08/01/1984  
Comments: SOURCE ACT: DHS/TSCD INSPECTION 06/83- MANUFACTURE ASBESTOS-CEMENT  
PIPE PRODUCTS. YEARS OF OPERATIONS 1957 TO PRESENT. WASTE: PRODUCTS  
REJECTS, WRAPPING REJECTS (NON HAZARDOUS). BASIN SEDIMENT CONTAINS  
ASBESTOS. INCIDENT: 08/23/1983. DISPOSAL OF ASBESTOS PIPE IN 3 LARGE

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**J-M MANUFACTURING - STOCKTON (Continued)**

**S102267012**

PITS CAUSE A DUST PROBLEM. 12/2/83 DHS/TSCD AGAINST COUNTY PLAN TO BUILD ON SITE. BASIN SEDIMENTS ARE OCCASIONALLY EXCAVATED & BURIED ON SITE. DISPOSAL AREA 70 ACRES. FINAL STRATEGY RECOMMEND FUTURE LAND USE RESTRICTIONS. SUBMIT TO EPA. PRELIMINARY ASSESSMENT DONE. RCRA 3012.

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: \* Discovery  
Completed Date: 10/07/1987  
Comments: FACILITY IDENTIFIED COUNTY REFERRAL 87-0083.

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: \* Discovery  
Completed Date: 10/12/1983  
Comments: FACILITY IDENTIFIED FROM ERRIS.

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: \* Discovery  
Completed Date: 09/18/1981  
Comments: FACILITY IDENTIFIED FROM PERMIT INTERIM STATUS DOCUMENT.

Future Area Name: Not reported  
Future Sub Area Name: Not reported  
Future Document Type: Not reported  
Future Due Date: Not reported  
Schedule Area Name: Not reported  
Schedule Sub Area Name: Not reported  
Schedule Document Type: Not reported  
Schedule Due Date: Not reported  
Schedule Revised Date: Not reported

**WMUDS/SWAT:**

Edit Date: Not reported  
Complexity: Category B - Any facility having a physical, chemical, or biological waste treatment system (except for septic systems with subsurface disposal), or any Class II or III disposal site, or facilities without treatment systems that are complex, such as marinas with petroleum products, solid wastes, and sewage pump out facilities.

Primary Waste: SLDWST  
Primary Waste Type: Designated/Influent or Solid Wastes that pose a significant threat to water quality because of their high concentrations (E.G., BOD, Hardness, TRF, Chloride). 'Manageable' hazardous wastes (E.G., inorganic salts and heavy metals) are included in this category.

Secondary Waste: Not reported  
Secondary Waste Type: Not reported  
Base Meridian: Not reported  
NPID: Not reported  
Tonnage: 0  
Regional Board ID: Not reported  
Municipal Solid Waste: False  
Superorder: False  
Open To Public: False  
Waste List: False  
Agency Type: Private



Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**J-M MANUFACTURING - STOCKTON (Continued)**

**S102267012**

Agency Name: J-M MANUFACTURING COMPANY, INC  
Agency Department: Not reported  
Agency Address: 9 PEACH TREE HILL RD  
Agency City,St,Zip: LIVINGSTON NJ 07039  
Agency Contact: TERRY LOHMAN  
Agency Telephone: 2015351633  
Land Owner Name: Not reported  
Land Owner Address: Not reported  
Land Owner City,St,Zip: Not reported  
Land Owner Contact: Not reported  
Land Owner Phone: Not reported  
Region: 5S  
Facility Type: Industrial - Facility that treats and/or disposes of liquid or semisolid wastes from any servicing, producing, manufacturing or processing operation of whatever nature, including mining, gravel washing, geothermal operations, air conditioning, ship building and repairing, oil production, storage and disposal operations, water pumping.  
Facility Description: Not reported  
Facility Telephone: Not reported  
SWAT Facility Name: Not reported  
Primary SIC: 3292  
Secondary SIC: Not reported  
Comments: Not reported  
Last Facility Editors: Not reported  
Waste Discharge System: True  
Solid Waste Assessment Test Program: False  
Toxic Pits Cleanup Act Program: False  
Resource Conservation Recovery Act: False  
Department of Defence: False  
Solid Waste Assessment Test Program: Not reported  
Threat to Water Quality: Moderate Threat to Water Quality. A violation could have a major adverse impact on receiving biota, can cause aesthetic impairment to a significant human population, or render unusable a potential domestic or municipal water supply. Aesthetic impairment would include nuisance from a waste treatment facility.  
Sub Chapter 15: True  
Regional Board Project Officer: RDA  
Number of WMUDS at Facility: 1  
Section Range: Not reported  
RCRA Facility: No  
Waste Discharge Requirements: A  
Self-Monitoring Rept. Frequency: Semiannual Submittal  
Waste Discharge System ID: 5B390317001  
Solid Waste Information ID: Not reported

**LDS:**

Global Id: L10004410989  
Latitude: 37.90281  
Longitude: -121.2636  
Case Type: Land Disposal Site  
Status: Open  
Status Date: 01/01/1965  
Lead Agency: CENTRAL VALLEY RWQCB (REGION 5S)  
Caseworker: RDA  
Local Agency: Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**J-M MANUFACTURING - STOCKTON (Continued)**

**S102267012**

RB Case Number: 5B390317001  
LOC Case Number: Not reported  
File Location: Not reported  
Potential Media Affect: Not reported  
EDR Link ID: L10004410989  
Potential Contaminants of Concern: Not reported  
Site History: Not reported

[Click here to access the California GeoTracker records for this facility:](#)

**EMI:**

Year: 1996  
County Code: 39  
Air Basin: SJV  
Facility ID: 434  
Air District Name: SJU  
SIC Code: 3089  
Air District Name: SAN JOAQUIN VALLEY UNIFIED APCD  
Community Health Air Pollution Info System: Not reported  
Consolidated Emission Reporting Rule: Not reported  
Total Organic Hydrocarbon Gases Tons/Yr: 0  
Reactive Organic Gases Tons/Yr: 0  
Carbon Monoxide Emissions Tons/Yr: 0  
NOX - Oxides of Nitrogen Tons/Yr: 0  
SOX - Oxides of Sulphur Tons/Yr: 0  
Particulate Matter Tons/Yr: 7  
Part. Matter 10 Micrometers and Smllr Tons/Yr: 7

Year: 1997  
County Code: 39  
Air Basin: SJV  
Facility ID: 434  
Air District Name: SJU  
SIC Code: 3089  
Air District Name: SAN JOAQUIN VALLEY UNIFIED APCD  
Community Health Air Pollution Info System: Not reported  
Consolidated Emission Reporting Rule: Not reported  
Total Organic Hydrocarbon Gases Tons/Yr: 0  
Reactive Organic Gases Tons/Yr: 0  
Carbon Monoxide Emissions Tons/Yr: 0  
NOX - Oxides of Nitrogen Tons/Yr: 0  
SOX - Oxides of Sulphur Tons/Yr: 0  
Particulate Matter Tons/Yr: 7  
Part. Matter 10 Micrometers and Smllr Tons/Yr: 7

Year: 1998  
County Code: 39  
Air Basin: SJV  
Facility ID: 434  
Air District Name: SJU  
SIC Code: 3084  
Air District Name: SAN JOAQUIN VALLEY UNIFIED APCD  
Community Health Air Pollution Info System: Not reported  
Consolidated Emission Reporting Rule: Not reported  
Total Organic Hydrocarbon Gases Tons/Yr: 0  
Reactive Organic Gases Tons/Yr: 0

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**J-M MANUFACTURING - STOCKTON (Continued)**

**S102267012**

Carbon Monoxide Emissions Tons/Yr: 0  
NOX - Oxides of Nitrogen Tons/Yr: 0  
SOX - Oxides of Sulphur Tons/Yr: 0  
Particulate Matter Tons/Yr: 7  
Part. Matter 10 Micrometers and Smllr Tons/Yr:7

Year: 1999  
County Code: 39  
Air Basin: SJV  
Facility ID: 434  
Air District Name: SJU  
SIC Code: 3084  
Air District Name: SAN JOAQUIN VALLEY UNIFIED APCD  
Community Health Air Pollution Info System: Not reported  
Consolidated Emission Reporting Rule: Not reported  
Total Organic Hydrocarbon Gases Tons/Yr: 0  
Reactive Organic Gases Tons/Yr: 0  
Carbon Monoxide Emissions Tons/Yr: 0  
NOX - Oxides of Nitrogen Tons/Yr: 0  
SOX - Oxides of Sulphur Tons/Yr: 0  
Particulate Matter Tons/Yr: 7  
Part. Matter 10 Micrometers and Smllr Tons/Yr:7

Year: 2009  
County Code: 39  
Air Basin: SJV  
Facility ID: 434  
Air District Name: SJU  
SIC Code: 3089  
Air District Name: SAN JOAQUIN VALLEY UNIFIED APCD  
Community Health Air Pollution Info System: Not reported  
Consolidated Emission Reporting Rule: Not reported  
Total Organic Hydrocarbon Gases Tons/Yr: 0  
Reactive Organic Gases Tons/Yr: 0  
Carbon Monoxide Emissions Tons/Yr: 0  
NOX - Oxides of Nitrogen Tons/Yr: 0  
SOX - Oxides of Sulphur Tons/Yr: 0  
Particulate Matter Tons/Yr: 1.98047396819545  
Part. Matter 10 Micrometers and Smllr Tons/Yr:1.7316751428044701

Year: 2010  
County Code: 39  
Air Basin: SJV  
Facility ID: 434  
Air District Name: SJU  
SIC Code: 3089  
Air District Name: SAN JOAQUIN VALLEY UNIFIED APCD  
Community Health Air Pollution Info System: Not reported  
Consolidated Emission Reporting Rule: Not reported  
Total Organic Hydrocarbon Gases Tons/Yr: 0  
Reactive Organic Gases Tons/Yr: 0  
Carbon Monoxide Emissions Tons/Yr: 0  
NOX - Oxides of Nitrogen Tons/Yr: 0  
SOX - Oxides of Sulphur Tons/Yr: 0  
Particulate Matter Tons/Yr: 2.0754217247618998  
Part. Matter 10 Micrometers and Smllr Tons/Yr:1.8298160699999999

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**J-M MANUFACTURING - STOCKTON (Continued)**

**S102267012**

Year: 2011  
County Code: 39  
Air Basin: SJV  
Facility ID: 434  
Air District Name: SJU  
SIC Code: 3089  
Air District Name: SAN JOAQUIN VALLEY UNIFIED APCD  
Community Health Air Pollution Info System: Not reported  
Consolidated Emission Reporting Rule: Not reported  
Total Organic Hydrocarbon Gases Tons/Yr: 0  
Reactive Organic Gases Tons/Yr: 0  
Carbon Monoxide Emissions Tons/Yr: 0  
NOX - Oxides of Nitrogen Tons/Yr: 0  
SOX - Oxides of Sulphur Tons/Yr: 0  
Particulate Matter Tons/Yr: 1.9003660064  
Part. Matter 10 Micrometers and Smlr Tons/Yr: 1.7103294057

Year: 2012  
County Code: 39  
Air Basin: SJV  
Facility ID: 434  
Air District Name: SJU  
SIC Code: 3089  
Air District Name: SAN JOAQUIN VALLEY UNIFIED APCD  
Community Health Air Pollution Info System: Not reported  
Consolidated Emission Reporting Rule: Not reported  
Total Organic Hydrocarbon Gases Tons/Yr: 0  
Reactive Organic Gases Tons/Yr: 0  
Carbon Monoxide Emissions Tons/Yr: 0  
NOX - Oxides of Nitrogen Tons/Yr: 0  
SOX - Oxides of Sulphur Tons/Yr: 0  
Particulate Matter Tons/Yr: 2.0227583945  
Part. Matter 10 Micrometers and Smlr Tons/Yr: 1.820482555

Year: 2013  
County Code: 39  
Air Basin: SJV  
Facility ID: 434  
Air District Name: SJU  
SIC Code: 3089  
Air District Name: SAN JOAQUIN VALLEY UNIFIED APCD  
Community Health Air Pollution Info System: Not reported  
Consolidated Emission Reporting Rule: Not reported  
Total Organic Hydrocarbon Gases Tons/Yr: 0  
Reactive Organic Gases Tons/Yr: 0  
Carbon Monoxide Emissions Tons/Yr: 0  
NOX - Oxides of Nitrogen Tons/Yr: 0  
SOX - Oxides of Sulphur Tons/Yr: 0  
Particulate Matter Tons/Yr: 2.0228144711  
Part. Matter 10 Micrometers and Smlr Tons/Yr: 1.820533024

Year: 2014  
County Code: 39  
Air Basin: SJV  
Facility ID: 434  
Air District Name: SJU  
SIC Code: 3089

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**J-M MANUFACTURING - STOCKTON (Continued)**

**S102267012**

Air District Name: SAN JOAQUIN VALLEY UNIFIED APCD  
Community Health Air Pollution Info System: Not reported  
Consolidated Emission Reporting Rule: Not reported  
Total Organic Hydrocarbon Gases Tons/Yr: 0  
Reactive Organic Gases Tons/Yr: 0  
Carbon Monoxide Emissions Tons/Yr: 0  
NOX - Oxides of Nitrogen Tons/Yr: 0  
SOX - Oxides of Sulphur Tons/Yr: 0  
Particulate Matter Tons/Yr: 3.8535397815  
Part. Matter 10 Micrometers and Smlr Tons/Yr: 3.4681858033

Year: 2015  
County Code: 39  
Air Basin: SJV  
Facility ID: 434  
Air District Name: SJU  
SIC Code: 3089  
Air District Name: SAN JOAQUIN VALLEY APCD  
Community Health Air Pollution Info System: Not reported  
Consolidated Emission Reporting Rule: Not reported  
Total Organic Hydrocarbon Gases Tons/Yr: 0  
Reactive Organic Gases Tons/Yr: 0  
Carbon Monoxide Emissions Tons/Yr: 0  
NOX - Oxides of Nitrogen Tons/Yr: 0  
SOX - Oxides of Sulphur Tons/Yr: 0  
Particulate Matter Tons/Yr: 3.8535397815  
Part. Matter 10 Micrometers and Smlr Tons/Yr: 3.4681858033

**ENF:**

Region: 5S  
Facility Id: 233219  
Agency Name: Not reported  
Place Type: Manufacturing  
Place Subtype: Concrete Manufacturing  
Facility Type: Industrial  
Agency Type: Not reported  
# Of Agencies: Not reported  
Place Latitude: 37.900622  
Place Longitude: -121.260009  
SIC Code 1: 3292  
SIC Desc 1: Asbestos Products  
SIC Code 2: Not reported  
SIC Desc 2: Not reported  
SIC Code 3: Not reported  
SIC Desc 3: Not reported  
NAICS Code 1: Not reported  
NAICS Desc 1: Not reported  
NAICS Code 2: Not reported  
NAICS Desc 2: Not reported  
NAICS Code 3: Not reported  
NAICS Desc 3: Not reported  
# Of Places: 1  
Source Of Facility: Enf Action  
Design Flow: Not reported  
Threat To Water Quality: Not reported  
Complexity: Not reported  
Pretreatment: Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**J-M MANUFACTURING - STOCKTON (Continued)**

**S102267012**

Facility Waste Type:	Not reported
Facility Waste Type 2:	Not reported
Facility Waste Type 3:	Not reported
Facility Waste Type 4:	Not reported
Program:	Not reported
Program Category1:	Not reported
Program Category2:	LNDISP
# Of Programs:	Not reported
WDID:	Not reported
Reg Measure Id:	Not reported
Reg Measure Type:	Not reported
Region:	Not reported
Order #:	Not reported
Npdes# CA#:	Not reported
Major-Minor:	Not reported
Npdes Type:	Not reported
Reclamation:	Not reported
Dredge Fill Fee:	Not reported
301H:	Not reported
Application Fee Amt Received:	Not reported
Status:	Not reported
Status Date:	Not reported
Effective Date:	Not reported
Expiration/Review Date:	Not reported
Termination Date:	Not reported
WDR Review - Amend:	Not reported
WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	Not reported
WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	Not reported
Individual/General:	Not reported
Fee Code:	Not reported
Direction/Voice:	Not reported
Enforcement Id(EID):	230626
Region:	5S
Order / Resolution Number:	Not reported
Enforcement Action Type:	Staff Enforcement Letter
Effective Date:	04/21/2000
Adoption/Issuance Date:	Not reported
Achieve Date:	2000-05-26
Termination Date:	04/21/2000
ACL Issuance Date:	Not reported
EPL Issuance Date:	Not reported
Status:	Historical
Title:	SEL 04/21/2000 for J-M MANUFACTURING - STOCKTON
Description:	Staff letter requesting addendums to incomplete report.
Program:	LNDISP
Latest Milestone Completion Date:	2000-05-26
# Of Programs1:	1
Total Assessment Amount:	\$0.00
Initial Assessed Amount:	\$0.00
Liability \$ Amount:	\$0.00
Project \$ Amount:	\$0.00
Liability \$ Paid:	\$0.00
Project \$ Completed:	\$0.00

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**J-M MANUFACTURING - STOCKTON (Continued)**

**S102267012**

Total \$ Paid/Completed Amount:	\$0.00
Region:	5S
Facility Id:	233219
Agency Name:	Not reported
Place Type:	Manufacturing
Place Subtype:	Concrete Manufacturing
Facility Type:	Industrial
Agency Type:	Not reported
# Of Agencies:	Not reported
Place Latitude:	37.900622
Place Longitude:	-121.260009
SIC Code 1:	3292
SIC Desc 1:	Asbestos Products
SIC Code 2:	Not reported
SIC Desc 2:	Not reported
SIC Code 3:	Not reported
SIC Desc 3:	Not reported
NAICS Code 1:	Not reported
NAICS Desc 1:	Not reported
NAICS Code 2:	Not reported
NAICS Desc 2:	Not reported
NAICS Code 3:	Not reported
NAICS Desc 3:	Not reported
# Of Places:	1
Source Of Facility:	Enf Action
Design Flow:	Not reported
Threat To Water Quality:	Not reported
Complexity:	Not reported
Pretreatment:	Not reported
Facility Waste Type:	Not reported
Facility Waste Type 2:	Not reported
Facility Waste Type 3:	Not reported
Facility Waste Type 4:	Not reported
Program:	Not reported
Program Category1:	Not reported
Program Category2:	LNDISP
# Of Programs:	Not reported
WDID:	Not reported
Reg Measure Id:	Not reported
Reg Measure Type:	Not reported
Region:	Not reported
Order #:	Not reported
Npdes# CA#:	Not reported
Major-Minor:	Not reported
Npdes Type:	Not reported
Reclamation:	Not reported
Dredge Fill Fee:	Not reported
301H:	Not reported
Application Fee Amt Received:	Not reported
Status:	Not reported
Status Date:	Not reported
Effective Date:	Not reported
Expiration/Review Date:	Not reported
Termination Date:	Not reported
WDR Review - Amend:	Not reported
WDR Review - Revise/Renew:	Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**J-M MANUFACTURING - STOCKTON (Continued)**

**S102267012**

WDR Review - Rescind:	Not reported
WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	Not reported
Individual/General:	Not reported
Fee Code:	Not reported
Direction/Voice:	Not reported
Enforcement Id(EID):	230625
Region:	5S
Order / Resolution Number:	Not reported
Enforcement Action Type:	Staff Enforcement Letter
Effective Date:	10/10/1999
Adoption/Issuance Date:	Not reported
Achieve Date:	2000-04-24
Termination Date:	10/10/1999
ACL Issuance Date:	Not reported
EPL Issuance Date:	Not reported
Status:	Historical
Title:	SEL 10/10/1999 for J-M MANUFACTURING - STOCKTON
Description:	Late and incomplete monitoring report.
Program:	LNDISP
Latest Milestone Completion Date:	Not reported
# Of Programs1:	1
Total Assessment Amount:	\$0.00
Initial Assessed Amount:	\$0.00
Liability \$ Amount:	\$0.00
Project \$ Amount:	\$0.00
Liability \$ Paid:	\$0.00
Project \$ Completed:	\$0.00
Total \$ Paid/Completed Amount:	\$0.00

**NPDES:**

Npdes Number:	Not reported
Facility Status:	Not reported
Agency Id:	Not reported
Region:	5S
Regulatory Measure Id:	201747
Order No:	Not reported
Regulatory Measure Type:	Industrial
Place Id:	Not reported
WDID:	5S39I013637
Program Type:	Not reported
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	Not reported
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Not reported
Discharge Address:	Not reported
Discharge City:	Not reported
Discharge State:	Not reported
Discharge Zip:	Not reported
RECEIVED DATE:	5/9/2008
PROCESSED DATE:	12/30/1997
STATUS CODE NAME:	Active
STATUS DATE:	12/30/1997
PLACE SIZE:	143



Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**J-M MANUFACTURING - STOCKTON (Continued)**

**S102267012**

PLACE SIZE UNIT: 52  
FACILITY CONTACT NAME: Jim Reichert  
FACILITY CONTACT TITLE: Not reported  
FACILITY CONTACT PHONE: 209-982-1500  
FACILITY CONTACT PHONE EXT: Not reported  
FACILITY CONTACT EMAIL: Not reported  
OPERATOR NAME: JM Manufacturing Co Inc  
OPERATOR ADDRESS: 1051 Sperry Rd  
OPERATOR CITY: Stockton  
OPERATOR STATE: California  
OPERATOR ZIP: 95206  
OPERATOR CONTACT NAME: Jim Reichert  
OPERATOR CONTACT TITLE: Not reported  
OPERATOR CONTACT PHONE: 209-982-1500  
OPERATOR CONTACT PHONE EXT: Not reported  
OPERATOR CONTACT EMAIL: Not reported  
OPERATOR TYPE: Private Business  
DEVELOPER NAME: Not reported  
DEVELOPER ADDRESS: Not reported  
DEVELOPER CITY: Not reported  
DEVELOPER STATE: California  
DEVELOPER ZIP: Not reported  
DEVELOPER CONTACT NAME: Not reported  
DEVELOPER CONTACT TITLE: Not reported  
CONSTYPE LINEAR UTILITY IND: Not reported  
EMERGENCY PHONE NO: 209-982-1500  
EMERGENCY PHONE EXT: Not reported  
CONSTYPE ABOVE GROUND IND: Not reported  
CONSTYPE BELOW GROUND IND: Not reported  
CONSTYPE CABLE LINE IND: Not reported  
CONSTYPE COMM LINE IND: Not reported  
CONSTYPE COMMERTIAL IND: Not reported  
CONSTYPE ELECTRICAL LINE IND: Not reported  
CONSTYPE GAS LINE IND: Not reported  
CONSTYPE INDUSTRIAL IND: Not reported  
CONSTYPE OTHER DESRIPTION: Not reported  
CONSTYPE OTHER IND: Not reported  
CONSTYPE RECONS IND: Not reported  
CONSTYPE RESIDENTIAL IND: Not reported  
CONSTYPE TRANSPORT IND: Not reported  
CONSTYPE UTILITY DESCRIPTION: Not reported  
CONSTYPE UTILITY IND: Not reported  
CONSTYPE WATER SEWER IND: Not reported  
DIR DISCHARGE USWATER IND: Not reported  
RECEIVING WATER NAME: French Camp Slough  
CERTIFIER NAME: Not reported  
CERTIFIER TITLE: Not reported  
CERTIFICATION DATE: Not reported  
PRIMARY SIC: 3084-Plastics Pipe  
SECONDARY SIC: Not reported  
TERTIARY SIC: Not reported

Npdes Number: CAS000001  
Facility Status: Active  
Agency Id: 0  
Region: 5S  
Regulatory Measure Id: 201747

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**J-M MANUFACTURING - STOCKTON (Continued)**

**S102267012**

Order No:	97-03-DWQ
Regulatory Measure Type:	Enrollee
Place Id:	Not reported
WDID:	5S39I013637
Program Type:	Industrial
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	12/30/1997
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	JM Manufacturing Co Inc
Discharge Address:	1051 Sperry Rd
Discharge City:	Stockton
Discharge State:	California
Discharge Zip:	95206
RECEIVED DATE:	Not reported
PROCESSED DATE:	Not reported
STATUS CODE NAME:	Not reported
STATUS DATE:	Not reported
PLACE SIZE:	Not reported
PLACE SIZE UNIT:	Not reported
FACILITY CONTACT NAME:	Not reported
FACILITY CONTACT TITLE:	Not reported
FACILITY CONTACT PHONE:	Not reported
FACILITY CONTACT PHONE EXT:	Not reported
FACILITY CONTACT EMAIL:	Not reported
OPERATOR NAME:	Not reported
OPERATOR ADDRESS:	Not reported
OPERATOR CITY:	Not reported
OPERATOR STATE:	Not reported
OPERATOR ZIP:	Not reported
OPERATOR CONTACT NAME:	Not reported
OPERATOR CONTACT TITLE:	Not reported
OPERATOR CONTACT PHONE:	Not reported
OPERATOR CONTACT PHONE EXT:	Not reported
OPERATOR CONTACT EMAIL:	Not reported
OPERATOR TYPE:	Not reported
DEVELOPER NAME:	Not reported
DEVELOPER ADDRESS:	Not reported
DEVELOPER CITY:	Not reported
DEVELOPER STATE:	Not reported
DEVELOPER ZIP:	Not reported
DEVELOPER CONTACT NAME:	Not reported
DEVELOPER CONTACT TITLE:	Not reported
CONSTYPE LINEAR UTILITY IND:	Not reported
EMERGENCY PHONE NO:	Not reported
EMERGENCY PHONE EXT:	Not reported
CONSTYPE ABOVE GROUND IND:	Not reported
CONSTYPE BELOW GROUND IND:	Not reported
CONSTYPE CABLE LINE IND:	Not reported
CONSTYPE COMM LINE IND:	Not reported
CONSTYPE COMMERCIAL IND:	Not reported
CONSTYPE ELECTRICAL LINE IND:	Not reported
CONSTYPE GAS LINE IND:	Not reported
CONSTYPE INDUSTRIAL IND:	Not reported
CONSTYPE OTHER DESCRIPTION:	Not reported
CONSTYPE OTHER IND:	Not reported
CONSTYPE RECONS IND:	Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**J-M MANUFACTURING - STOCKTON (Continued)**

**S102267012**

CONSTYPE RESIDENTIAL IND:	Not reported
CONSTYPE TRANSPORT IND:	Not reported
CONSTYPE UTILITY DESCRIPTION:	Not reported
CONSTYPE UTILITY IND:	Not reported
CONSTYPE WATER SEWER IND:	Not reported
DIR DISCHARGE USWATER IND:	Not reported
RECEIVING WATER NAME:	Not reported
CERTIFIER NAME:	Not reported
CERTIFIER TITLE:	Not reported
CERTIFICATION DATE:	Not reported
PRIMARY SIC:	Not reported
SECONDARY SIC:	Not reported
TERTIARY SIC:	Not reported

**WDS:**

Facility ID:	5S 39I013637
Facility Type:	Not reported
Facility Status:	Active - Any facility with a continuous or seasonal discharge that is under Waste Discharge Requirements.
NPDES Number:	CAS000001 The 1st 2 characters designate the state. The remaining 7 are assigned by the Regional Board
Subregion:	0
Facility Telephone:	Not reported
Facility Contact:	Not reported
Agency Name:	JM MANUFACTURING CO INC
Agency Address:	Not reported
Agency City,St,Zip:	0
Agency Contact:	Not reported
Agency Telephone:	Not reported
Agency Type:	Not reported
SIC Code:	0
SIC Code 2:	Not reported
Primary Waste Type:	Not reported
Primary Waste:	Not reported
Waste Type2:	Not reported
Waste2:	Not reported
Primary Waste Type:	Not reported
Secondary Waste:	Not reported
Secondary Waste Type:	Not reported
Design Flow:	0
Baseline Flow:	0
Reclamation:	Not reported
POTW:	Not reported
Treat To Water:	Minor Threat to Water Quality. A violation of a regional board order should cause a relatively minor impairment of beneficial uses compared to a major or minor threat. Not: All nurds without a TTWQ will be considered a minor threat to water quality unless coded at a higher Level. A Zero (0) may be used to code those NURDS that are found to represent no threat to water quality.
Complexity:	Category C - Facilities having no waste treatment systems, such as cooling water dischargers or those who must comply through best management practices, facilities with passive waste treatment and disposal systems, such as septic systems with subsurface disposal, or dischargers having waste storage systems with land disposal such as dairy waste ponds.

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**C8**  
**West**  
**1/8-1/4**  
**0.184 mi.**  
**973 ft.**

**JOHNS-MANVILLE CORPORATION**  
**1051 SPERRY ROAD (AND AIRPORT WAY)**  
**STOCKTON, CA**

**SWF/LF** **S102362276**  
**N/A**

**Site 2 of 2 in cluster C**

**Relative:**  
**Lower**

SWF/LF (SWIS):

Region: STATE  
Facility ID: 39-AA-0013  
Lat/Long: 37.900180 / -121.26147  
Owner Name: J-M Manufacturing Company, Inc  
Owner Telephone: 2099821500  
Owner Address: Not reported  
Owner Address2: 1051 Sperry Road  
Owner City,St,Zip: Stockton, CA 95206  
Operational Status: Closed  
Operator: Not reported  
Operator Phone: Not reported  
Operator Address: Not reported  
Operator Address2: Not reported  
Operator City,St,Zip: Not reported  
Permit Date: Not reported  
Permit Status: Not reported  
Permitted Acreage: \$0.00  
Activity: Inert Waste Disposal Site  
Regulation Status: Permitted  
Landuse Name: Not reported  
GIS Source: Map  
Category: Disposal  
Unit Number: 01  
Inspection Frequency: Annual  
Accepted Waste: Not reported  
Closure Date: 09/06/1996  
Closure Type: Actual  
Disposal Acreage: \$0.00  
SWIS Num: 39-AA-0013  
Waste Discharge Requirement Num: Not reported  
Program Type: Not reported  
Permitted Throughput with Units: 0  
Actual Throughput with Units: Not reported  
Permitted Capacity with Units: 0  
Remaining Capacity: 0  
Remaining Capacity with Units: Not reported  
Lat/Long: 37.900180 / -121.26147

**D9**  
**SSE**  
**1/8-1/4**  
**0.189 mi.**  
**997 ft.**

**REVCHEM COMPOSITES**  
**4807 S AIRPORT WAY**  
**STOCKTON, CA 95206**

**UST** **U004025196**  
**N/A**

**Site 1 of 3 in cluster D**

**Relative:**  
**Higher**

UST SAN JOAQUIN:

Region: SJ  
Facility Id: FA0003513  
Mail Address: PO BOX 333  
Mail Care of: Revchem Composites Inc.  
Mail City,St,Zip: BLOOMINGTON, CA 92316

**Actual:**  
**22 ft.**

Tank Rec ID: TA0151001  
Tank Number: 1

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

REVCHEM COMPOSITES (Continued)

U004025196

Tank Status: CLOSED  
Tank Capacity: 1000  
Product Code/Type: 1a/REGULAR UNLEADED  
Program Element: 2380  
Decode for Program Element: additional existing (pre-1984) single-wall tank (obsolete)  
Count: 1

Tank Rec ID: TA0151002  
Tank Number: 2  
Tank Status: CLOSED  
Tank Capacity: 2000  
Product Code/Type: 1a/REGULAR UNLEADED  
Program Element: 2380  
Decode for Program Element: additional existing (pre-1984) single-wall tank (obsolete)  
Count: 1

Tank Rec ID: TA0151003  
Tank Number: 3  
Tank Status: CLOSED  
Tank Capacity: 12000  
Product Code/Type: 1a/REGULAR UNLEADED  
Program Element: 2380  
Decode for Program Element: additional existing (pre-1984) single-wall tank (obsolete)  
Count: 1

D10  
SSE  
1/8-1/4  
0.189 mi.  
997 ft.

CUSTOM RV  
4807 S AIRPORT WAY  
STOCKTON, CA 95204

SWEEPS UST  
CA FID UST

S101592794  
N/A

Site 2 of 3 in cluster D

Relative:  
Higher

SWEEPS UST:

Actual:  
22 ft.

Status: Not reported  
Comp Number: 1510  
Number: Not reported  
Board Of Equalization: 44-032226  
Referral Date: Not reported  
Action Date: Not reported  
Created Date: Not reported  
Owner Tank Id: Not reported  
SWRCB Tank Id: 39-000-001510-000001  
Tank Status: Not reported  
Capacity: 12000  
Active Date: Not reported  
Tank Use: M.V. FUEL  
STG: PRODUCT  
Content: DIESEL  
Number Of Tanks: 3

Status: Not reported  
Comp Number: 1510  
Number: Not reported  
Board Of Equalization: 44-032226  
Referral Date: Not reported  
Action Date: Not reported  
Created Date: Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**CUSTOM RV (Continued)**

**S101592794**

Owner Tank Id: Not reported  
SWRCB Tank Id: 39-000-001510-000002  
Tank Status: Not reported  
Capacity: 2000  
Active Date: Not reported  
Tank Use: M.V. FUEL  
STG: PRODUCT  
Content: LEADED  
Number Of Tanks: Not reported

Status: Not reported  
Comp Number: 1510  
Number: Not reported  
Board Of Equalization: 44-032226  
Referral Date: Not reported  
Action Date: Not reported  
Created Date: Not reported  
Owner Tank Id: Not reported  
SWRCB Tank Id: 39-000-001510-000003  
Tank Status: Not reported  
Capacity: 1000  
Active Date: Not reported  
Tank Use: M.V. FUEL  
STG: PRODUCT  
Content: DIESEL  
Number Of Tanks: Not reported

**CA FID UST:**

Facility ID: 39000387  
Regulated By: UTKNI  
Regulated ID: Not reported  
Cortese Code: Not reported  
SIC Code: Not reported  
Facility Phone: 2099825723  
Mail To: Not reported  
Mailing Address: 4807 S AIRPORT WAY  
Mailing Address 2: Not reported  
Mailing City,St,Zip: STOCKTON 95204  
Contact: Not reported  
Contact Phone: Not reported  
DUNs Number: Not reported  
NPDES Number: Not reported  
EPA ID: Not reported  
Comments: Not reported  
Status: Inactive

**D11**  
**SSE**  
**1/8-1/4**  
**0.189 mi.**  
**997 ft.**

**AERO INDUSTRIES**  
**4807 S AIRPORT WAY**  
**STOCKTON, CA 95206**

**Site 3 of 3 in cluster D**

**HIST UST** **U001603640**  
**N/A**

**Relative:**  
**Higher**

**HIST UST:**

File Number: 0002B5FA  
URL: <http://geotracker.waterboards.ca.gov/ustpdfs/pdf/0002B5FA.pdf>  
Region: STATE  
Facility ID: 00000008287

**Actual:**  
**22 ft.**

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**AERO INDUSTRIES (Continued)**

**U001603640**

Facility Type: Other  
Other Type: WAREHOUSE  
Contact Name: ART KOROCK  
Telephone: 2099824577  
Owner Name: WESTERN LUMBER SALES OF STOCKT  
Owner Address: 3422 S. EL DORADO - P.O. BOX 1  
Owner City,St,Zip: STOCKTON, CA 95201  
Total Tanks: 0004

Tank Num: 001  
Container Num: A-1  
Year Installed: Not reported  
Tank Capacity: 00002000  
Tank Used for: PRODUCT  
Type of Fuel: UNLEADED  
Container Construction Thickness: Not reported  
Leak Detection: None

Tank Num: 002  
Container Num: A-2  
Year Installed: Not reported  
Tank Capacity: 00002000  
Tank Used for: PRODUCT  
Type of Fuel: REGULAR  
Container Construction Thickness: Not reported  
Leak Detection: None

Tank Num: 003  
Container Num: A-3  
Year Installed: 1979  
Tank Capacity: 00012000  
Tank Used for: PRODUCT  
Type of Fuel: REGULAR  
Container Construction Thickness: Not reported  
Leak Detection: None

Tank Num: 004  
Container Num: A-4  
Year Installed: 1981  
Tank Capacity: 00012000  
Tank Used for: PRODUCT  
Type of Fuel: DIESEL  
Container Construction Thickness: Not reported  
Leak Detection: None

[Click here for Geo Tracker PDF:](#)

12  
South  
1/8-1/4  
0.193 mi.  
1021 ft.

**AERO INDUSTRIES**  
**4807 AIRPORT WAY S**  
**STOCKTON, CA 95205**

**LUST** **S104403353**  
**HIST CORTESE** **N/A**

**Relative:**  
**Lower**

LUST:  
Region: STATE  
Global Id: T0607700070  
Latitude: 37.898121  
Longitude: -121.255134

**Actual:**  
**21 ft.**

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**AERO INDUSTRIES (Continued)**

**S104403353**

Case Type: LUST Cleanup Site  
Status: Completed - Case Closed  
Status Date: 05/20/1996  
Lead Agency: SAN JOAQUIN COUNTY  
Case Worker: Not reported  
Local Agency: Not reported  
RB Case Number: 390098  
LOC Case Number: 0001454  
File Location: Not reported  
Potential Media Affect: Soil  
Potential Contaminants of Concern: Diesel  
Site History: Not reported

[Click here to access the California GeoTracker records for this facility:](#)

**Contact:**

Global Id: T0607700070  
Contact Type: Regional Board Caseworker  
Contact Name: JAMES BARTON  
Organization Name: CENTRAL VALLEY RWQCB (REGION 5S)  
Address: 11020 SUN CENTER DRIVE #200  
City: RANCHO CORDOVA  
Email: jbarton@waterboards.ca.gov  
Phone Number: Not reported

**Status History:**

Global Id: T0607700070  
Status: Completed - Case Closed  
Status Date: 05/20/1996

Global Id: T0607700070  
Status: Open - Case Begin Date  
Status Date: 12/10/1987

**Regulatory Activities:**

Global Id: T0607700070  
Action Type: Other  
Date: 12/10/1987  
Action: Leak Reported

**LUST REG 5:**

Region: 5  
Status: Case Closed  
Case Number: 390098  
Case Type: Soil only  
Substance: DIESEL  
Staff Initials: JLB  
Lead Agency: Local  
Program: LUST  
MTBE Code: N/A

**HIST CORTESE:**

Region: CORTESE  
Facility County Code: 39  
Reg By: LTNKA



Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**AERO INDUSTRIES (Continued)**

**S104403353**

Reg Id: 390098

**E13**  
**SSE**  
**1/4-1/2**  
**0.334 mi.**  
**1764 ft.**

**STOCKTON METROPOLITAN AIRPORT**  
**5000 AIRPORT WAY S**  
**STOCKTON, CA 95206**  
**Site 1 of 2 in cluster E**

**LUST** **S105034308**  
**N/A**

**Relative:**  
**Higher**

**LUST:**

**Actual:**  
**22 ft.**

Region: STATE  
Global Id: T0607700159  
Latitude: 37.8916515389017  
Longitude: -121.244334093462  
Case Type: LUST Cleanup Site  
Status: Completed - Case Closed  
Status Date: 01/06/2016  
Lead Agency: CENTRAL VALLEY RWQCB (REGION 5S)  
Case Worker: JLB  
Local Agency: Not reported  
RB Case Number: 390227  
LOC Case Number: Not reported  
File Location: Regional Board  
Potential Media Affect: Aquifer used for drinking water supply  
Potential Contaminants of Concern: Aviation  
Site History: Between August 1987 and May 1990 sixteen underground storage tanks were removed from this site. The tanks were located in the same general 'tank farm' area. There were 12 - 25,000 gallon tanks anchored to a concrete slab located 16 feet below surface grade; these tanks stored either aviation gas or jet fuel. There was one 12,000 gallon unleaded tank, and three 1,000 gallon aviation gas and jet fuel tanks. A site investigation began in 1996 with the installation of geoprobe soil borings and collection of soil and grab groundwater samples. Since that time eight groundwater monitoring wells have been installed. The site is generally defined; a CPT boring investigation in 2007 defined it vertically. Remedial feasibility testing is pending funding.

Click here to access the California GeoTracker records for this facility:

**Contact:**

Global Id: T0607700159  
Contact Type: Regional Board Caseworker  
Contact Name: JAMES BARTON  
Organization Name: CENTRAL VALLEY RWQCB (REGION 5S)  
Address: 11020 SUN CENTER DRIVE #200  
City: RANCHO CORDOVA  
Email: jbarton@waterboards.ca.gov  
Phone Number: Not reported

**Status History:**

Global Id: T0607700159  
Status: Completed - Case Closed  
Status Date: 01/06/2016

Global Id: T0607700159  
Status: Open - Case Begin Date  
Status Date: 03/30/1988

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**STOCKTON METROPOLITAN AIRPORT (Continued)**

**S105034308**

Global Id: T0607700159  
Status: Open - Eligible for Closure  
Status Date: 12/30/2015

Global Id: T0607700159  
Status: Open - Remediation  
Status Date: 09/21/2015

Global Id: T0607700159  
Status: Open - Site Assessment  
Status Date: 04/19/1995

Global Id: T0607700159  
Status: Open - Site Assessment  
Status Date: 10/21/2002

**Regulatory Activities:**

Global Id: T0607700159  
Action Type: ENFORCEMENT  
Date: 03/11/2009  
Action: File review

Global Id: T0607700159  
Action Type: ENFORCEMENT  
Date: 12/02/2011  
Action: Site Visit / Inspection / Sampling

Global Id: T0607700159  
Action Type: RESPONSE  
Date: 03/27/2009  
Action: Other Workplan

Global Id: T0607700159  
Action Type: RESPONSE  
Date: 01/21/2005  
Action: Monitoring Report - Quarterly

Global Id: T0607700159  
Action Type: RESPONSE  
Date: 06/25/2004  
Action: Monitoring Report - Quarterly

Global Id: T0607700159  
Action Type: ENFORCEMENT  
Date: 06/01/2010  
Action: Technical Correspondence / Assistance / Other

Global Id: T0607700159  
Action Type: ENFORCEMENT  
Date: 07/23/2010  
Action: File review

Global Id: T0607700159  
Action Type: ENFORCEMENT  
Date: 03/31/2014  
Action: Staff Letter

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**STOCKTON METROPOLITAN AIRPORT (Continued)**

**S105034308**

Global Id: T0607700159  
Action Type: ENFORCEMENT  
Date: 01/25/2007  
Action: Technical Correspondence / Assistance / Other

Global Id: T0607700159  
Action Type: ENFORCEMENT  
Date: 05/20/2009  
Action: File review

Global Id: T0607700159  
Action Type: RESPONSE  
Date: 12/31/2003  
Action: Site Assessment Report

Global Id: T0607700159  
Action Type: ENFORCEMENT  
Date: 12/28/2012  
Action: Technical Correspondence / Assistance / Other

Global Id: T0607700159  
Action Type: ENFORCEMENT  
Date: 03/27/2014  
Action: File review

Global Id: T0607700159  
Action Type: ENFORCEMENT  
Date: 05/07/2014  
Action: File review

Global Id: T0607700159  
Action Type: ENFORCEMENT  
Date: 06/13/2000  
Action: Notification - Fee Title Owners Notice

Global Id: T0607700159  
Action Type: ENFORCEMENT  
Date: 01/24/2007  
Action: Meeting

Global Id: T0607700159  
Action Type: ENFORCEMENT  
Date: 03/31/1988  
Action: Unauthorized Release Form

Global Id: T0607700159  
Action Type: ENFORCEMENT  
Date: 06/22/1990  
Action: Unauthorized Release Form - #90-U66

Global Id: T0607700159  
Action Type: ENFORCEMENT  
Date: 03/31/1988  
Action: Notification - Proposition 65 - #88-045

Global Id: T0607700159  
Action Type: ENFORCEMENT

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**STOCKTON METROPOLITAN AIRPORT (Continued)**

**S105034308**

Date:	04/19/1995
Action:	Unauthorized Release Form - #95-U13
Global Id:	T0607700159
Action Type:	ENFORCEMENT
Date:	04/06/2009
Action:	Technical Correspondence / Assistance / Other - #04/06/2009
Global Id:	T0607700159
Action Type:	ENFORCEMENT
Date:	07/01/2009
Action:	Technical Correspondence / Assistance / Other
Global Id:	T0607700159
Action Type:	ENFORCEMENT
Date:	12/13/2010
Action:	File review
Global Id:	T0607700159
Action Type:	ENFORCEMENT
Date:	05/18/2012
Action:	File review
Global Id:	T0607700159
Action Type:	ENFORCEMENT
Date:	06/05/2013
Action:	File review
Global Id:	T0607700159
Action Type:	ENFORCEMENT
Date:	03/05/2014
Action:	File review
Global Id:	T0607700159
Action Type:	ENFORCEMENT
Date:	07/07/2015
Action:	Staff Letter
Global Id:	T0607700159
Action Type:	ENFORCEMENT
Date:	03/24/2014
Action:	File Review - Closure
Global Id:	T0607700159
Action Type:	ENFORCEMENT
Date:	04/16/2015
Action:	Staff Letter
Global Id:	T0607700159
Action Type:	ENFORCEMENT
Date:	12/23/2014
Action:	Site Visit / Inspection / Sampling
Global Id:	T0607700159
Action Type:	RESPONSE
Date:	10/22/2004
Action:	Correspondence

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**STOCKTON METROPOLITAN AIRPORT (Continued)**

**S105034308**

Global Id: T0607700159  
Action Type: ENFORCEMENT  
Date: 05/15/2013  
Action: Technical Correspondence / Assistance / Other

Global Id: T0607700159  
Action Type: ENFORCEMENT  
Date: 09/19/2014  
Action: File review

Global Id: T0607700159  
Action Type: ENFORCEMENT  
Date: 06/25/2014  
Action: File review

Global Id: T0607700159  
Action Type: ENFORCEMENT  
Date: 03/11/2014  
Action: File review

Global Id: T0607700159  
Action Type: ENFORCEMENT  
Date: 03/12/2014  
Action: File review

Global Id: T0607700159  
Action Type: Other  
Date: 03/30/1988  
Action: Leak Discovery

Global Id: T0607700159  
Action Type: Other  
Date: 03/31/1988  
Action: Leak Reported

Global Id: T0607700159  
Action Type: ENFORCEMENT  
Date: 10/21/2009  
Action: File review

Global Id: T0607700159  
Action Type: RESPONSE  
Date: 03/18/2005  
Action: Monitoring Report - Quarterly

Global Id: T0607700159  
Action Type: ENFORCEMENT  
Date: 05/24/2011  
Action: Technical Correspondence / Assistance / Other

Global Id: T0607700159  
Action Type: ENFORCEMENT  
Date: 03/18/2014  
Action: File review

Global Id: T0607700159  
Action Type: ENFORCEMENT

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**STOCKTON METROPOLITAN AIRPORT (Continued)**

**S105034308**

Date:	12/16/2014
Action:	Notice of Responsibility
Global Id:	T0607700159
Action Type:	RESPONSE
Date:	02/27/2004
Action:	Monitoring Report - Quarterly
Global Id:	T0607700159
Action Type:	ENFORCEMENT
Date:	03/24/1995
Action:	Notice of Reimbursement
Global Id:	T0607700159
Action Type:	RESPONSE
Date:	06/18/2015
Action:	Well Destruction Workplan - Regulator Responded
Global Id:	T0607700159
Action Type:	ENFORCEMENT
Date:	12/21/2009
Action:	File review
Global Id:	T0607700159
Action Type:	ENFORCEMENT
Date:	02/28/2011
Action:	Technical Correspondence / Assistance / Other
Global Id:	T0607700159
Action Type:	RESPONSE
Date:	06/22/2015
Action:	Request for Closure - Regulator Responded
Global Id:	T0607700159
Action Type:	ENFORCEMENT
Date:	07/01/2013
Action:	File review
Global Id:	T0607700159
Action Type:	ENFORCEMENT
Date:	10/05/2015
Action:	Email Correspondence
Global Id:	T0607700159
Action Type:	ENFORCEMENT
Date:	12/10/2008
Action:	Staff Letter - #12/10/2005
Global Id:	T0607700159
Action Type:	RESPONSE
Date:	10/07/2005
Action:	Monitoring Report - Quarterly
Global Id:	T0607700159
Action Type:	RESPONSE
Date:	11/19/2015
Action:	Email Correspondence

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**STOCKTON METROPOLITAN AIRPORT (Continued)**

**S105034308**

Global Id:	T0607700159
Action Type:	ENFORCEMENT
Date:	02/09/2010
Action:	File review
Global Id:	T0607700159
Action Type:	ENFORCEMENT
Date:	10/18/2010
Action:	File review
Global Id:	T0607700159
Action Type:	ENFORCEMENT
Date:	06/27/2011
Action:	File review
Global Id:	T0607700159
Action Type:	ENFORCEMENT
Date:	07/29/2013
Action:	File review
Global Id:	T0607700159
Action Type:	ENFORCEMENT
Date:	10/17/2012
Action:	File review
Global Id:	T0607700159
Action Type:	ENFORCEMENT
Date:	09/14/2015
Action:	Email Correspondence
Global Id:	T0607700159
Action Type:	ENFORCEMENT
Date:	01/06/2016
Action:	Closure/No Further Action Letter
Global Id:	T0607700159
Action Type:	Other
Date:	03/30/1988
Action:	Leak Stopped
Global Id:	T0607700159
Action Type:	RESPONSE
Date:	12/30/2015
Action:	Well Destruction Report
Global Id:	T0607700159
Action Type:	ENFORCEMENT
Date:	10/30/2012
Action:	Technical Correspondence / Assistance / Other
Global Id:	T0607700159
Action Type:	ENFORCEMENT
Date:	07/25/1997
Action:	Unauthorized Release Form - #97-U29
Global Id:	T0607700159
Action Type:	REMEDIATION

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**STOCKTON METROPOLITAN AIRPORT (Continued)**

**S105034308**

Date: 07/01/2015  
Action: Monitored Natural Attenuation

**LUST REG 5:**

Region: 5  
Status: Pollution Characterization  
Case Number: 390227  
Case Type: Drinking Water Aquifer affected  
Substance: Not reported  
Staff Initials: JLB  
Lead Agency: Local  
Program: LUST  
MTBE Code: 1

**E14  
SSE  
1/4-1/2  
0.334 mi.  
1764 ft.**

**STOCKTON METROPOLITAN AIRPORT  
5000 AIRPORT WY, ROOM 202  
STOCKTON CA, CA 95206**

**Site 2 of 2 in cluster E**

**Relative:  
Higher**

**Actual:  
22 ft.**

**SLIC:**

Region: STATE  
**Facility Status:** **Open - Inactive**  
Status Date: 01/02/1977  
Global Id: SLT5S3873682  
Lead Agency: CENTRAL VALLEY RWQCB (REGION 5S)  
Lead Agency Case Number: Not reported  
Latitude: 37.8944646284577  
Longitude: -121.25189781189  
Case Type: Cleanup Program Site  
Case Worker: ZZZ  
Local Agency: Not reported  
RB Case Number: SLT5S387  
File Location: Not reported  
Potential Media Affected: Soil  
Potential Contaminants of Concern: Other Solvent or Non-Petroleum Hydrocarbon, Other Insecticides / Pesticide / Fumigants / Herbicides  
Site History: Calicopters discharged pesticide rinsewater to a ditch (Bravo fungicide) which runs to a pump station & goes to Weber Slough. Trithion 44 mg/kg, Diazinon 33 mg/kg in 1985.

Click here to access the California GeoTracker records for this facility:

**WMUDS/SWAT:**

Edit Date: Not reported  
Complexity: Not reported  
Primary Waste: CNSOIL  
Primary Waste Type: Designated/Influent or Solid Wastes that pose a significant threat to water quality because of their high concentrations (E.G., BOD, Hardness, TRF, Chloride). 'Manageable' hazardous wastes (E.G., inorganic salts and heavy metals) are included in this category.  
Secondary Waste: Not reported  
Secondary Waste Type: Not reported  
Base Meridian: Not reported

**SLIC  
WMUDS/SWAT  
SWEEPS UST  
HIST UST  
CHMIRS  
HIST CORTESE  
WDS**

**U001603735  
N/A**



Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**STOCKTON METROPOLITAN AIRPORT (Continued)**

**U001603735**

NPID: Not reported  
Tonnage: 0  
Regional Board ID: Not reported  
Municipal Solid Waste: False  
Superorder: False  
Open To Public: False  
Waste List: False  
Agency Type: Private  
Agency Name: STOCKTON METROPOLITAN AIRPORT  
Agency Department: Not reported  
Agency Address: 5000 S. AIRPORT WY, ROOM 202  
Agency City,St,Zip: STOCKTON CA 95206  
Agency Contact: MIKE BROOKS  
Agency Telephone: 2094684700  
Land Owner Name: Not reported  
Land Owner Address: Not reported  
Land Owner City,St,Zip: Not reported  
Land Owner Contact: Not reported  
Land Owner Phone: Not reported  
Region: 5S  
Facility Type: Industrial - Facility that treats and/or disposes of liquid or semisolid wastes from any servicing, producing, manufacturing or processing operation of whatever nature, including mining, gravel washing, geothermal operations, air conditioning, ship building and repairing, oil production, storage and disposal operations, water pumping.  
Facility Description: Not reported  
Facility Telephone: Not reported  
SWAT Facility Name: Not reported  
Primary SIC: 0721  
Secondary SIC: Not reported  
Comments: Not reported  
Last Facility Editors: Not reported  
Waste Discharge System: True  
Solid Waste Assessment Test Program: False  
Toxic Pits Cleanup Act Program: False  
Resource Conservation Recovery Act: False  
Department of Defence: False  
Solid Waste Assessment Test Program: Not reported  
Threat to Water Quality: Not reported  
Sub Chapter 15: True  
Regional Board Project Officer: RJS  
Number of WMUDS at Facility: 1  
Section Range: Not reported  
RCRA Facility: Not reported  
Waste Discharge Requirements: A  
Self-Monitoring Rept. Frequency: No Reporting Requirements  
Waste Discharge System ID: 5B392100N01  
Solid Waste Information ID: Not reported

**SWEEPS UST:**

Status: Not reported  
Comp Number: 1845  
Number: Not reported  
Board Of Equalization: 44-024899  
Referral Date: Not reported  
Action Date: Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**STOCKTON METROPOLITAN AIRPORT (Continued)**

**U001603735**

Created Date: Not reported  
Owner Tank Id: Not reported  
SWRCB Tank Id: 39-000-001845-000001  
Tank Status: Not reported  
Capacity: 25000  
Active Date: Not reported  
Tank Use: M.V. FUEL  
STG: PRODUCT  
Content: AVIA. GAS  
Number Of Tanks: 23

Status: Not reported  
Comp Number: 1845  
Number: Not reported  
Board Of Equalization: 44-024899  
Referral Date: Not reported  
Action Date: Not reported  
Created Date: Not reported  
Owner Tank Id: Not reported  
SWRCB Tank Id: 39-000-001845-000002  
Tank Status: Not reported  
Capacity: 25000  
Active Date: Not reported  
Tank Use: M.V. FUEL  
STG: PRODUCT  
Content: JET FUEL  
Number Of Tanks: Not reported

Status: Not reported  
Comp Number: 1845  
Number: Not reported  
Board Of Equalization: 44-024899  
Referral Date: Not reported  
Action Date: Not reported  
Created Date: Not reported  
Owner Tank Id: Not reported  
SWRCB Tank Id: 39-000-001845-000003  
Tank Status: Not reported  
Capacity: 25000  
Active Date: Not reported  
Tank Use: M.V. FUEL  
STG: PRODUCT  
Content: AVIA. GAS  
Number Of Tanks: Not reported

Status: Not reported  
Comp Number: 1845  
Number: Not reported  
Board Of Equalization: 44-024899  
Referral Date: Not reported  
Action Date: Not reported  
Created Date: Not reported  
Owner Tank Id: Not reported  
SWRCB Tank Id: 39-000-001845-000004  
Tank Status: Not reported  
Capacity: 25000  
Active Date: Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**STOCKTON METROPOLITAN AIRPORT (Continued)**

**U001603735**

Tank Use:	M.V. FUEL
STG:	PRODUCT
Content:	JET FUEL
Number Of Tanks:	Not reported
Status:	Not reported
Comp Number:	1845
Number:	Not reported
Board Of Equalization:	44-024899
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	39-000-001845-000005
Tank Status:	Not reported
Capacity:	25000
Active Date:	Not reported
Tank Use:	M.V. FUEL
STG:	PRODUCT
Content:	AVIA. GAS
Number Of Tanks:	Not reported
Status:	Not reported
Comp Number:	1845
Number:	Not reported
Board Of Equalization:	44-024899
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	39-000-001845-000006
Tank Status:	Not reported
Capacity:	25000
Active Date:	Not reported
Tank Use:	M.V. FUEL
STG:	PRODUCT
Content:	AVIA. GAS
Number Of Tanks:	Not reported
Status:	Not reported
Comp Number:	1845
Number:	Not reported
Board Of Equalization:	44-024899
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	39-000-001845-000007
Tank Status:	Not reported
Capacity:	25000
Active Date:	Not reported
Tank Use:	M.V. FUEL
STG:	PRODUCT
Content:	AVIA. GAS
Number Of Tanks:	Not reported
Status:	Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**STOCKTON METROPOLITAN AIRPORT (Continued)**

**U001603735**

Comp Number: 1845  
Number: Not reported  
Board Of Equalization: 44-024899  
Referral Date: Not reported  
Action Date: Not reported  
Created Date: Not reported  
Owner Tank Id: Not reported  
SWRCB Tank Id: 39-000-001845-000008  
Tank Status: Not reported  
Capacity: 25000  
Active Date: Not reported  
Tank Use: M.V. FUEL  
STG: PRODUCT  
Content: AVIA. GAS  
Number Of Tanks: Not reported

Status: Not reported  
Comp Number: 1845  
Number: Not reported  
Board Of Equalization: 44-024899  
Referral Date: Not reported  
Action Date: Not reported  
Created Date: Not reported  
Owner Tank Id: Not reported  
SWRCB Tank Id: 39-000-001845-000009  
Tank Status: Not reported  
Capacity: 25000  
Active Date: Not reported  
Tank Use: M.V. FUEL  
STG: PRODUCT  
Content: AVIA. GAS  
Number Of Tanks: Not reported

Status: Not reported  
Comp Number: 1845  
Number: Not reported  
Board Of Equalization: 44-024899  
Referral Date: Not reported  
Action Date: Not reported  
Created Date: Not reported  
Owner Tank Id: Not reported  
SWRCB Tank Id: 39-000-001845-000010  
Tank Status: Not reported  
Capacity: 25000  
Active Date: Not reported  
Tank Use: M.V. FUEL  
STG: PRODUCT  
Content: AVIA. GAS  
Number Of Tanks: Not reported

Status: Not reported  
Comp Number: 1845  
Number: Not reported  
Board Of Equalization: 44-024899  
Referral Date: Not reported  
Action Date: Not reported  
Created Date: Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**STOCKTON METROPOLITAN AIRPORT (Continued)**

**U001603735**

Owner Tank Id: Not reported  
SWRCB Tank Id: 39-000-001845-000011  
Tank Status: Not reported  
Capacity: 25000  
Active Date: Not reported  
Tank Use: M.V. FUEL  
STG: PRODUCT  
Content: AVIA. GAS  
Number Of Tanks: Not reported

Status: Not reported  
Comp Number: 1845  
Number: Not reported  
Board Of Equalization: 44-024899  
Referral Date: Not reported  
Action Date: Not reported  
Created Date: Not reported  
Owner Tank Id: Not reported  
SWRCB Tank Id: 39-000-001845-000012  
Tank Status: Not reported  
Capacity: 25000  
Active Date: Not reported  
Tank Use: M.V. FUEL  
STG: PRODUCT  
Content: AVIA. GAS  
Number Of Tanks: Not reported

Status: Not reported  
Comp Number: 1845  
Number: Not reported  
Board Of Equalization: 44-024899  
Referral Date: Not reported  
Action Date: Not reported  
Created Date: Not reported  
Owner Tank Id: Not reported  
SWRCB Tank Id: 39-000-001845-000013  
Tank Status: Not reported  
Capacity: 12000  
Active Date: Not reported  
Tank Use: M.V. FUEL  
STG: PRODUCT  
Content: REG UNLEADED  
Number Of Tanks: Not reported

Status: Not reported  
Comp Number: 1845  
Number: Not reported  
Board Of Equalization: 44-024899  
Referral Date: Not reported  
Action Date: Not reported  
Created Date: Not reported  
Owner Tank Id: Not reported  
SWRCB Tank Id: 39-000-001845-000014  
Tank Status: Not reported  
Capacity: 1000  
Active Date: Not reported  
Tank Use: M.V. FUEL

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**STOCKTON METROPOLITAN AIRPORT (Continued)**

**U001603735**

STG:	PRODUCT
Content:	LEADED
Number Of Tanks:	Not reported
Status:	Not reported
Comp Number:	1845
Number:	Not reported
Board Of Equalization:	44-024899
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	39-000-001845-000015
Tank Status:	Not reported
Capacity:	1
Active Date:	Not reported
Tank Use:	UNKNOWN
STG:	PRODUCT
Content:	Not reported
Number Of Tanks:	Not reported
Status:	Not reported
Comp Number:	1845
Number:	Not reported
Board Of Equalization:	44-024899
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	39-000-001845-000016
Tank Status:	Not reported
Capacity:	500
Active Date:	Not reported
Tank Use:	M.V. FUEL
STG:	PRODUCT
Content:	LEADED
Number Of Tanks:	Not reported
Status:	Not reported
Comp Number:	1845
Number:	Not reported
Board Of Equalization:	44-024899
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	39-000-001845-000017
Tank Status:	Not reported
Capacity:	1000
Active Date:	Not reported
Tank Use:	M.V. FUEL
STG:	PRODUCT
Content:	REG UNLEADED
Number Of Tanks:	Not reported
Status:	Not reported
Comp Number:	1845

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**STOCKTON METROPOLITAN AIRPORT (Continued)**

**U001603735**

Number: Not reported  
Board Of Equalization: 44-024899  
Referral Date: Not reported  
Action Date: Not reported  
Created Date: Not reported  
Owner Tank Id: Not reported  
SWRCB Tank Id: 39-000-001845-000018  
Tank Status: Not reported  
Capacity: 5000  
Active Date: Not reported  
Tank Use: M.V. FUEL  
STG: PRODUCT  
Content: LEADED  
Number Of Tanks: Not reported

Status: Not reported  
Comp Number: 1845  
Number: Not reported  
Board Of Equalization: 44-024899  
Referral Date: Not reported  
Action Date: Not reported  
Created Date: Not reported  
Owner Tank Id: Not reported  
SWRCB Tank Id: 39-000-001845-000019  
Tank Status: Not reported  
Capacity: 1  
Active Date: Not reported  
Tank Use: UNKNOWN  
STG: PRODUCT  
Content: Not reported  
Number Of Tanks: Not reported

Status: Not reported  
Comp Number: 1845  
Number: Not reported  
Board Of Equalization: 44-024899  
Referral Date: Not reported  
Action Date: Not reported  
Created Date: Not reported  
Owner Tank Id: Not reported  
SWRCB Tank Id: 39-000-001845-000020  
Tank Status: Not reported  
Capacity: 650  
Active Date: Not reported  
Tank Use: M.V. FUEL  
STG: PRODUCT  
Content: DIESEL  
Number Of Tanks: Not reported

Status: Not reported  
Comp Number: 1845  
Number: Not reported  
Board Of Equalization: 44-024899  
Referral Date: Not reported  
Action Date: Not reported  
Created Date: Not reported  
Owner Tank Id: Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**STOCKTON METROPOLITAN AIRPORT (Continued)**

**U001603735**

SWRCB Tank Id: 39-000-001845-000021  
Tank Status: Not reported  
Capacity: 500  
Active Date: Not reported  
Tank Use: UNKNOWN  
STG: PRODUCT  
Content: Not reported  
Number Of Tanks: Not reported

Status: Not reported  
Comp Number: 1845  
Number: Not reported  
Board Of Equalization: 44-024899  
Referral Date: Not reported  
Action Date: Not reported  
Created Date: Not reported  
Owner Tank Id: Not reported  
SWRCB Tank Id: 39-000-001845-000022  
Tank Status: Not reported  
Capacity: 500  
Active Date: Not reported  
Tank Use: UNKNOWN  
STG: PRODUCT  
Content: Not reported  
Number Of Tanks: Not reported

Status: Not reported  
Comp Number: 1845  
Number: Not reported  
Board Of Equalization: 44-024899  
Referral Date: Not reported  
Action Date: Not reported  
Created Date: Not reported  
Owner Tank Id: Not reported  
SWRCB Tank Id: 39-000-001845-000023  
Tank Status: Not reported  
Capacity: 500  
Active Date: Not reported  
Tank Use: UNKNOWN  
STG: PRODUCT  
Content: Not reported  
Number Of Tanks: Not reported

**HIST UST:**

File Number: 0002B310  
URL: <http://geotracker.waterboards.ca.gov/ustpdfs/pdf/0002B310.pdf>  
Region: STATE  
Facility ID: 00000028637  
Facility Type: Other  
Other Type: COUNTY VEHICLE FUEL  
Contact Name: GEORGE L. SPADAFORE  
Telephone: 2099824270  
Owner Name: SAN JOAQUIN COUNTY, DEPARTMENT  
Owner Address: 5000 S. AIRPORT WAY  
Owner City,St,Zip: STOCKTON, CA 95206  
Total Tanks: 0002



Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**STOCKTON METROPOLITAN AIRPORT (Continued)**

**U001603735**

Tank Num: 001  
Container Num: 16  
Year Installed: Not reported  
Tank Capacity: 00000500  
Tank Used for: PRODUCT  
Type of Fuel: REGULAR  
Container Construction Thickness: Not reported  
Leak Detection: None

Tank Num: 001  
Container Num: 1  
Year Installed: Not reported  
Tank Capacity: 00025000  
Tank Used for: PRODUCT  
Type of Fuel: Not reported  
Container Construction Thickness: Not reported  
Leak Detection: None

Tank Num: 001  
Container Num: 1  
Year Installed: Not reported  
Tank Capacity: 00025000  
Tank Used for: PRODUCT  
Type of Fuel: Not reported  
Container Construction Thickness: Not reported  
Leak Detection: None

Tank Num: 001  
Container Num: 16  
Year Installed: Not reported  
Tank Capacity: 00000500  
Tank Used for: PRODUCT  
Type of Fuel: REGULAR  
Container Construction Thickness: Not reported  
Leak Detection: None

Tank Num: 002  
Container Num: 2  
Year Installed: Not reported  
Tank Capacity: 00025000  
Tank Used for: PRODUCT  
Type of Fuel: 06  
Container Construction Thickness: Not reported  
Leak Detection: None

Tank Num: 002  
Container Num: 17  
Year Installed: 1978  
Tank Capacity: 00001000  
Tank Used for: PRODUCT  
Type of Fuel: UNLEADED  
Container Construction Thickness: Not reported  
Leak Detection: None

Tank Num: 002  
Container Num: 17  
Year Installed: 1978

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**STOCKTON METROPOLITAN AIRPORT (Continued)**

**U001603735**

Tank Capacity: 00001000  
Tank Used for: PRODUCT  
Type of Fuel: UNLEADED  
Container Construction Thickness: Not reported  
Leak Detection: None

Tank Num: 002  
Container Num: 2  
Year Installed: Not reported  
Tank Capacity: 00025000  
Tank Used for: PRODUCT  
Type of Fuel: 06  
Container Construction Thickness: Not reported  
Leak Detection: None

Tank Num: 003  
Container Num: 3  
Year Installed: Not reported  
Tank Capacity: 00025000  
Tank Used for: PRODUCT  
Type of Fuel: 06  
Container Construction Thickness: Not reported  
Leak Detection: None

Tank Num: 003  
Container Num: 3  
Year Installed: Not reported  
Tank Capacity: 00025000  
Tank Used for: PRODUCT  
Type of Fuel: 06  
Container Construction Thickness: Not reported  
Leak Detection: None

Tank Num: 004  
Container Num: 4  
Year Installed: Not reported  
Tank Capacity: 00025000  
Tank Used for: PRODUCT  
Type of Fuel: 06  
Container Construction Thickness: Not reported  
Leak Detection: None

Tank Num: 004  
Container Num: 4  
Year Installed: Not reported  
Tank Capacity: 00025000  
Tank Used for: PRODUCT  
Type of Fuel: 06  
Container Construction Thickness: Not reported  
Leak Detection: None

Tank Num: 005  
Container Num: 5  
Year Installed: Not reported  
Tank Capacity: 00025000  
Tank Used for: PRODUCT  
Type of Fuel: Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**STOCKTON METROPOLITAN AIRPORT (Continued)**

**U001603735**

Container Construction Thickness: Not reported  
Leak Detection: None

Tank Num: 005  
Container Num: 5  
Year Installed: Not reported  
Tank Capacity: 00025000  
Tank Used for: PRODUCT  
Type of Fuel: Not reported  
Container Construction Thickness: Not reported  
Leak Detection: None

Tank Num: 006  
Container Num: 6  
Year Installed: Not reported  
Tank Capacity: 00025000  
Tank Used for: PRODUCT  
Type of Fuel: 06  
Container Construction Thickness: Not reported  
Leak Detection: None

Tank Num: 006  
Container Num: 6  
Year Installed: Not reported  
Tank Capacity: 00025000  
Tank Used for: PRODUCT  
Type of Fuel: 06  
Container Construction Thickness: Not reported  
Leak Detection: None

Tank Num: 007  
Container Num: 7  
Year Installed: Not reported  
Tank Capacity: 00025000  
Tank Used for: PRODUCT  
Type of Fuel: Not reported  
Container Construction Thickness: Not reported  
Leak Detection: None

Tank Num: 007  
Container Num: 7  
Year Installed: Not reported  
Tank Capacity: 00025000  
Tank Used for: PRODUCT  
Type of Fuel: Not reported  
Container Construction Thickness: Not reported  
Leak Detection: None

Tank Num: 008  
Container Num: 8  
Year Installed: Not reported  
Tank Capacity: 00025000  
Tank Used for: PRODUCT  
Type of Fuel: Not reported  
Container Construction Thickness: Not reported  
Leak Detection: None

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**STOCKTON METROPOLITAN AIRPORT (Continued)**

**U001603735**

Tank Num: 008  
Container Num: 8  
Year Installed: Not reported  
Tank Capacity: 00025000  
Tank Used for: PRODUCT  
Type of Fuel: Not reported  
Container Construction Thickness: Not reported  
Leak Detection: None

Tank Num: 009  
Container Num: 9  
Year Installed: Not reported  
Tank Capacity: 00025000  
Tank Used for: PRODUCT  
Type of Fuel: 06  
Container Construction Thickness: Not reported  
Leak Detection: None

Tank Num: 009  
Container Num: 9  
Year Installed: Not reported  
Tank Capacity: 00025000  
Tank Used for: PRODUCT  
Type of Fuel: 06  
Container Construction Thickness: Not reported  
Leak Detection: None

Tank Num: 010  
Container Num: 10  
Year Installed: Not reported  
Tank Capacity: 00025000  
Tank Used for: PRODUCT  
Type of Fuel: Not reported  
Container Construction Thickness: Not reported  
Leak Detection: None

Tank Num: 010  
Container Num: 10  
Year Installed: Not reported  
Tank Capacity: 00025000  
Tank Used for: PRODUCT  
Type of Fuel: Not reported  
Container Construction Thickness: Not reported  
Leak Detection: None

Tank Num: 011  
Container Num: 11  
Year Installed: Not reported  
Tank Capacity: 00025000  
Tank Used for: PRODUCT  
Type of Fuel: Not reported  
Container Construction Thickness: Not reported  
Leak Detection: None

Tank Num: 011  
Container Num: 11  
Year Installed: Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**STOCKTON METROPOLITAN AIRPORT (Continued)**

**U001603735**

Tank Capacity: 00025000  
Tank Used for: PRODUCT  
Type of Fuel: Not reported  
Container Construction Thickness: Not reported  
Leak Detection: None

Tank Num: 012  
Container Num: 12  
Year Installed: Not reported  
Tank Capacity: 00025000  
Tank Used for: PRODUCT  
Type of Fuel: Not reported  
Container Construction Thickness: Not reported  
Leak Detection: None

Tank Num: 012  
Container Num: 12  
Year Installed: Not reported  
Tank Capacity: 00025000  
Tank Used for: PRODUCT  
Type of Fuel: Not reported  
Container Construction Thickness: Not reported  
Leak Detection: None

Tank Num: 013  
Container Num: 13  
Year Installed: Not reported  
Tank Capacity: 00012000  
Tank Used for: PRODUCT  
Type of Fuel: Not reported  
Container Construction Thickness: Not reported  
Leak Detection: None

Tank Num: 013  
Container Num: 13  
Year Installed: Not reported  
Tank Capacity: 00012000  
Tank Used for: PRODUCT  
Type of Fuel: Not reported  
Container Construction Thickness: Not reported  
Leak Detection: None

Tank Num: 014  
Container Num: 14  
Year Installed: Not reported  
Tank Capacity: 00012000  
Tank Used for: PRODUCT  
Type of Fuel: UNLEADED  
Container Construction Thickness: Not reported  
Leak Detection: None

Tank Num: 014  
Container Num: 14  
Year Installed: Not reported  
Tank Capacity: 00012000  
Tank Used for: PRODUCT  
Type of Fuel: UNLEADED

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**STOCKTON METROPOLITAN AIRPORT (Continued)**

**U001603735**

Container Construction Thickness: Not reported  
Leak Detection: None

Tank Num: 015  
Container Num: 15  
Year Installed: 1981  
Tank Capacity: 00000000  
Tank Used for: WASTE  
Type of Fuel: Not reported  
Container Construction Thickness: Not reported  
Leak Detection: Not reported

Tank Num: 015  
Container Num: 15  
Year Installed: 1981  
Tank Capacity: 00000000  
Tank Used for: WASTE  
Type of Fuel: Not reported  
Container Construction Thickness: Not reported  
Leak Detection: Not reported

[Click here for Geo Tracker PDF:](#)

**CHMIRS:**

OES Incident Number: 13-2571  
OES notification: 04/30/2013  
OES Date: Not reported  
OES Time: Not reported  
**Date Completed: Not reported**  
Property Use: Not reported  
Agency Id Number: Not reported  
Agency Incident Number: Not reported  
Time Notified: Not reported  
Time Completed: Not reported  
Surrounding Area: Not reported  
Estimated Temperature: Not reported  
Property Management: Not reported  
More Than Two Substances Involved?: Not reported  
Resp Agncy Personel # Of Decontaminated: Not reported  
Responding Agency Personel # Of Injuries: Not reported  
Responding Agency Personel # Of Fatalities: Not reported  
Others Number Of Decontaminated: Not reported  
Others Number Of Injuries: Not reported  
Others Number Of Fatalities: Not reported  
Vehicle Make/year: Not reported  
Vehicle License Number: Not reported  
Vehicle State: Not reported  
Vehicle Id Number: Not reported  
CA DOT PUC/ICC Number: Not reported  
Company Name: Not reported  
Reporting Officer Name/ID: Not reported  
Report Date: Not reported  
Facility Telephone: Not reported  
Waterway Involved: Yes  
Waterway: Storm drain  
Spill Site: Airport  
Cleanup By: Contractor

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**STOCKTON METROPOLITAN AIRPORT (Continued)**

**U001603735**

Containment:	Not reported
What Happened:	Not reported
Type:	Not reported
Measure:	Gal(s)
Other:	Not reported
Date/Time:	837
Year:	2013
Agency:	San Joaquin County
Incident Date:	4/30/2013
Admin Agency:	San Joaquin County Environmental Health
Amount:	Not reported
Contained:	Yes
Site Type:	Storm drain
E Date:	Not reported
Substance:	gasoline
Quantity Released:	20
Unknown:	Not reported
Substance #2:	Not reported
Substance #3:	Not reported
Evacuations:	Not reported
Number of Injuries:	Not reported
Number of Fatalities:	Not reported
#1 Pipeline:	Not reported
#2 Pipeline:	Not reported
#3 Pipeline:	Not reported
#1 Vessel >= 300 Tons:	Not reported
#2 Vessel >= 300 Tons:	Not reported
#3 Vessel >= 300 Tons:	Not reported
Evacs:	Not reported
Injuries:	Not reported
Fatals:	Not reported
Comments:	Not reported
Description:	During the evening of April 29, a hole was drilled in a vehicle's gas tank during an apparent theft of gasoline at a parking lot at Stockton Airport. The fuel flowed into a storm drain.

**HIST CORTESE:**

Region:	CORTESE
Facility County Code:	39
Reg By:	LTNKA
Reg Id:	390227

**WDS:**

Facility ID:	5S 39I000174
Facility Type:	Industrial - Facility that treats and/or disposes of liquid or semisolid wastes from any servicing, producing, manufacturing or processing operation of whatever nature, including mining, gravel washing, geothermal operations, air conditioning, ship building and repairing, oil production, storage and disposal operations, water pumping.
Facility Status:	Active - Any facility with a continuous or seasonal discharge that is under Waste Discharge Requirements.
NPDES Number:	CAS000001 The 1st 2 characters designate the state. The remaining 7 are assigned by the Regional Board

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**STOCKTON METROPOLITAN AIRPORT (Continued)**

**U001603735**

Subregion: 0  
Facility Telephone: 2094684700  
Facility Contact: DAN DE ANGELIS  
Agency Name: SAN JOAQUIN CO AIRPORT  
Agency Address: 5000 S Airport Way Ste 202  
Agency City,St,Zip: Stockton 952063911  
Agency Contact: Not reported  
Agency Telephone: 2094684700  
Agency Type: County  
SIC Code: 0  
SIC Code 2: Not reported  
Primary Waste Type: Not reported  
Primary Waste: Not reported  
Waste Type2: Not reported  
Waste2: Not reported  
Primary Waste Type: Not reported  
Secondary Waste: Not reported  
Secondary Waste Type: Not reported  
Design Flow: 0  
Baseline Flow: 0  
Reclamation: Not reported  
POTW: Not reported  
Treat To Water: Minor Threat to Water Quality. A violation of a regional board order should cause a relatively minor impairment of beneficial uses compared to a major or minor threat. Not: All nurds without a TTWQ will be considered a minor threat to water quality unless coded at a higher Level. A Zero (0) may be used to code those NURDS that are found to represent no threat to water quality.  
  
Complexity: Category C - Facilities having no waste treatment systems, such as cooling water dischargers or those who must comply through best management practices, facilities with passive waste treatment and disposal systems, such as septic systems with subsurface disposal, or dischargers having waste storage systems with land disposal such as dairy waste ponds.

15  
North  
1/2-1  
0.657 mi.  
3467 ft.

**METALSA STRUCTURAL PRODUCTS INC**  
**1550 INDUSTRIAL DR.**  
**STOCKTON, CA 95206**

**RCRA-SQG 1000904869**  
**ENVIROSTOR CA0000142331**  
**DEED**  
**CHMIRS**  
**FINDS**  
**NPDES**  
**PEST LIC**  
**ECHO**

**Relative:**  
**Lower**

**Actual:**  
**18 ft.**

RCRA-SQG:  
Date form received by agency: 02/15/2008  
Facility name: DANA STRUCTURAL MFG LLC  
Facility address: 1550 INDUSTRIAL DR  
STOCKTON, CA 95206  
  
EPA ID: CA0000142331  
Contact: BOB COLE  
Contact address: 1550 INDUSTRIAL DR  
STOCKTON, CA 95206  
  
Contact country: US  
Contact telephone: 260-494-9764  
Contact email: BOB.COLE@DANA.COM  
EPA Region: 09  
Classification: Small Small Quantity Generator



Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**METALSA STRUCTURAL PRODUCTS INC (Continued)**

**1000904869**

Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name: DANA STRUCTURAL MFG LLC  
Owner/operator address: Not reported  
Not reported  
Owner/operator country: Not reported  
Owner/operator telephone: Not reported  
Legal status: Private  
Owner/Operator Type: Operator  
Owner/Op start date: 02/01/2008  
Owner/Op end date: Not reported

Owner/operator name: DANA STRUCTURAL MFG LLC  
Owner/operator address: 4500 DORR ST  
TOLEDO, OH 43615  
Owner/operator country: US  
Owner/operator telephone: Not reported  
Legal status: Private  
Owner/Operator Type: Owner  
Owner/Op start date: 02/01/2008  
Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No  
Mixed waste (haz. and radioactive): No  
Recycler of hazardous waste: No  
Transporter of hazardous waste: No  
Treater, storer or disposer of HW: No  
Underground injection activity: No  
On-site burner exemption: No  
Furnace exemption: No  
Used oil fuel burner: No  
Used oil processor: No  
Used oil refiner: No  
Used oil fuel marketer to burner: No  
Used oil Specification marketer: No  
Used oil transfer facility: No  
Used oil transporter: No

. Waste code: D008  
. Waste name: LEAD

Historical Generators:

Date form received by agency: 03/02/2004  
Site name: DANA CORPORATION  
Classification: Small Quantity Generator

Date form received by agency: 03/02/2004  
Site name: DANA CORPORATION  
Classification: Large Quantity Generator

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**METALSA STRUCTURAL PRODUCTS INC (Continued)**

**1000904869**

- . Waste code: D001
- . Waste name: IGNITABLE WASTE
  
- . Waste code: D008
- . Waste name: LEAD
  
- . Waste code: F003
- . Waste name: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NONHALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS, AND A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.
  
- . Waste code: F005
- . Waste name: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: TOLUENE, METHYL ETHYL KETONE, CARBON DISULFIDE, ISOBUTANOL, PYRIDINE, BENZENE, 2-ETHOXYETHANOL, AND 2-NITROPROPANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F002, OR F004; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Date form received by agency: 11/19/2003

Site name: DANA CORP STRUCTURAL SOLUTIONS DIV USA

Classification: Large Quantity Generator

- . Waste code: D001
- . Waste name: IGNITABLE WASTE
  
- . Waste code: D008
- . Waste name: LEAD
  
- . Waste code: F003
- . Waste name: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NONHALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS, AND A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.
  
- . Waste code: F005
- . Waste name: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: TOLUENE, METHYL ETHYL KETONE, CARBON DISULFIDE, ISOBUTANOL, PYRIDINE, BENZENE, 2-ETHOXYETHANOL, AND 2-NITROPROPANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F002, OR F004; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**METALSA STRUCTURAL PRODUCTS INC (Continued)**

**1000904869**

Date form received by agency: 10/12/2000  
Site name: DANA CORPORATION  
Classification: Large Quantity Generator

Date form received by agency: 03/16/1999  
Site name: DANA CORPORATION  
Classification: Large Quantity Generator

Date form received by agency: 09/01/1996  
Site name: DANA CORP PARISH DIV  
Classification: Small Quantity Generator

Date form received by agency: 03/19/1996  
Site name: DANA CORPORATION  
Classification: Large Quantity Generator

Date form received by agency: 03/10/1995  
Site name: DANA CORP PARISH DIV  
Classification: Large Quantity Generator

Violation Status: No violations found

**ENVIROSTOR:**

Facility ID: 71003568  
Status: Certified O&M - Land Use Restrictions Only  
Status Date: 11/12/2014  
Site Code: 510398  
Site Type: Tiered Permit  
Site Type Detailed: Tiered Permit  
Acres: 15.5  
NPL: NO  
Regulatory Agencies: SMBRP  
Lead Agency: SMBRP  
Program Manager: Dean Wright  
Supervisor: Steven Becker  
Division Branch: Cleanup San Joaquin  
Assembly: 13  
Senate: 05  
Special Program: Not reported  
Restricted Use: YES  
Site Mgmt Req: NONE SPECIFIED  
Funding: Responsible Party  
Latitude: 37.91023  
Longitude: -121.2544  
APN: 177-290-05  
Past Use: MANUFACTURING - INDUSTRIAL MACHINERY  
Potential COC: Arsenic Polynuclear aromatic hydrocarbons (PAHs TPH-diesel TPH-gas  
TPH-MOTOR OIL Chromium III  
Confirmed COC: Arsenic Polynuclear aromatic hydrocarbons (PAHs 30024-NO 30025-NO  
Chromium III 3002502-NO  
Potential Description: OTH, SOIL, SV  
Alias Name: 177-290-05  
Alias Type: APN  
Alias Name: CA0000142331  
Alias Type: EPA Identification Number  
Alias Name: 110000484878  
Alias Type: EPA (FRS #)  
Alias Name: 510398

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**METALSA STRUCTURAL PRODUCTS INC (Continued)**

**1000904869**

Alias Type: Project Code (Site Code)  
Alias Name: 71003568  
Alias Type: Envirostor ID Number

**Completed Info:**

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Consent Agreement  
Completed Date: 04/20/2014  
Comments: Not reported

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Annual Oversight Cost Estimate  
Completed Date: 10/02/2014  
Comments: Not reported

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Land Use Restriction  
Completed Date: 10/09/2014  
Comments: Not reported

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: No Further Action Letter  
Completed Date: 11/06/2014  
Comments: Not reported

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Preliminary Endangerment Assessment Workplan  
Completed Date: 06/27/2014  
Comments: Conditional PEA Work Plan Acceptance Letter issued on 6/27/2014

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Fieldwork  
Completed Date: 07/02/2014  
Comments: Field work completed.

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Preliminary Endangerment Assessment Report  
Completed Date: 09/08/2014  
Comments: Not reported

Future Area Name: Not reported  
Future Sub Area Name: Not reported  
Future Document Type: Not reported  
Future Due Date: Not reported  
Schedule Area Name: Not reported  
Schedule Sub Area Name: Not reported  
Schedule Document Type: Not reported  
Schedule Due Date: Not reported  
Schedule Revised Date: Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**METALSA STRUCTURAL PRODUCTS INC (Continued)**

**1000904869**

**DEED:**

Envirostor ID: 71003568  
Area: PROJECT WIDE  
Sub Area: Not reported  
Site Type: TIERED PERMIT  
Status: CERTIFIED O&M - LAND USE RESTRICTIONS ONLY  
Agency: Not reported  
Covenant Uploaded: Not reported  
Deed Date(s): 10/09/2014

**CHMIRS:**

OES Incident Number: 9-3195  
OES notification: 07/29/1999  
OES Date: Not reported  
OES Time: Not reported  
**Date Completed: Not reported**  
Property Use: Not reported  
Agency Id Number: Not reported  
Agency Incident Number: Not reported  
Time Notified: Not reported  
Time Completed: Not reported  
Surrounding Area: Not reported  
Estimated Temperature: Not reported  
Property Management: Not reported  
More Than Two Substances Involved?: Not reported  
Resp Agncy Personel # Of Decontaminated: Not reported  
Responding Agency Personel # Of Injuries: Not reported  
Responding Agency Personel # Of Fatalities: Not reported  
Others Number Of Decontaminated: Not reported  
Others Number Of Injuries: Not reported  
Others Number Of Fatalities: Not reported  
Vehicle Make/year: Not reported  
Vehicle License Number: Not reported  
Vehicle State: Not reported  
Vehicle Id Number: Not reported  
CA DOT PUC/ICC Number: Not reported  
Company Name: Not reported  
Reporting Officer Name/ID: Not reported  
Report Date: Not reported  
Facility Telephone: Not reported  
Waterway Involved: No  
Waterway: Not reported  
Spill Site: Not reported  
Cleanup By: Reporting Party  
Containment: Not reported  
What Happened: Not reported  
Type: Not reported  
Measure: Not reported  
Other: Not reported  
Date/Time: Not reported  
Year: 1999  
Agency: Dana Corp  
Incident Date: 7/29/1999 12:00:00 AM  
Admin Agency: San Joaquin County Emergency Services  
Amount: Not reported  
Contained: Yes

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**METALSA STRUCTURAL PRODUCTS INC (Continued)**

**1000904869**

Site Type:	Merchant/Business
E Date:	Not reported
Substance:	Resin
Gallons:	400
Unknown:	0
Substance #2:	Not reported
Substance #3:	Not reported
Evacuations:	0
Number of Injuries:	0
Number of Fatalities:	0
#1 Pipeline:	Not reported
#2 Pipeline:	Not reported
#3 Pipeline:	Not reported
#1 Vessel >= 300 Tons:	Not reported
#2 Vessel >= 300 Tons:	Not reported
#3 Vessel >= 300 Tons:	Not reported
Evacs:	Not reported
Injuries:	Not reported
Fatals:	Not reported
Comments:	Not reported
Description:	Eco technology company: couplings on hose from resin pump ruptured. Resin spilled onto floor, material ended up in containment trench.
OES Incident Number:	7-2928
OES notification:	05/14/2007
OES Date:	Not reported
OES Time:	Not reported
<b>Date Completed:</b>	<b>Not reported</b>
Property Use:	Not reported
Agency Id Number:	Not reported
Agency Incident Number:	Not reported
Time Notified:	Not reported
Time Completed:	Not reported
Surrounding Area:	Not reported
Estimated Temperature:	Not reported
Property Management:	Not reported
More Than Two Substances Involved?:	Not reported
Resp Agncy Personel # Of Decontaminated:	Not reported
Responding Agency Personel # Of Injuries:	Not reported
Responding Agency Personel # Of Fatalities:	Not reported
Others Number Of Decontaminated:	Not reported
Others Number Of Injuries:	Not reported
Others Number Of Fatalities:	Not reported
Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported
Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA DOT PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	Not reported
Report Date:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	Not reported
Waterway:	Not reported
Spill Site:	Not reported
Cleanup By:	Reporting Party

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**METALSA STRUCTURAL PRODUCTS INC (Continued)**

**1000904869**

Containment:	Not reported
What Happened:	Not reported
Type:	Not reported
Measure:	Not reported
Other:	Not reported
Date/Time:	Not reported
Year:	2007
Agency:	Dana Corporations
Incident Date:	5/13/2007 12:00:00 AM
Admin Agency:	San Joaquin County Emergency Services
Amount:	Not reported
Contained:	Yes
Site Type:	Merchant/Business
E Date:	Not reported
Substance:	Water Base paint
Gallons:	1000
Unknown:	0
Substance #2:	Not reported
Substance #3:	Not reported
Evacuations:	0
Number of Injuries:	0
Number of Fatalities:	0
#1 Pipeline:	Not reported
#2 Pipeline:	Not reported
#3 Pipeline:	Not reported
#1 Vessel >= 300 Tons:	Not reported
#2 Vessel >= 300 Tons:	Not reported
#3 Vessel >= 300 Tons:	Not reported
Evacs:	Not reported
Injuries:	Not reported
Fatals:	Not reported
Comments:	Not reported
Description:	Corrosive part of a tank failed causing this spill Not reported
OES Incident Number:	0-3602
OES notification:	08/11/2000
OES Date:	Not reported
OES Time:	Not reported
<b>Date Completed:</b>	<b>Not reported</b>
Property Use:	Not reported
Agency Id Number:	Not reported
Agency Incident Number:	Not reported
Time Notified:	Not reported
Time Completed:	Not reported
Surrounding Area:	Not reported
Estimated Temperature:	Not reported
Property Management:	Not reported
More Than Two Substances Involved?:	Not reported
Resp Agency Personel # Of Decontaminated:	Not reported
Responding Agency Personel # Of Injuries:	Not reported
Responding Agency Personel # Of Fatalities:	Not reported
Others Number Of Decontaminated:	Not reported
Others Number Of Injuries:	Not reported
Others Number Of Fatalities:	Not reported
Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**METALSA STRUCTURAL PRODUCTS INC (Continued)**

**1000904869**

Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA DOT PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	Not reported
Report Date:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	No
Waterway:	Not reported
Spill Site:	Not reported
Cleanup By:	Reporting Party
Containment:	Not reported
What Happened:	Not reported
Type:	Not reported
Measure:	Not reported
Other:	Not reported
Date/Time:	Not reported
Year:	2000
Agency:	Dana Corp
Incident Date:	8/11/200012:00:00 AM
Admin Agency:	San Joaquin County Emergency Services
Amount:	Not reported
Contained:	Yes
Site Type:	Merchant/Business
E Date:	Not reported
Substance:	Smoke dust
Gallons:	unk
Unknown:	0
Substance #2:	Not reported
Substance #3:	Not reported
Evacuations:	0
Number of Injuries:	0
Number of Fatalities:	0
#1 Pipeline:	Not reported
#2 Pipeline:	Not reported
#3 Pipeline:	Not reported
#1 Vessel >= 300 Tons:	Not reported
#2 Vessel >= 300 Tons:	Not reported
#3 Vessel >= 300 Tons:	Not reported
Evacs:	Not reported
Injuries:	Not reported
Fatals:	Not reported
Comments:	Not reported
Description:	Smoke in the facility set-off fire extinguishers. The water may cause some run-off
OES Incident Number:	0-1671
OES notification:	04/12/2000
OES Date:	Not reported
OES Time:	Not reported
<b>Date Completed:</b>	<b>Not reported</b>
Property Use:	Not reported
Agency Id Number:	Not reported
Agency Incident Number:	Not reported
Time Notified:	Not reported
Time Completed:	Not reported
Surrounding Area:	Not reported



Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**METALSA STRUCTURAL PRODUCTS INC (Continued)**

**1000904869**

Estimated Temperature:	Not reported
Property Management:	Not reported
More Than Two Substances Involved?:	Not reported
Resp Agency Personel # Of Decontaminated:	Not reported
Responding Agency Personel # Of Injuries:	Not reported
Responding Agency Personel # Of Fatalities:	Not reported
Others Number Of Decontaminated:	Not reported
Others Number Of Injuries:	Not reported
Others Number Of Fatalities:	Not reported
Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported
Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA DOT PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	Not reported
Report Date:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	No
Waterway:	Not reported
Spill Site:	Not reported
Cleanup By:	Reporting Party
Containment:	Not reported
What Happened:	Not reported
Type:	Not reported
Measure:	Not reported
Other:	Not reported
Date/Time:	Not reported
Year:	2000
Agency:	Dana Corp
Incident Date:	4/12/200012:00:00 AM
Admin Agency:	San Joaquin County Emergency Services
Amount:	Not reported
Contained:	Yes
Site Type:	Industrial Plant
E Date:	Not reported
Substance:	Glycol
Gallons:	110
Unknown:	0
Substance #2:	Not reported
Substance #3:	Not reported
Evacuations:	0
Number of Injuries:	0
Number of Fatalities:	0
#1 Pipeline:	Not reported
#2 Pipeline:	Not reported
#3 Pipeline:	Not reported
#1 Vessel >= 300 Tons:	Not reported
#2 Vessel >= 300 Tons:	Not reported
#3 Vessel >= 300 Tons:	Not reported
Evacs:	Not reported
Injuries:	Not reported
Fatals:	Not reported
Comments:	Not reported
Description:	Hose line had hole created by wear
OES Incident Number:	8-4613

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**METALSA STRUCTURAL PRODUCTS INC (Continued)**

**1000904869**

OES notification:	10/11/1998
OES Date:	Not reported
OES Time:	Not reported
<b>Date Completed:</b>	<b>Not reported</b>
Property Use:	Not reported
Agency Id Number:	Not reported
Agency Incident Number:	Not reported
Time Notified:	Not reported
Time Completed:	Not reported
Surrounding Area:	Not reported
Estimated Temperature:	Not reported
Property Management:	Not reported
More Than Two Substances Involved?:	Not reported
Resp Agency Personel # Of Decontaminated:	Not reported
Responding Agency Personel # Of Injuries:	Not reported
Responding Agency Personel # Of Fatalities:	Not reported
Others Number Of Decontaminated:	Not reported
Others Number Of Injuries:	Not reported
Others Number Of Fatalities:	Not reported
Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported
Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA DOT PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	Not reported
Report Date:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	No
Waterway:	Not reported
Spill Site:	Not reported
Cleanup By:	Reporting Party
Containment:	Not reported
What Happened:	Not reported
Type:	Not reported
Measure:	Not reported
Other:	Not reported
Date/Time:	Not reported
Year:	1998
Agency:	Dana Corp
Incident Date:	10/10/199812:00:00 AM
Admin Agency:	San Joaquin County Emergency Services
Amount:	Not reported
Contained:	Yes
Site Type:	Merchant/Business
E Date:	Not reported
Substance:	Oil and Water
Gallons:	120
Unknown:	0
Substance #2:	Not reported
Substance #3:	Not reported
Evacuations:	0
Number of Injuries:	0
Number of Fatalities:	0
#1 Pipeline:	Not reported
#2 Pipeline:	Not reported
#3 Pipeline:	Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**METALSA STRUCTURAL PRODUCTS INC (Continued)**

**1000904869**

#1 Vessel >= 300 Tons:	Not reported
#2 Vessel >= 300 Tons:	Not reported
#3 Vessel >= 300 Tons:	Not reported
Evacs:	Not reported
Injuries:	Not reported
Fatals:	Not reported
Comments:	Not reported
Description:	Parts washer overflowed onto factory floor. Cause being investigated. Reporting party properly cleaned up and disposed of the material

**FINDS:**

Registry ID: 110000484878

**Environmental Interest/Information System**

**AIR EMISSIONS CLASSIFICATION UNKNOWN**

US EPA TRIS (Toxics Release Inventory System) contains information from facilities on the amounts of over 300 listed toxic chemicals that these facilities release directly to air, water, land, or that are transported off-site.

California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

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

**HAZARDOUS WASTE BIENNIAL REPORTER**

**NPDES:**

Npdes Number:	Not reported
Facility Status:	Not reported
Agency Id:	Not reported
Region:	5S
Regulatory Measure Id:	402982
Order No:	Not reported
Regulatory Measure Type:	Industrial
Place Id:	Not reported
WDID:	5S39I022596
Program Type:	Not reported
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	Not reported
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Not reported
Discharge Address:	Not reported
Discharge City:	Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**METALSA STRUCTURAL PRODUCTS INC (Continued)**

**1000904869**

Discharge State:	Not reported
Discharge Zip:	Not reported
RECEIVED DATE:	Not reported
PROCESSED DATE:	4/14/2010
STATUS CODE NAME:	Active
STATUS DATE:	4/14/2010
PLACE SIZE:	664000
PLACE SIZE UNIT:	53
FACILITY CONTACT NAME:	Nicolas Villarreal Martinez
FACILITY CONTACT TITLE:	Not reported
FACILITY CONTACT PHONE:	270-769-7000
FACILITY CONTACT PHONE EXT:	Not reported
FACILITY CONTACT EMAIL:	Not reported
OPERATOR NAME:	Metalsa SA DE CV Metalsa
OPERATOR ADDRESS:	750 N Black Branch Rd
OPERATOR CITY:	Elizabethtown
OPERATOR STATE:	Kentucky
OPERATOR ZIP:	42701
OPERATOR CONTACT NAME:	Nicolas Villarreal Martinez
OPERATOR CONTACT TITLE:	Not reported
OPERATOR CONTACT PHONE:	270-769-7000
OPERATOR CONTACT PHONE EXT:	Not reported
OPERATOR CONTACT EMAIL:	Not reported
OPERATOR TYPE:	Private Business
DEVELOPER NAME:	Not reported
DEVELOPER ADDRESS:	Not reported
DEVELOPER CITY:	Not reported
DEVELOPER STATE:	California
DEVELOPER ZIP:	Not reported
DEVELOPER CONTACT NAME:	Not reported
DEVELOPER CONTACT TITLE:	Not reported
CONSTYPE LINEAR UTILITY IND:	Not reported
EMERGENCY PHONE NO:	999-999-9999
EMERGENCY PHONE EXT:	Not reported
CONSTYPE ABOVE GROUND IND:	Not reported
CONSTYPE BELOW GROUND IND:	Not reported
CONSTYPE CABLE LINE IND:	Not reported
CONSTYPE COMM LINE IND:	Not reported
CONSTYPE COMMERCIAL IND:	Not reported
CONSTYPE ELECTRICAL LINE IND:	Not reported
CONSTYPE GAS LINE IND:	Not reported
CONSTYPE INDUSTRIAL IND:	Not reported
CONSTYPE OTHER DESCRIPTION:	Not reported
CONSTYPE OTHER IND:	Not reported
CONSTYPE RECONS IND:	Not reported
CONSTYPE RESIDENTIAL IND:	Not reported
CONSTYPE TRANSPORT IND:	Not reported
CONSTYPE UTILITY DESCRIPTION:	Not reported
CONSTYPE UTILITY IND:	Not reported
CONSTYPE WATER SEWER IND:	Not reported
DIR DISCHARGE USWATER IND:	Not reported
RECEIVING WATER NAME:	Not reported
CERTIFIER NAME:	Not reported
CERTIFIER TITLE:	Not reported
CERTIFICATION DATE:	Not reported
PRIMARY SIC:	3714-Motor Vehicle Parts and Accessories
SECONDARY SIC:	Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**METALSA STRUCTURAL PRODUCTS INC (Continued)**

**1000904869**

TERTIARY SIC:	Not reported
Npdes Number:	Not reported
Facility Status:	Not reported
Agency Id:	Not reported
Region:	5S
Regulatory Measure Id:	201699
Order No:	Not reported
Regulatory Measure Type:	Industrial
Place Id:	Not reported
WDID:	5S39I011086
Program Type:	Not reported
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	Not reported
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	2/24/2010
Discharge Name:	Not reported
Discharge Address:	Not reported
Discharge City:	Not reported
Discharge State:	Not reported
Discharge Zip:	Not reported
RECEIVED DATE:	5/9/2008
PROCESSED DATE:	8/4/1994
STATUS CODE NAME:	Terminated
STATUS DATE:	3/8/2010
PLACE SIZE:	64000
PLACE SIZE UNIT:	53
FACILITY CONTACT NAME:	Jovana Purdom
FACILITY CONTACT TITLE:	Not reported
FACILITY CONTACT PHONE:	209-983-6100
FACILITY CONTACT PHONE EXT:	Not reported
FACILITY CONTACT EMAIL:	Not reported
OPERATOR NAME:	Dana Structural Manufacturing LLC
OPERATOR ADDRESS:	Not reported
OPERATOR CITY:	Not reported
OPERATOR STATE:	Not reported
OPERATOR ZIP:	Not reported
OPERATOR CONTACT NAME:	Not reported
OPERATOR CONTACT TITLE:	Not reported
OPERATOR CONTACT PHONE:	Not reported
OPERATOR CONTACT PHONE EXT:	Not reported
OPERATOR CONTACT EMAIL:	Not reported
OPERATOR TYPE:	Private Individual
DEVELOPER NAME:	Not reported
DEVELOPER ADDRESS:	Not reported
DEVELOPER CITY:	Not reported
DEVELOPER STATE:	California
DEVELOPER ZIP:	Not reported
DEVELOPER CONTACT NAME:	Not reported
DEVELOPER CONTACT TITLE:	Not reported
CONSTYPE LINEAR UTILITY IND:	Not reported
EMERGENCY PHONE NO:	209-983-6102
EMERGENCY PHONE EXT:	Not reported
CONSTYPE ABOVE GROUND IND:	Not reported
CONSTYPE BELOW GROUND IND:	Not reported
CONSTYPE CABLE LINE IND:	Not reported
CONSTYPE COMM LINE IND:	Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**METALSA STRUCTURAL PRODUCTS INC (Continued)**

**1000904869**

CONSTYPE COMMERTIAL IND: Not reported  
CONSTYPE ELECTRICAL LINE IND: Not reported  
CONSTYPE GAS LINE IND: Not reported  
CONSTYPE INDUSTRIAL IND: Not reported  
CONSTYPE OTHER DESRIPTION: Not reported  
CONSTYPE OTHER IND: Not reported  
CONSTYPE RECONS IND: Not reported  
CONSTYPE RESIDENTIAL IND: Not reported  
CONSTYPE TRANSPORT IND: Not reported  
CONSTYPE UTILITY DESCRIPTION: Not reported  
CONSTYPE UTILITY IND: Not reported  
CONSTYPE WATER SEWER IND: Not reported  
DIR DISCHARGE USWATER IND: Not reported  
RECEIVING WATER NAME: Not reported  
CERTIFIER NAME: Not reported  
CERTIFIER TITLE: Not reported  
CERTIFICATION DATE: Not reported  
PRIMARY SIC: 3714-Motor Vehicle Parts and Accessories  
SECONDARY SIC: Not reported  
TERTIARY SIC: Not reported

**PEST LIC:**

Facility Type: QAC  
Categories: A  
License No: 126678  
Issued or Renewed Date: 02/08/2016  
Expiration Date: 12/31/2017

Facility Type: QAC  
Categories: A  
License No: 126858  
Issued or Renewed Date: 02/08/2016  
Expiration Date: 12/31/2017

**ECHO:**

Envid: 1000904869  
Registry ID: 110000484878  
DFR URL: [http://echo.epa.gov/detailed\\_facility\\_report?fid=110000484878](http://echo.epa.gov/detailed_facility_report?fid=110000484878)

**F16**  
**West**  
**1/2-1**  
**0.681 mi.**  
**3597 ft.**

**PACIFIC GAS**  
**431 SPERRY**  
**STOCKTON, CA 95206**  
**Site 1 of 2 in cluster F**

**ENVIROSTOR**  
**HIST CORTESE**  
**NPDES**

**1001613367**  
**N/A**

**Relative:**  
**Lower**

ENVIROSTOR:  
Facility ID: 39330001  
Status: No Further Action  
Status Date: 07/17/1996  
Site Code: Not reported  
Site Type: Historical  
Site Type Detailed: \* Historical  
Acres: Not reported  
NPL: NO  
Regulatory Agencies: NONE SPECIFIED  
Lead Agency: NONE SPECIFIED  
Program Manager: Not reported

**Actual:**  
**13 ft.**

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**PACIFIC GAS (Continued)**

**1001613367**

Supervisor: Not reported  
Division Branch: Cleanup Sacramento  
Assembly: 13  
Senate: 05  
Special Program: Not reported  
Restricted Use: NO  
Site Mgmt Req: NONE SPECIFIED  
Funding: Not reported  
Latitude: 37.89995  
Longitude: -121.2681  
APN: NONE SPECIFIED  
Past Use: MANUFACTURING - CHEMICALS  
Potential COC: \* Metals - Other Inorganic Solid Waste  
Confirmed COC: NONE SPECIFIED  
Potential Description: NMA  
Alias Name: CAD074652066  
Alias Type: EPA Identification Number  
Alias Name: 110000484949  
Alias Type: EPA (FRS #)  
Alias Name: 39330001  
Alias Type: Envirostor ID Number

**Completed Info:**

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Site Screening  
Completed Date: 12/21/1995  
Comments: Site Screening completed. Threats from explosive materials should be evaluated and mitigated. PEA Required.

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Site Screening  
Completed Date: 11/21/1989  
Comments: Site Screening Done: Current Deed indicates that Valimet acquired the property on June 23, 1986. EPA Cerclis record shows that EPA completed assessment in November 1988 and recommend no further action. DHS recommends Preliminary Assessment.

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Site Screening  
Completed Date: 02/19/1987  
Comments: Site Screening Done: Site listed on EPA Cerclis. EPA conducted PA on 08/01/80. EPA Lead site.

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Site Screening  
Completed Date: 06/11/1982  
Comments: Site Screening Done: Plan accepted with revisions (see file).

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: \* Discovery  
Completed Date: 12/18/1978  
Comments: Facility identified from HWMB Enforcement files.

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**PACIFIC GAS (Continued)**

**1001613367**

Future Area Name: Not reported  
Future Sub Area Name: Not reported  
Future Document Type: Not reported  
Future Due Date: Not reported  
Schedule Area Name: Not reported  
Schedule Sub Area Name: Not reported  
Schedule Document Type: Not reported  
Schedule Due Date: Not reported  
Schedule Revised Date: Not reported

**HIST CORTESE:**

Region: CORTESE  
Facility County Code: 39  
Reg By: LTNKA  
Reg Id: 390519

**NPDES:**

Npdes Number: Not reported  
Facility Status: Active  
Agency Id: 0  
Region: 5S  
Regulatory Measure Id: 458756  
Order No: Not reported  
Regulatory Measure Type: Enrollee  
Place Id: Not reported  
WDID: 5S39NNA000078  
Program Type: Notice of Non-Applicability  
Adoption Date Of Regulatory Measure: Not reported  
Effective Date Of Regulatory Measure: 09/15/2015  
Expiration Date Of Regulatory Measure: Not reported  
Termination Date Of Regulatory Measure: Not reported  
Discharge Name: Valimet  
Discharge Address: 431 Sperry Rd  
Discharge City: Stockton  
Discharge State: California  
Discharge Zip: 95206  
RECEIVED DATE: Not reported  
PROCESSED DATE: Not reported  
STATUS CODE NAME: Not reported  
STATUS DATE: Not reported  
PLACE SIZE: Not reported  
PLACE SIZE UNIT: Not reported  
FACILITY CONTACT NAME: Not reported  
FACILITY CONTACT TITLE: Not reported  
FACILITY CONTACT PHONE: Not reported  
FACILITY CONTACT PHONE EXT: Not reported  
FACILITY CONTACT EMAIL: Not reported  
OPERATOR NAME: Not reported  
OPERATOR ADDRESS: Not reported  
OPERATOR CITY: Not reported  
OPERATOR STATE: Not reported  
OPERATOR ZIP: Not reported  
OPERATOR CONTACT NAME: Not reported  
OPERATOR CONTACT TITLE: Not reported  
OPERATOR CONTACT PHONE: Not reported  
OPERATOR CONTACT PHONE EXT: Not reported



Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**PACIFIC GAS (Continued)**

**1001613367**

OPERATOR CONTACT EMAIL:	Not reported
OPERATOR TYPE:	Not reported
DEVELOPER NAME:	Not reported
DEVELOPER ADDRESS:	Not reported
DEVELOPER CITY:	Not reported
DEVELOPER STATE:	Not reported
DEVELOPER ZIP:	Not reported
DEVELOPER CONTACT NAME:	Not reported
DEVELOPER CONTACT TITLE:	Not reported
CONSTYPE LINEAR UTILITY IND:	Not reported
EMERGENCY PHONE NO:	Not reported
EMERGENCY PHONE EXT:	Not reported
CONSTYPE ABOVE GROUND IND:	Not reported
CONSTYPE BELOW GROUND IND:	Not reported
CONSTYPE CABLE LINE IND:	Not reported
CONSTYPE COMM LINE IND:	Not reported
CONSTYPE COMMERTIAL IND:	Not reported
CONSTYPE ELECTRICAL LINE IND:	Not reported
CONSTYPE GAS LINE IND:	Not reported
CONSTYPE INDUSTRIAL IND:	Not reported
CONSTYPE OTHER DESRIPTION:	Not reported
CONSTYPE OTHER IND:	Not reported
CONSTYPE RECONS IND:	Not reported
CONSTYPE RESIDENTIAL IND:	Not reported
CONSTYPE TRANSPORT IND:	Not reported
CONSTYPE UTILITY DESCRIPTION:	Not reported
CONSTYPE UTILITY IND:	Not reported
CONSTYPE WATER SEWER IND:	Not reported
DIR DISCHARGE USWATER IND:	Not reported
RECEIVING WATER NAME:	Not reported
CERTIFIER NAME:	Not reported
CERTIFIER TITLE:	Not reported
CERTIFICATION DATE:	Not reported
PRIMARY SIC:	Not reported
SECONDARY SIC:	Not reported
TERTIARY SIC:	Not reported
Npdes Number:	CAS000001
Facility Status:	Terminated
Agency Id:	0
Region:	5S
Regulatory Measure Id:	201551
Order No:	97-03-DWQ
Regulatory Measure Type:	Enrollee
Place Id:	Not reported
WDID:	5S39I000261
Program Type:	Industrial
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	03/06/1992
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	07/20/2015
Discharge Name:	Valimet
Discharge Address:	431 Sperry Rd
Discharge City:	Stockton
Discharge State:	California
Discharge Zip:	95206
RECEIVED DATE:	Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**PACIFIC GAS (Continued)**

**1001613367**

PROCESSED DATE:	Not reported
STATUS CODE NAME:	Not reported
STATUS DATE:	Not reported
PLACE SIZE:	Not reported
PLACE SIZE UNIT:	Not reported
FACILITY CONTACT NAME:	Not reported
FACILITY CONTACT TITLE:	Not reported
FACILITY CONTACT PHONE:	Not reported
FACILITY CONTACT PHONE EXT:	Not reported
FACILITY CONTACT EMAIL:	Not reported
OPERATOR NAME:	Not reported
OPERATOR ADDRESS:	Not reported
OPERATOR CITY:	Not reported
OPERATOR STATE:	Not reported
OPERATOR ZIP:	Not reported
OPERATOR CONTACT NAME:	Not reported
OPERATOR CONTACT TITLE:	Not reported
OPERATOR CONTACT PHONE:	Not reported
OPERATOR CONTACT PHONE EXT:	Not reported
OPERATOR CONTACT EMAIL:	Not reported
OPERATOR TYPE:	Not reported
DEVELOPER NAME:	Not reported
DEVELOPER ADDRESS:	Not reported
DEVELOPER CITY:	Not reported
DEVELOPER STATE:	Not reported
DEVELOPER ZIP:	Not reported
DEVELOPER CONTACT NAME:	Not reported
DEVELOPER CONTACT TITLE:	Not reported
CONSTYPE LINEAR UTILITY IND:	Not reported
EMERGENCY PHONE NO:	Not reported
EMERGENCY PHONE EXT:	Not reported
CONSTYPE ABOVE GROUND IND:	Not reported
CONSTYPE BELOW GROUND IND:	Not reported
CONSTYPE CABLE LINE IND:	Not reported
CONSTYPE COMM LINE IND:	Not reported
CONSTYPE COMMERTIAL IND:	Not reported
CONSTYPE ELECTRICAL LINE IND:	Not reported
CONSTYPE GAS LINE IND:	Not reported
CONSTYPE INDUSTRIAL IND:	Not reported
CONSTYPE OTHER DESRIPTION:	Not reported
CONSTYPE OTHER IND:	Not reported
CONSTYPE RECONS IND:	Not reported
CONSTYPE RESIDENTIAL IND:	Not reported
CONSTYPE TRANSPORT IND:	Not reported
CONSTYPE UTILITY DESCRIPTION:	Not reported
CONSTYPE UTILITY IND:	Not reported
CONSTYPE WATER SEWER IND:	Not reported
DIR DISCHARGE USWATER IND:	Not reported
RECEIVING WATER NAME:	Not reported
CERTIFIER NAME:	Not reported
CERTIFIER TITLE:	Not reported
CERTIFICATION DATE:	Not reported
PRIMARY SIC:	Not reported
SECONDARY SIC:	Not reported
TERTIARY SIC:	Not reported

Npdes Number:	Not reported
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Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**PACIFIC GAS (Continued)**

**1001613367**

Facility Status:	Not reported
Agency Id:	Not reported
Region:	5S
Regulatory Measure Id:	201551
Order No:	Not reported
Regulatory Measure Type:	Industrial
Place Id:	Not reported
WDID:	5S39I000261
Program Type:	Not reported
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	Not reported
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Not reported
Discharge Address:	Not reported
Discharge City:	Not reported
Discharge State:	Not reported
Discharge Zip:	Not reported
RECEIVED DATE:	5/9/2008
PROCESSED DATE:	3/6/1992
STATUS CODE NAME:	Active
STATUS DATE:	3/6/1992
PLACE SIZE:	498000
PLACE SIZE UNIT:	53
FACILITY CONTACT NAME:	DAVID Oberholtzer
FACILITY CONTACT TITLE:	Not reported
FACILITY CONTACT PHONE:	2099824870
FACILITY CONTACT PHONE EXT:	Not reported
FACILITY CONTACT EMAIL:	Not reported
OPERATOR NAME:	Valimet
OPERATOR ADDRESS:	431 Sperry Rd
OPERATOR CITY:	Stockton
OPERATOR STATE:	California
OPERATOR ZIP:	95206
OPERATOR CONTACT NAME:	DAVID Oberholtzer
OPERATOR CONTACT TITLE:	Not reported
OPERATOR CONTACT PHONE:	209-982-4870
OPERATOR CONTACT PHONE EXT:	Not reported
OPERATOR CONTACT EMAIL:	Not reported
OPERATOR TYPE:	Private Business
DEVELOPER NAME:	Not reported
DEVELOPER ADDRESS:	Not reported
DEVELOPER CITY:	Not reported
DEVELOPER STATE:	California
DEVELOPER ZIP:	Not reported
DEVELOPER CONTACT NAME:	Not reported
DEVELOPER CONTACT TITLE:	Not reported
CONSTYPE LINEAR UTILITY IND:	Not reported
EMERGENCY PHONE NO:	209-982-4870
EMERGENCY PHONE EXT:	Not reported
CONSTYPE ABOVE GROUND IND:	Not reported
CONSTYPE BELOW GROUND IND:	Not reported
CONSTYPE CABLE LINE IND:	Not reported
CONSTYPE COMM LINE IND:	Not reported
CONSTYPE COMMERTIAL IND:	Not reported
CONSTYPE ELECTRICAL LINE IND:	Not reported
CONSTYPE GAS LINE IND:	Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**PACIFIC GAS (Continued)**

**1001613367**

CONSTYPE INDUSTRIAL IND:	Not reported
CONSTYPE OTHER DESCRIPTION:	Not reported
CONSTYPE OTHER IND:	Not reported
CONSTYPE RECONS IND:	Not reported
CONSTYPE RESIDENTIAL IND:	Not reported
CONSTYPE TRANSPORT IND:	Not reported
CONSTYPE UTILITY DESCRIPTION:	Not reported
CONSTYPE UTILITY IND:	Not reported
CONSTYPE WATER SEWER IND:	Not reported
DIR DISCHARGE USWATER IND:	Not reported
RECEIVING WATER NAME:	N. Little John Creek
CERTIFIER NAME:	Not reported
CERTIFIER TITLE:	Not reported
CERTIFICATION DATE:	Not reported
PRIMARY SIC:	3399-Primary Metal Products, NEC
SECONDARY SIC:	Not reported
TERTIARY SIC:	Not reported

Npdes Number:	Not reported
Facility Status:	Not reported
Agency Id:	Not reported
Region:	5S
Regulatory Measure Id:	269824
Order No:	Not reported
Regulatory Measure Type:	Industrial
Place Id:	Not reported
WDID:	5S39I000785
Program Type:	Not reported
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	Not reported
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Not reported
Discharge Address:	Not reported
Discharge City:	Not reported
Discharge State:	Not reported
Discharge Zip:	Not reported
RECEIVED DATE:	5/9/2008
PROCESSED DATE:	3/20/1992
STATUS CODE NAME:	Terminated
STATUS DATE:	3/20/1992
PLACE SIZE:	498000
PLACE SIZE UNIT:	53
FACILITY CONTACT NAME:	DAVID Oberholtzer
FACILITY CONTACT TITLE:	Not reported
FACILITY CONTACT PHONE:	2099824870
FACILITY CONTACT PHONE EXT:	Not reported
FACILITY CONTACT EMAIL:	Not reported
OPERATOR NAME:	Valimet
OPERATOR ADDRESS:	431 Sperry Rd
OPERATOR CITY:	Stockton
OPERATOR STATE:	California
OPERATOR ZIP:	95206
OPERATOR CONTACT NAME:	DAVID Oberholtzer
OPERATOR CONTACT TITLE:	Not reported
OPERATOR CONTACT PHONE:	209-982-4870
OPERATOR CONTACT PHONE EXT:	Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**PACIFIC GAS (Continued)**

**1001613367**

OPERATOR CONTACT EMAIL: Not reported  
OPERATOR TYPE: Private Business  
DEVELOPER NAME: Not reported  
DEVELOPER ADDRESS: Not reported  
DEVELOPER CITY: Not reported  
DEVELOPER STATE: California  
DEVELOPER ZIP: Not reported  
DEVELOPER CONTACT NAME: Not reported  
DEVELOPER CONTACT TITLE: Not reported  
CONSTYPE LINEAR UTILITY IND: Not reported  
EMERGENCY PHONE NO: 209-982-4870  
EMERGENCY PHONE EXT: Not reported  
CONSTYPE ABOVE GROUND IND: Not reported  
CONSTYPE BELOW GROUND IND: Not reported  
CONSTYPE CABLE LINE IND: Not reported  
CONSTYPE COMM LINE IND: Not reported  
CONSTYPE COMMERTIAL IND: Not reported  
CONSTYPE ELECTRICAL LINE IND: Not reported  
CONSTYPE GAS LINE IND: Not reported  
CONSTYPE INDUSTRIAL IND: Not reported  
CONSTYPE OTHER DESCRIPTION: Not reported  
CONSTYPE OTHER IND: Not reported  
CONSTYPE RECONS IND: Not reported  
CONSTYPE RESIDENTIAL IND: Not reported  
CONSTYPE TRANSPORT IND: Not reported  
CONSTYPE UTILITY DESCRIPTION: Not reported  
CONSTYPE UTILITY IND: Not reported  
CONSTYPE WATER SEWER IND: Not reported  
DIR DISCHARGE USWATER IND: Not reported  
RECEIVING WATER NAME: N. Little John Creek  
CERTIFIER NAME: Not reported  
CERTIFIER TITLE: Not reported  
CERTIFICATION DATE: Not reported  
PRIMARY SIC: 3399-Primary Metal Products, NEC  
SECONDARY SIC: Not reported  
TERTIARY SIC: Not reported

**F17** **TRANSTECHNOLOGY CORP SPACE ORD SYS DIV**  
**West** **25977 SAND CANYON ROAD**  
**1/2-1** **CANYON COUNTRY, CA 91351**

**0.681 mi.**  
**3597 ft.**

**Site 2 of 2 in cluster F**

**SEMS-ARCHIVE** **1000168448**  
**CORRACTS** **CAD067776484**  
**RCRA-TSDF**  
**RCRA-SQG**  
**2020 COR ACTION**  
**WDS**

**Relative:**  
**Lower**

SEMS-ARCHIVE:  
Site ID: 901531  
EPA ID: CAD067776484  
Federal Facility: N  
NPL: Not on the NPL  
Non NPL Status: NFRAP-Site does not qualify for the NPL based on existing information

**Actual:**  
**13 ft.**

**Following information was gathered from the prior CERCLIS update completed in 10/2013:**

Site ID: 0901531  
Federal Facility: Not a Federal Facility  
NPL Status: Not on the NPL  
Non NPL Status: NFRAP-Site does not qualify for the NPL based on existing information

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**TRANSTECHNOLOGY CORP SPACE ORD SYS DIV (Continued)**

**1000168448**

CERCLIS-NFRAP Site Contact Details:

Contact Sequence ID: 13286689.00000  
Person ID: 13003854.00000

Contact Sequence ID: 13292284.00000  
Person ID: 13003858.00000

Contact Sequence ID: 13298142.00000  
Person ID: 13004003.00000

CERCLIS-NFRAP Site Alias Name(s):

Alias Name: TRANSTECHNOLOGY CORP SPACE ORD SYS DIV  
Alias Address: Not reported  
CA

Alias Name: SANTA CLARITA VALLEY AREA  
Alias Address: Not reported  
CA

Alias Name: AGUA DULCE CALIFORNIA  
Alias Address: Not reported  
CA

Alias Name: TRANSTECHNOLOGY CORP  
Alias Address: Not reported  
CA

CERCLIS-NFRAP Assessment History:

Action: DISCOVERY  
Date Started: / /  
Date Completed: 04/01/84  
Priority Level: Not reported

Action: PRELIMINARY ASSESSMENT  
Date Started: / /  
Date Completed: 04/01/84  
Priority Level: Low priority for further assessment

Action: SITE INSPECTION  
Date Started: / /  
Date Completed: 04/01/84  
Priority Level: NFRAP-Site does not qualify for the NPL based on existing information

Action: HAZARD RANKING SYSTEM PACKAGE  
Date Started: / /  
Date Completed: 07/01/85  
Priority Level: Not reported

Action: PRELIMINARY ASSESSMENT  
Date Started: / /  
Date Completed: 09/13/90  
Priority Level: NFRAP-Site does not qualify for the NPL based on existing information

Action: ARCHIVE SITE  
Date Started: / /  
Date Completed: 01/23/96

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**TRANSTECHNOLOGY CORP SPACE ORD SYS DIV (Continued)**

**1000168448**

Priority Level: Not reported

**CORRACTS:**

EPA ID: CAD067776484  
EPA Region: 09  
Area Name: ENTIRE FACILITY  
Actual Date: 19840401  
Action: CA049SI  
NAICS Code(s): 332995  
Other Ordnance and Accessories Manufacturing  
Original schedule date: Not reported  
Schedule end date: Not reported

EPA ID: CAD067776484  
EPA Region: 09  
Area Name: ENTIRE FACILITY  
Actual Date: 19840401  
Action: CA049PA  
NAICS Code(s): 332995  
Other Ordnance and Accessories Manufacturing  
Original schedule date: Not reported  
Schedule end date: Not reported

EPA ID: CAD067776484  
EPA Region: 09  
Area Name: ENTIRE FACILITY  
Actual Date: 20000811  
Action: CA725YE - Current Human Exposures Under Control, Yes, Current Human Exposures Under Control has been verified  
NAICS Code(s): 332995  
Other Ordnance and Accessories Manufacturing  
Original schedule date: Not reported  
Schedule end date: Not reported

EPA ID: CAD067776484  
EPA Region: 09  
Area Name: ENTIRE FACILITY  
Actual Date: 20000811  
Action: CA750YE - Migration of Contaminated Groundwater under Control, Yes, Migration of Contaminated Groundwater Under Control has been verified  
NAICS Code(s): 332995  
Other Ordnance and Accessories Manufacturing  
Original schedule date: Not reported  
Schedule end date: Not reported

EPA ID: CAD067776484  
EPA Region: 09  
Area Name: ENTIRE FACILITY  
Actual Date: 19900913  
Action: CA049RE  
NAICS Code(s): 332995  
Other Ordnance and Accessories Manufacturing  
Original schedule date: Not reported  
Schedule end date: Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**TRANSTECHNOLOGY CORP SPACE ORD SYS DIV (Continued)**

**1000168448**

EPA ID: CAD067776484  
EPA Region: 09  
Area Name: ENTIRE FACILITY  
Actual Date: 19900913  
Action: CA029ST  
NAICS Code(s): 332995  
Other Ordnance and Accessories Manufacturing  
Original schedule date: Not reported  
Schedule end date: Not reported

EPA ID: CAD067776484  
EPA Region: 09  
Area Name: ENTIRE FACILITY  
Actual Date: 19900913  
Action: CA074HI  
NAICS Code(s): 332995  
Other Ordnance and Accessories Manufacturing  
Original schedule date: Not reported  
Schedule end date: Not reported

EPA ID: CAD067776484  
EPA Region: 09  
Area Name: ENTIRE FACILITY  
Actual Date: 19900913  
Action: CA075HI - CA Prioritization, Facility or area was assigned a high corrective action priority  
NAICS Code(s): 332995  
Other Ordnance and Accessories Manufacturing  
Original schedule date: Not reported  
Schedule end date: Not reported

EPA ID: CAD067776484  
EPA Region: 09  
Area Name: ENTIRE FACILITY  
Actual Date: 19940616  
Action: CA225NR - Stabilization Measures Evaluation, This facility is, not amenable to stabilization activity at the, present time for reasons other than (1) it appears to be technically, infeasible or inappropriate (NF) or (2) there is a lack of technical, information (IN). Reasons for this conclusion may be the status of, closure at the facility, the degree of risk, timing considerations, the status of corrective action work at the facility, or other, administrative considerations  
NAICS Code(s): 332995  
Other Ordnance and Accessories Manufacturing  
Original schedule date: 19940616  
Schedule end date: Not reported

EPA ID: CAD067776484  
EPA Region: 09  
Area Name: ENTIRE FACILITY  
Actual Date: 19940616  
Action: CA075HI - CA Prioritization, Facility or area was assigned a high corrective action priority  
NAICS Code(s): 332995  
Other Ordnance and Accessories Manufacturing  
Original schedule date: Not reported



Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

TRANSTECHNOLOGY CORP SPACE ORD SYS DIV (Continued)

1000168448

Schedule end date: Not reported

EPA ID: CAD067776484

EPA Region: 09

Area Name: ENTIRE FACILITY

Actual Date: 19940616

Action: CA225NR - Stabilization Measures Evaluation, This facility is, not amenable to stabilization activity at the, present time for reasons other than (1) it appears to be technically, infeasible or inappropriate (NF) or (2) there is a lack of technical, information (IN). Reasons for this conclusion may be the status of, closure at the facility, the degree of risk, timing considerations, the status of corrective action work at the facility, or other, administrative considerations

NAICS Code(s): 332995

Other Ordnance and Accessories Manufacturing

Original schedule date: Not reported

Schedule end date: Not reported

EPA ID: CAD067776484

EPA Region: 09

Area Name: ENTIRE FACILITY

Actual Date: 19930517

Action: CA550RC

NAICS Code(s): 332995

Other Ordnance and Accessories Manufacturing

Original schedule date: 19930517

Schedule end date: Not reported

EPA ID: CAD067776484

EPA Region: 09

Area Name: ENTIRE FACILITY

Actual Date: 19930519

Action: CA725YE - Current Human Exposures Under Control, Yes, Current Human Exposures Under Control has been verified

NAICS Code(s): 332995

Other Ordnance and Accessories Manufacturing

Original schedule date: Not reported

Schedule end date: Not reported

EPA ID: CAD067776484

EPA Region: 09

Area Name: ENTIRE FACILITY

Actual Date: 19930519

Action: CA750YE - Migration of Contaminated Groundwater under Control, Yes, Migration of Contaminated Groundwater Under Control has been verified

NAICS Code(s): 332995

Other Ordnance and Accessories Manufacturing

Original schedule date: Not reported

Schedule end date: Not reported

EPA ID: CAD067776484

EPA Region: 09

Area Name: ENTIRE FACILITY

Actual Date: 19980519

Action: CA210 - CA Responsibility Referred To A Non-RCRA Federal Authority

NAICS Code(s): 332995

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**TRANSTECHNOLOGY CORP SPACE ORD SYS DIV (Continued)**

**1000168448**

Other Ordnance and Accessories Manufacturing  
Original schedule date: Not reported  
Schedule end date: Not reported

EPA ID: CAD067776484  
EPA Region: 09  
Area Name: ENTIRE FACILITY  
Actual Date: 20090922  
Action: CA800YE  
NAICS Code(s): 332995  
Other Ordnance and Accessories Manufacturing  
Original schedule date: Not reported  
Schedule end date: Not reported

EPA ID: CAD067776484  
EPA Region: 09  
Area Name: ENTIRE FACILITY  
Actual Date: 19851125  
Action: CA250 - CMS Imposition  
NAICS Code(s): 332995  
Other Ordnance and Accessories Manufacturing  
Original schedule date: Not reported  
Schedule end date: Not reported

EPA ID: CAD067776484  
EPA Region: 09  
Area Name: ENTIRE FACILITY  
Actual Date: 19851125  
Action: CA100 - RFI Imposition  
NAICS Code(s): 332995  
Other Ordnance and Accessories Manufacturing  
Original schedule date: Not reported  
Schedule end date: Not reported

EPA ID: CAD067776484  
EPA Region: 09  
Area Name: ENTIRE FACILITY  
Actual Date: 20000727  
Action: CA725YE - Current Human Exposures Under Control, Yes, Current Human Exposures Under Control has been verified  
NAICS Code(s): 332995  
Other Ordnance and Accessories Manufacturing  
Original schedule date: 20000727  
Schedule end date: Not reported

EPA ID: CAD067776484  
EPA Region: 09  
Area Name: ENTIRE FACILITY  
Actual Date: 19870830  
Action: CA400 - Date For Remedy Selection (CM Imposed)  
NAICS Code(s): 332995  
Other Ordnance and Accessories Manufacturing  
Original schedule date: 19870830  
Schedule end date: Not reported

EPA ID: CAD067776484  
EPA Region: 09

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**TRANSTECHNOLOGY CORP SPACE ORD SYS DIV (Continued)**

**1000168448**

Area Name: ENTIRE FACILITY  
Actual Date: 19870830  
Action: CA400 - Date For Remedy Selection (CM Imposed)  
NAICS Code(s): 332995  
Other Ordnance and Accessories Manufacturing  
Original schedule date: Not reported  
Schedule end date: Not reported

EPA ID: CAD067776484  
EPA Region: 09  
Area Name: ENTIRE FACILITY  
Actual Date: 20000730  
Action: CA750YE - Migration of Contaminated Groundwater under Control, Yes,  
Migration of Contaminated Groundwater Under Control has been verified  
NAICS Code(s): 332995  
Other Ordnance and Accessories Manufacturing  
Original schedule date: 20000730  
Schedule end date: Not reported

EPA ID: CAD067776484  
EPA Region: 09  
Area Name: ENTIRE FACILITY  
Actual Date: 19870831  
Action: CA350 - CMS Approved  
NAICS Code(s): 332995  
Other Ordnance and Accessories Manufacturing  
Original schedule date: Not reported  
Schedule end date: Not reported

EPA ID: CAD067776484  
EPA Region: 09  
Area Name: ENTIRE FACILITY  
Actual Date: 19841031  
Action: CA070YE - RFA Determination Of Need For An RFI, RFI is Necessary  
NAICS Code(s): 332995  
Other Ordnance and Accessories Manufacturing  
Original schedule date: 19841031  
Schedule end date: Not reported

EPA ID: CAD067776484  
EPA Region: 09  
Area Name: ENTIRE FACILITY  
Actual Date: 19841031  
Action: CA200 - RFI Approved  
NAICS Code(s): 332995  
Other Ordnance and Accessories Manufacturing  
Original schedule date: Not reported  
Schedule end date: Not reported

EPA ID: CAD067776484  
EPA Region: 09  
Area Name: ENTIRE FACILITY  
Actual Date: 19841031  
Action: CA050RF - RFA Completed, Assessment was an RFA  
NAICS Code(s): 332995  
Other Ordnance and Accessories Manufacturing  
Original schedule date: Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**TRANSTECHNOLOGY CORP SPACE ORD SYS DIV (Continued)**

**1000168448**

Schedule end date: Not reported

EPA ID: CAD067776484  
EPA Region: 09  
Area Name: ENTIRE FACILITY  
Actual Date: 19841031  
Action: CA050 - RFA Completed  
NAICS Code(s): 332995  
Other Ordnance and Accessories Manufacturing

Original schedule date: 19841031  
Schedule end date: Not reported

EPA ID: CAD067776484  
EPA Region: 09  
Area Name: ENTIRE FACILITY  
Actual Date: Not reported  
Action: CA036ST  
NAICS Code(s): 332995  
Other Ordnance and Accessories Manufacturing

Original schedule date: 19900920  
Schedule end date: Not reported

**RCRA-TSDF:**

Date form received by agency: 09/01/1996  
Facility name: TRANSTECHNOLOGY CORP SPACE ORD SYS DIV  
Facility address: 25977 SAND CANYON ROAD  
CANYON COUNTRY, CA 91351

EPA ID: CAD067776484  
Mailing address: 25977 SAND CANYON RD  
CANYON COUNTRY, CA 91351

Contact: Not reported  
Contact address: Not reported  
Not reported

Contact country: US  
Contact telephone: Not reported  
Contact email: Not reported

EPA Region: 09  
Land type: Facility is not located on Indian land. Additional information is not known.  
Classification: TSDF  
Description: Handler is engaged in the treatment, storage or disposal of hazardous waste

**Owner/Operator Summary:**

Owner/operator name: TRANSTECHNOLOGY CORPORATION  
Owner/operator address: NOT REQUIRED  
NOT REQUIRED, ME 99999

Owner/operator country: Not reported  
Owner/operator telephone: (415) 555-1212  
Legal status: Private  
Owner/Operator Type: Owner  
Owner/Op start date: Not reported  
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED  
Owner/operator address: NOT REQUIRED  
NOT REQUIRED, ME 99999

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**TRANSTECHNOLOGY CORP SPACE ORD SYS DIV (Continued)**

**1000168448**

Owner/operator country: Not reported  
Owner/operator telephone: (415) 555-1212  
Legal status: Private  
Owner/Operator Type: Operator  
Owner/Op start date: Not reported  
Owner/Op end date: Not reported

**Handler Activities Summary:**

U.S. importer of hazardous waste: No  
Mixed waste (haz. and radioactive): No  
Recycler of hazardous waste: No  
Transporter of hazardous waste: No  
Treater, storer or disposer of HW: No  
Underground injection activity: No  
On-site burner exemption: No  
Furnace exemption: No  
Used oil fuel burner: No  
Used oil processor: No  
User oil refiner: No  
Used oil fuel marketer to burner: No  
Used oil Specification marketer: No  
Used oil transfer facility: No  
Used oil transporter: No

**Historical Generators:**

Date form received by agency: 03/24/1992  
Site name: SPACE ORDNANCE SYSTEMS  
Classification: Large Quantity Generator

Date form received by agency: 08/22/1980  
Site name: TRANSTECHNOLOGY CORP SPACE ORD SYS DIV  
Classification: Large Quantity Generator

**Corrective Action Summary:**

Event date: 04/01/1984  
Event: CA049SI

Event date: 04/01/1984  
Event: CA049PA

Event date: 10/31/1984  
Event: RFI Approved

Event date: 10/31/1984  
Event: RFA Completed

Event date: 10/31/1984  
Event: RFA Completed, Assessment was an RFA.

Event date: 10/31/1984  
Event: RFA Determination Of Need For An RFI, RFI is Necessary;

Event date: 11/25/1985  
Event: RFI Imposition

Event date: 11/25/1985

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**TRANSTECHNOLOGY CORP SPACE ORD SYS DIV (Continued)**

**1000168448**

Event:	CMS Imposition
Event date:	08/30/1987
Event:	Date For Remedy Selection (CM Imposed)
Event date:	08/30/1987
Event:	Date For Remedy Selection (CM Imposed)
Event date:	08/31/1987
Event:	CMS Approved
Event date:	09/13/1990
Event:	CA074HI
Event date:	09/13/1990
Event:	CA049RE
Event date:	09/13/1990
Event:	CA029ST
Event date:	09/13/1990
Event:	CA Prioritization, Facility or area was assigned a high corrective action priority.
Event date:	05/17/1993
Event:	CA550RC
Event date:	05/19/1993
Event:	Igration of Contaminated Groundwater under Control, Yes, Migration of Contaminated Groundwater Under Control has been verified. Based on a review of information contained in the EI determination, it has been determined that migration of contaminated groundwater is under control at the facility. Specifically, this determination indicates that the migration of contaminated groundwater is under control, and that monitoring will be conducted to confirm that contaminated groundwater remains within the existing area of contaminated groundwater. This determination will be re-evaluated when the Agency becomes aware of significant changes at the facility.
Event date:	05/19/1993
Event:	Current Human Exposures under Control, Yes, Current Human Exposures Under Control has been verified. Based on a review of information contained in the EI determination, current human exposures are expected to be under control at the facility under current and reasonably expected conditions. This determination will be re-evaluated when the Agency/State becomes aware of significant changes at the facility.
Event date:	06/16/1994
Event:	Stabilization Measures Evaluation, This facility is not amenable to stabilization activity at the present time for reasons other than 1- it appears to be technically infeasible or inappropriate (NF) or 2- there is a lack of technical information (IN). Reasons for this conclusion may be the status of closure at the facility, the degree of risk, timing considerations, the status of corrective action work at the facility, or other administrative considerations.

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**TRANSTECHNOLOGY CORP SPACE ORD SYS DIV (Continued)**

**1000168448**

Event date:	06/16/1994
Event:	CA Prioritization, Facility or area was assigned a high corrective action priority.
Event date:	06/16/1994
Event:	Stabilization Measures Evaluation, This facility is not amenable to stabilization activity at the present time for reasons other than 1- it appears to be technically infeasible or inappropriate (NF) or 2- there is a lack of technical information (IN). Reasons for this conclusion may be the status of closure at the facility, the degree of risk, timing considerations, the status of corrective action work at the facility, or other administrative considerations.
Event date:	05/19/1998
Event:	CA Responsibility Referred To A Non-RCRA Federal Authority
Event date:	07/27/2000
Event:	Current Human Exposures under Control, Yes, Current Human Exposures Under Control has been verified. Based on a review of information contained in the EI determination, current human exposures are expected to be under control at the facility under current and reasonably expected conditions. This determination will be re-evaluated when the Agency/State becomes aware of significant changes at the facility.
Event date:	07/30/2000
Event:	Migration of Contaminated Groundwater under Control, Yes, Migration of Contaminated Groundwater Under Control has been verified. Based on a review of information contained in the EI determination, it has been determined that migration of contaminated groundwater is under control at the facility. Specifically, this determination indicates that the migration of contaminated groundwater is under control, and that monitoring will be conducted to confirm that contaminated groundwater remains within the existing area of contaminated groundwater. This determination will be re-evaluated when the Agency becomes aware of significant changes at the facility.
Event date:	08/11/2000
Event:	Current Human Exposures under Control, Yes, Current Human Exposures Under Control has been verified. Based on a review of information contained in the EI determination, current human exposures are expected to be under control at the facility under current and reasonably expected conditions. This determination will be re-evaluated when the Agency/State becomes aware of significant changes at the facility.
Event date:	08/11/2000
Event:	Migration of Contaminated Groundwater under Control, Yes, Migration of Contaminated Groundwater Under Control has been verified. Based on a review of information contained in the EI determination, it has been determined that migration of contaminated groundwater is under control at the facility. Specifically, this determination indicates that the migration of contaminated groundwater is under control, and that monitoring will be conducted to confirm that contaminated groundwater remains within the existing area of contaminated groundwater. This determination will be re-evaluated when the Agency becomes aware of significant changes at the facility.

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**TRANSTECHNOLOGY CORP SPACE ORD SYS DIV (Continued)**

**1000168448**

Event date: 09/22/2009  
Event: CA800YE

Event date: Not reported  
Event: CA036ST

Facility Has Received Notices of Violations:

Regulation violated: FR - 264.140-150.H  
Area of violation: TSD - Financial Requirements  
Date violation determined: 12/29/1989  
Date achieved compliance: 01/29/1990  
Violation lead agency: State  
Enforcement action: WRITTEN INFORMAL  
Enforcement action date: 12/29/1989  
Enf. disposition status: Not reported  
Enf. disp. status date: Not reported  
Enforcement lead agency: State  
Proposed penalty amount: Not reported  
Final penalty amount: Not reported  
Paid penalty amount: Not reported

Regulation violated: F - 268.7  
Area of violation: LDR - General  
Date violation determined: 12/22/1989  
Date achieved compliance: 05/17/1993  
Violation lead agency: State  
Enforcement action: WRITTEN INFORMAL  
Enforcement action date: 02/01/1990  
Enf. disposition status: Not reported  
Enf. disp. status date: Not reported  
Enforcement lead agency: State  
Proposed penalty amount: Not reported  
Final penalty amount: Not reported  
Paid penalty amount: Not reported

Regulation violated: F - 268 ALL  
Area of violation: LDR - General  
Date violation determined: 12/22/1989  
Date achieved compliance: 05/17/1993  
Violation lead agency: State  
Enforcement action: WRITTEN INFORMAL  
Enforcement action date: 02/01/1990  
Enf. disposition status: Not reported  
Enf. disp. status date: Not reported  
Enforcement lead agency: State  
Proposed penalty amount: Not reported  
Final penalty amount: Not reported  
Paid penalty amount: Not reported

Regulation violated: FR - 264.140-150.H  
Area of violation: TSD - Financial Requirements  
Date violation determined: 09/22/1988  
Date achieved compliance: 10/12/1988  
Violation lead agency: State  
Enforcement action: WRITTEN INFORMAL  
Enforcement action date: 09/27/1988  
Enf. disposition status: Not reported



Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**TRANSTECHNOLOGY CORP SPACE ORD SYS DIV (Continued)**

**1000168448**

Enf. disp. status date: Not reported  
Enforcement lead agency: State  
Proposed penalty amount: Not reported  
Final penalty amount: Not reported  
Paid penalty amount: Not reported

Regulation violated: FR - 270  
Area of violation: TSD - General  
Date violation determined: 08/24/1988  
Date achieved compliance: 10/28/1988  
Violation lead agency: State  
Enforcement action: WRITTEN INFORMAL  
Enforcement action date: 09/27/1988  
Enf. disposition status: Not reported  
Enf. disp. status date: Not reported  
Enforcement lead agency: State  
Proposed penalty amount: Not reported  
Final penalty amount: Not reported  
Paid penalty amount: Not reported

Regulation violated: FR - 264.110-120.G  
Area of violation: TSD - Closure/Post-Closure  
Date violation determined: 02/25/1987  
Date achieved compliance: 07/29/1987  
Violation lead agency: State  
Enforcement action: WRITTEN INFORMAL  
Enforcement action date: 05/05/1987  
Enf. disposition status: Not reported  
Enf. disp. status date: Not reported  
Enforcement lead agency: State  
Proposed penalty amount: Not reported  
Final penalty amount: Not reported  
Paid penalty amount: Not reported

Regulation violated: FR - 270  
Area of violation: TSD - General  
Date violation determined: 02/25/1987  
Date achieved compliance: 07/29/1987  
Violation lead agency: State  
Enforcement action: WRITTEN INFORMAL  
Enforcement action date: 05/05/1987  
Enf. disposition status: Not reported  
Enf. disp. status date: Not reported  
Enforcement lead agency: State  
Proposed penalty amount: Not reported  
Final penalty amount: Not reported  
Paid penalty amount: Not reported

Evaluation Action Summary:  
Evaluation date: 12/29/1989  
Evaluation: FINANCIAL RECORD REVIEW  
Area of violation: TSD - Financial Requirements  
Date achieved compliance: 01/29/1990  
Evaluation lead agency: State

Evaluation date: 12/22/1989  
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**TRANSTECHNOLOGY CORP SPACE ORD SYS DIV (Continued)**

**1000168448**

Area of violation: LDR - General  
Date achieved compliance: 05/17/1993  
Evaluation lead agency: State

Evaluation date: 10/12/1988  
Evaluation: FINANCIAL RECORD REVIEW  
Area of violation: Not reported  
Date achieved compliance: Not reported  
Evaluation lead agency: State

Evaluation date: 09/22/1988  
Evaluation: FINANCIAL RECORD REVIEW  
Area of violation: TSD - Financial Requirements  
Date achieved compliance: 10/12/1988  
Evaluation lead agency: State

Evaluation date: 08/24/1988  
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE  
Area of violation: TSD - General  
Date achieved compliance: 10/28/1988  
Evaluation lead agency: State

Evaluation date: 02/25/1987  
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE  
Area of violation: Not reported  
Date achieved compliance: Not reported  
Evaluation lead agency: State

Evaluation date: 02/25/1987  
Evaluation: NON-FINANCIAL RECORD REVIEW  
Area of violation: TSD - General  
Date achieved compliance: 07/29/1987  
Evaluation lead agency: State

Evaluation date: 02/25/1987  
Evaluation: NON-FINANCIAL RECORD REVIEW  
Area of violation: TSD - Closure/Post-Closure  
Date achieved compliance: 07/29/1987  
Evaluation lead agency: State

**2020 COR ACTION:**

EPA ID: CAD067776484  
Region: 9  
Action: Remedy Constructed

**WDS:**

Facility ID: 5S 39I000261  
Facility Type: Industrial - Facility that treats and/or disposes of liquid or semisolid wastes from any servicing, producing, manufacturing or processing operation of whatever nature, including mining, gravel washing, geothermal operations, air conditioning, ship building and repairing, oil production, storage and disposal operations, water pumping.  
Facility Status: Active - Any facility with a continuous or seasonal discharge that is under Waste Discharge Requirements.  
NPDES Number: CAS000001 The 1st 2 characters designate the state. The remaining 7 are assigned by the Regional Board

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**TRANSTECHNOLOGY CORP SPACE ORD SYS DIV (Continued)**

**1000168448**

Subregion: 0  
Facility Telephone: 2099824870  
Facility Contact: DAVID OBERHOLTZER  
Agency Name: VALIMET INC  
Agency Address: 431 Sperry Rd  
Agency City,St,Zip: Stockton 952063994  
Agency Contact: DAVID OBERHOLTZER  
Agency Telephone: 2099824870  
Agency Type: Private  
SIC Code: 0  
SIC Code 2: Not reported  
Primary Waste Type: Not reported  
Primary Waste: Not reported  
Waste Type2: Not reported  
Waste2: Not reported  
Primary Waste Type: Not reported  
Secondary Waste: Not reported  
Secondary Waste Type: Not reported  
Design Flow: 0  
Baseline Flow: 0  
Reclamation: Not reported  
POTW: Not reported  
Treat To Water: Minor Threat to Water Quality. A violation of a regional board order should cause a relatively minor impairment of beneficial uses compared to a major or minor threat. Not: All nurds without a TTWQ will be considered a minor threat to water quality unless coded at a higher Level. A Zero (0) may be used to code those NURDS that are found to represent no threat to water quality.  
  
Complexity: Category C - Facilities having no waste treatment systems, such as cooling water dischargers or those who must comply through best management practices, facilities with passive waste treatment and disposal systems, such as septic systems with subsurface disposal, or dischargers having waste storage systems with land disposal such as dairy waste ponds.

18  
SSE  
1/2-1  
0.715 mi.  
3773 ft.

**SHARPE ARMY DEPOT**  
**STOCKTON, CA**

**FUDS 1007211895**  
**N/A**

**Relative:**  
**Higher**

**Actual:**  
**23 ft.**

FUDS:  
EPA Region: 09  
Congressional District: 09  
FUDS Number: J09CA0948  
State: CA  
Facility Name: SHARPE ARMY DEPOT  
Fiscal Year: 2013  
City: STOCKTON  
Federal Facility ID: CA9799F5863  
Telephone: 916-557-7461  
INST ID: 61298  
County: SAN JOAQUIN  
RAB: Not reported  
\*\*CORPS\_DIST\*\*: Sacramento District (SPK)  
NPL Status: Not Listed  
CTC: 531  
Current Owner: Other

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**SHARPE ARMY DEPOT (Continued)**

**1007211895**

Future Prog: Not reported  
Description: The 100-acre site is located 3.5 miles southeast of the City of Stockton in San Joaquin County, California. Various portions of the site were returned to the original owners between 1963 and 1975 as the leases were terminated. The site is currently under development as an industrial park.  
Current Program: Not reported  
History: The site comprised five principal parcels leased from the County of San Joaquin and the City of Stockton. The earliest leases began in 1940 and the latest in 1966. The Sharpe Army Depot Field Annex site was used as an Army post during World War II and again during the Vietnam War. The leases terminated between 1963 and 1975 and the property reverted to the County of San Joaquin and the City of Stockton. The lease was amended by Supplemental agreement No. 9 dated 28 December 1973. That agreement provided in part a payment of \$102,000 to the County of San Joaquin " . . . in consideration of said improvements and the estimated cost of the restoration required by the lease." Paragraph 4 of Supplemental Agreement No. 9 further provided a release to the Government of all liability and claims for the restoration by the original lease.  
Latitude Degree: 37  
Latitude Minute: 54  
Latitude Second: 31  
Latitude Direction: N  
Longitude Degree: -121  
Longitude Minute: 15  
Longitude Second: 55  
Longitude Direction: E

**G19**  
**East**  
**1/2-1**  
**0.750 mi.**  
**3959 ft.**

**ASR**  
**STOCKTON, CA**  
**Site 1 of 3 in cluster G**

**UXO 1018149915**  
**N/A**

**Relative:**  
**Higher**

UXO:

**Actual:**  
**27 ft.**

DoD Component: FUDS  
Sort Order: 5  
Installation Name: STOCKTON MILITARY AIRFIELD  
Facility Address 2: Not reported  
Site ID: 000EW  
Site Type: Unknown Site Type  
Latitude: 37.899444  
Longitude: -121.241111

**G20**  
**East**  
**1/2-1**  
**0.750 mi.**  
**3959 ft.**

**STOCKTON MILITARY AIRFIELD**  
**STOCKTON, CA**  
**Site 2 of 3 in cluster G**

**FUDS 1007211892**  
**N/A**

**Relative:**  
**Higher**

FUDS:

**Actual:**  
**27 ft.**

EPA Region: 09  
Congressional District: 09  
FUDS Number: J09CA0013  
State: CA

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**STOCKTON MILITARY AIRFIELD (Continued)**

**1007211892**

Facility Name: STOCKTON MILITARY AIRFIELD  
Fiscal Year: 2013  
City: STOCKTON  
Federal Facility ID: CA9799F5234  
Telephone: 916-557-7461  
INST ID: 53739  
County: SAN JOAQUIN  
RAB: Not reported  
\*\*CORPS\_DIST\*\*: Sacramento District (SPK)  
NPL Status: Not Listed  
CTC: 137  
Current Owner: Local Government  
Future Prog: Not reported  
Description: The 1,100-acre site is located in San Joaquin County, four miles southwest of Stockton, California. Currently, the majority of land that was the Stockton Military Airfield is now the Stockton Metropolitan Airport. The site of the ordnance magazine is a Regional Sports Complex, and the remaining properties are presently occupied by the California Air National Guard, an Aviation Commercial and Industrial Park, and undeveloped County of San Joaquin property set aside for compatible airport developments. Construction of a new hangar is planned, and a permit has been obtained.  
Current Program: Not reported  
History: Stockton Military Airfield was acquired by lease from the City of Stockton on 21 July 1941 and used as an advanced training center for the U.S. Army Air Corps. Many improvements were added including: concrete runways, housing, shops, a medical center, gas mask instruction chamber, and ordnance storage facilities. In 1946 a majority of the site was declared surplus by the Army and returned to the City of Stockton and County of San Joaquin. In 1948 the Army returned the rest of Stockton Field, with the exception of Sharpe General Depot, to the city and county. Sharpe General Depot provided maintenance, repair, and supplies for aircraft assigned to the, Sixth Army and operated until it was vacated in 1973, thus ending any DOD presence at Stockton Field. A separate INPR for Sharpe General Depot (J09CA094800) was done in 1991. The last of all former DOD structures were demolished in 1985. Included in the land returned to the County of San Joaquin in 1946 was an Aqua Gasoline Fueling system that consisted of twelve 25,000-gallon gasoline USTs and three 550-gallon water USTs for a total of 15 USTs. After 1946, various parties were deeded use of nine of the gasoline tanks. According to Stockton Metropolitan Airport Manager Chris Melville, after the DOD left the Aqua pumping system was no longer used; the electric pumps were used to operate the nine tanks used by the parties leasing the tanks. Between August of 1987 and February of 1990, all 15 tanks were removed by the County of San Joaquin. Mr. Melville stated that six of the 15 tanks had not been beneficially used since the DOD occupied the site: three former gasoline USTs and three water USTs.  
Latitude Degree: 37  
Latitude Minute: 54  
Latitude Second: 58  
Latitude Direction: N  
Longitude Degree: -121  
Longitude Minute: 14  
Longitude Second: 28  
Longitude Direction: E

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**STOCKTON MILITARY AIRFIELD (Continued)**

**1007211892**

FUDS:

Inst ID: 53739  
FUDS Number: J09CA0013  
Facility Name: Stockton Military Airfield  
\*\*PHASE\*\*: 2  
\*\*ARC\*\*: Y  
\*\*DIST\*\*: SPK  
\*\*MMRP\*\*: Y  
\*\*MRA ID\*\*: 1

Inst ID: 53739  
FUDS Number: J09CA0013  
Facility Name: Stockton Military Airfield  
\*\*PHASE\*\*: 2  
\*\*ARC\*\*: Y  
\*\*DIST\*\*: SPK  
\*\*MMRP\*\*: Y  
\*\*MRA ID\*\*: 2

Inst ID: 53739  
FUDS Number: J09CA0013  
Facility Name: Stockton Military Airfield  
\*\*PHASE\*\*: 2  
\*\*ARC\*\*: Y  
\*\*DIST\*\*: SPK  
\*\*MMRP\*\*: Y  
\*\*MRA ID\*\*: 3

Inst ID: 53739  
FUDS Number: J09CA0013  
Facility Name: Stockton Military Airfield  
\*\*PHASE\*\*: 2  
\*\*ARC\*\*: Y  
\*\*DIST\*\*: SPK  
\*\*MMRP\*\*: Y  
\*\*MRA ID\*\*: 4

**G21**  
**East**  
**1/2-1**  
**0.750 mi.**  
**3962 ft.**

**STOCKTON MIL AIRFIELD**  
**STOCKTON, CA**  
**Site 3 of 3 in cluster G**

**ENVIROSTOR S107737414**  
**N/A**

**Relative:**  
**Higher**

ENVIROSTOR:

**Actual:**  
**27 ft.**

Facility ID: 80000142  
Status: No Further Action  
Status Date: 06/23/2014  
Site Code: Not reported  
Site Type: Military Evaluation  
Site Type Detailed: FUDS  
Acres: 1100  
NPL: NO  
Regulatory Agencies: SMBRP  
Lead Agency: SMBRP  
Program Manager: Not reported  
Supervisor: Dan Ward

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**STOCKTON MIL AIRFIELD (Continued)**

**S107737414**

Division Branch: Cleanup Sacramento  
Assembly: 13  
Senate: 05  
Special Program: Not reported  
Restricted Use: NO  
Site Mgmt Req: NONE SPECIFIED  
Funding: DERA  
Latitude: 37.89944  
Longitude: -121.2411  
APN: NONE SPECIFIED  
Past Use: NONE SPECIFIED  
Potential COC: NONE SPECIFIED  
Confirmed COC: NONE SPECIFIED  
Potential Description: NONE SPECIFIED  
Alias Name: CA99799F523400  
Alias Type: Federal Facility ID  
Alias Name: J09CA0013  
Alias Type: INPR  
Alias Name: 80000142  
Alias Type: Envirostor ID Number

**Completed Info:**

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: No Department of Defense Action Indicated (NDAI)  
Completed Date: 06/23/2014  
Comments: This determination is based on information in DTSCs and the Water Boards possession at this time concerning Department of Defense (DoD) activities on the sites listed above. DTSC and the Water Boards reserve the right to address any appropriate environmental or human health related issue, should additional information concerning the environmental condition of these sites become available in the future.  
Not reported

Future Area Name: Not reported  
Future Sub Area Name: Not reported  
Future Document Type: Not reported  
Future Due Date: Not reported  
Schedule Area Name: Not reported  
Schedule Sub Area Name: Not reported  
Schedule Document Type: Not reported  
Schedule Due Date: Not reported  
Schedule Revised Date: Not reported

**22**  
**West**  
**1/2-1**  
**0.835 mi.**  
**4407 ft.**

**EAGLE ROOFING PROD**  
**4555 MCKINLEY AVE**  
**STOCKTON, CA 95206**

**ENVIROSTOR** **S101482102**  
**NPDES** **N/A**

**Relative:**  
**Lower**

**ENVIROSTOR:**

Facility ID: 39320013  
Status: Refer: Other Agency  
Status Date: 05/15/1995  
Site Code: Not reported  
Site Type: Historical  
Site Type Detailed: \* Historical  
Acres: Not reported

**Actual:**  
**14 ft.**

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**EAGLE ROOFING PROD (Continued)**

**S101482102**

NPL: NO  
Regulatory Agencies: NONE SPECIFIED  
Lead Agency: NONE SPECIFIED  
Program Manager: Not reported  
Supervisor: Referred - Not Assigned  
Division Branch: Cleanup Sacramento  
Assembly: 13  
Senate: 05  
Special Program: Not reported  
Restricted Use: NO  
Site Mgmt Req: NONE SPECIFIED  
Funding: Not reported  
Latitude: 37.90138  
Longitude: -121.2711  
APN: NONE SPECIFIED  
Past Use: NONE SPECIFIED  
Potential COC: NONE SPECIFIED  
Confirmed COC: NONE SPECIFIED  
Potential Description: NONE SPECIFIED  
Alias Name: 39320013  
Alias Type: Envirostor ID Number

**Completed Info:**

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Site Screening  
Completed Date: 05/30/1991  
Comments: Site Screening Done: Preliminary Endangerment Assessment (PEA) required. Interim measures include blocking unimproved road, posting signs, and installing ground cover to prevent friable material.

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: \* Discovery  
Completed Date: 01/09/1991  
Comments: Facility Identified: Letter received from Catellus regarding nature of asbestos problem. Approximately one acre on a sixty-eight acre parcel.

Future Area Name: Not reported  
Future Sub Area Name: Not reported  
Future Document Type: Not reported  
Future Due Date: Not reported  
Schedule Area Name: Not reported  
Schedule Sub Area Name: Not reported  
Schedule Document Type: Not reported  
Schedule Due Date: Not reported  
Schedule Revised Date: Not reported

**NPDES:**

Npdes Number: Not reported  
Facility Status: Not reported  
Agency Id: Not reported  
Region: 5S  
Regulatory Measure Id: 293001  
Order No: Not reported  
Regulatory Measure Type: Industrial



Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**EAGLE ROOFING PROD (Continued)**

**S101482102**

Place Id:	Not reported
WDID:	5S39I019268
Program Type:	Not reported
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	Not reported
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Not reported
Discharge Address:	Not reported
Discharge City:	Not reported
Discharge State:	Not reported
Discharge Zip:	Not reported
RECEIVED DATE:	5/9/2008
PROCESSED DATE:	1/12/2005
STATUS CODE NAME:	Active
STATUS DATE:	1/12/2005
PLACE SIZE:	34
PLACE SIZE UNIT:	52
FACILITY CONTACT NAME:	Victor Torcat
FACILITY CONTACT TITLE:	Not reported
FACILITY CONTACT PHONE:	209-234-4365
FACILITY CONTACT PHONE EXT:	Not reported
FACILITY CONTACT EMAIL:	Not reported
OPERATOR NAME:	Burlingame Industries Inc
OPERATOR ADDRESS:	3546 N Riverside Ave
OPERATOR CITY:	Rialto
OPERATOR STATE:	California
OPERATOR ZIP:	92377
OPERATOR CONTACT NAME:	VICTOR Torcat
OPERATOR CONTACT TITLE:	Not reported
OPERATOR CONTACT PHONE:	909-822-6000
OPERATOR CONTACT PHONE EXT:	Not reported
OPERATOR CONTACT EMAIL:	Not reported
OPERATOR TYPE:	Private Business
DEVELOPER NAME:	Not reported
DEVELOPER ADDRESS:	Not reported
DEVELOPER CITY:	Not reported
DEVELOPER STATE:	California
DEVELOPER ZIP:	Not reported
DEVELOPER CONTACT NAME:	Not reported
DEVELOPER CONTACT TITLE:	Not reported
CONSTYPE LINEAR UTILITY IND:	Not reported
EMERGENCY PHONE NO:	209-234-4365
EMERGENCY PHONE EXT:	Not reported
CONSTYPE ABOVE GROUND IND:	Not reported
CONSTYPE BELOW GROUND IND:	Not reported
CONSTYPE CABLE LINE IND:	Not reported
CONSTYPE COMM LINE IND:	Not reported
CONSTYPE COMMERTIAL IND:	Not reported
CONSTYPE ELECTRICAL LINE IND:	Not reported
CONSTYPE GAS LINE IND:	Not reported
CONSTYPE INDUSTRIAL IND:	Not reported
CONSTYPE OTHER DESRIPTION:	Not reported
CONSTYPE OTHER IND:	Not reported
CONSTYPE RECONS IND:	Not reported
CONSTYPE RESIDENTIAL IND:	Not reported
CONSTYPE TRANSPORT IND:	Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**EAGLE ROOFING PROD (Continued)**

**S101482102**

CONSTYPE UTILITY DESCRIPTION:	Not reported
CONSTYPE UTILITY IND:	Not reported
CONSTYPE WATER SEWER IND:	Not reported
DIR DISCHARGE USWATER IND:	Not reported
RECEIVING WATER NAME:	French Camp Slough
CERTIFIER NAME:	Victor Torcat Mallen
CERTIFIER TITLE:	Director Of Safety And Compliance
CERTIFICATION DATE:	05-JAN-05
PRIMARY SIC:	3272-Concrete Products, Except Block and Brick
SECONDARY SIC:	Not reported
TERTIARY SIC:	Not reported
Npdes Number:	CAS000001
Facility Status:	Active
Agency Id:	0
Region:	5S
Regulatory Measure Id:	293001
Order No:	97-03-DWQ
Regulatory Measure Type:	Enrollee
Place Id:	Not reported
WDID:	5S39I019268
Program Type:	Industrial
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	01/12/2005
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Burlingame Industries Inc
Discharge Address:	3546 N Riverside Ave
Discharge City:	Rialto
Discharge State:	California
Discharge Zip:	92377
RECEIVED DATE:	Not reported
PROCESSED DATE:	Not reported
STATUS CODE NAME:	Not reported
STATUS DATE:	Not reported
PLACE SIZE:	Not reported
PLACE SIZE UNIT:	Not reported
FACILITY CONTACT NAME:	Not reported
FACILITY CONTACT TITLE:	Not reported
FACILITY CONTACT PHONE:	Not reported
FACILITY CONTACT PHONE EXT:	Not reported
FACILITY CONTACT EMAIL:	Not reported
OPERATOR NAME:	Not reported
OPERATOR ADDRESS:	Not reported
OPERATOR CITY:	Not reported
OPERATOR STATE:	Not reported
OPERATOR ZIP:	Not reported
OPERATOR CONTACT NAME:	Not reported
OPERATOR CONTACT TITLE:	Not reported
OPERATOR CONTACT PHONE:	Not reported
OPERATOR CONTACT PHONE EXT:	Not reported
OPERATOR CONTACT EMAIL:	Not reported
OPERATOR TYPE:	Not reported
DEVELOPER NAME:	Not reported
DEVELOPER ADDRESS:	Not reported
DEVELOPER CITY:	Not reported
DEVELOPER STATE:	Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**EAGLE ROOFING PROD (Continued)**

**S101482102**

DEVELOPER ZIP:	Not reported
DEVELOPER CONTACT NAME:	Not reported
DEVELOPER CONTACT TITLE:	Not reported
CONSTYPE LINEAR UTILITY IND:	Not reported
EMERGENCY PHONE NO:	Not reported
EMERGENCY PHONE EXT:	Not reported
CONSTYPE ABOVE GROUND IND:	Not reported
CONSTYPE BELOW GROUND IND:	Not reported
CONSTYPE CABLE LINE IND:	Not reported
CONSTYPE COMM LINE IND:	Not reported
CONSTYPE COMMERTIAL IND:	Not reported
CONSTYPE ELECTRICAL LINE IND:	Not reported
CONSTYPE GAS LINE IND:	Not reported
CONSTYPE INDUSTRIAL IND:	Not reported
CONSTYPE OTHER DESRIPTION:	Not reported
CONSTYPE OTHER IND:	Not reported
CONSTYPE RECONS IND:	Not reported
CONSTYPE RESIDENTIAL IND:	Not reported
CONSTYPE TRANSPORT IND:	Not reported
CONSTYPE UTILITY DESCRIPTION:	Not reported
CONSTYPE UTILITY IND:	Not reported
CONSTYPE WATER SEWER IND:	Not reported
DIR DISCHARGE USWATER IND:	Not reported
RECEIVING WATER NAME:	Not reported
CERTIFIER NAME:	Not reported
CERTIFIER TITLE:	Not reported
CERTIFICATION DATE:	Not reported
PRIMARY SIC:	Not reported
SECONDARY SIC:	Not reported
TERTIARY SIC:	Not reported

Count: 5 records.

ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
LATHROP	S117038749	FORMER SHARPE ARMY DEPOT ANNEX	SOUTH AIRPORT WAY (STOCKTON ME	95206	ENVIROSTOR
STOCKTON	S105790160	CALIF. ARMY NATIONAL GUARD FACILIT	8010 AIRPORT WAY & 2000 STIMSO		SLIC
STOCKTON	1000385617	A G SPANOS AVIATION	4800 S AIRPORT WAY	95206	RCRA-SQG, LUST, HIST UST, FINDS
STOCKTON	1015732692	JOHNS MANVILLE PLT	AIRPORT WAY & SPERRY RD	95206	HAZNET, HIST CORTESE, ECHO
STOCKTON	S101482136	STOCKTON METRO AIRPORT	5000 S AIRPORT WY RM 202	95206	SEMS-ARCHIVE, RCRA NonGen / NL
				95206	ENVIROSTOR, NPDES

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

**Number of Days to Update:** Provides confirmation that EDR is reporting records that have been updated within 90 days from the date the government agency made the information available to the public.

## STANDARD ENVIRONMENTAL RECORDS

### ***Federal NPL site list***

#### **NPL: National Priority List**

National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 03/07/2016	Source: EPA
Date Data Arrived at EDR: 04/05/2016	Telephone: N/A
Date Made Active in Reports: 04/15/2016	Last EDR Contact: 07/07/2016
Number of Days to Update: 10	Next Scheduled EDR Contact: 10/17/2016
	Data Release Frequency: Quarterly

#### **NPL Site Boundaries**

##### **Sources:**

EPA's Environmental Photographic Interpretation Center (EPIC)  
Telephone: 202-564-7333

EPA Region 1  
Telephone 617-918-1143

EPA Region 6  
Telephone: 214-655-6659

EPA Region 3  
Telephone 215-814-5418

EPA Region 7  
Telephone: 913-551-7247

EPA Region 4  
Telephone 404-562-8033

EPA Region 8  
Telephone: 303-312-6774

EPA Region 5  
Telephone 312-886-6686

EPA Region 9  
Telephone: 415-947-4246

EPA Region 10  
Telephone 206-553-8665

#### **Proposed NPL: Proposed National Priority List Sites**

A site that has been proposed for listing on the National Priorities List through the issuance of a proposed rule in the Federal Register. EPA then accepts public comments on the site, responds to the comments, and places on the NPL those sites that continue to meet the requirements for listing.

Date of Government Version: 03/07/2016	Source: EPA
Date Data Arrived at EDR: 04/05/2016	Telephone: N/A
Date Made Active in Reports: 04/15/2016	Last EDR Contact: 07/07/2016
Number of Days to Update: 10	Next Scheduled EDR Contact: 10/17/2016
	Data Release Frequency: Quarterly

#### **NPL LIENS: Federal Superfund Liens**

Federal Superfund Liens. Under the authority granted the USEPA by CERCLA of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner received notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

Date of Government Version: 10/15/1991	Source: EPA
Date Data Arrived at EDR: 02/02/1994	Telephone: 202-564-4267
Date Made Active in Reports: 03/30/1994	Last EDR Contact: 08/15/2011
Number of Days to Update: 56	Next Scheduled EDR Contact: 11/28/2011
	Data Release Frequency: No Update Planned

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### ***Federal Delisted NPL site list***

Delisted NPL: National Priority List Deletions

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425(e), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 03/07/2016	Source: EPA
Date Data Arrived at EDR: 04/05/2016	Telephone: N/A
Date Made Active in Reports: 04/15/2016	Last EDR Contact: 07/07/2016
Number of Days to Update: 10	Next Scheduled EDR Contact: 10/17/2016
	Data Release Frequency: Quarterly

### ***Federal CERCLIS list***

FEDERAL FACILITY: Federal Facility Site Information listing

A listing of National Priority List (NPL) and Base Realignment and Closure (BRAC) sites found in the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) Database where EPA Federal Facilities Restoration and Reuse Office is involved in cleanup activities.

Date of Government Version: 11/13/2015	Source: Environmental Protection Agency
Date Data Arrived at EDR: 01/06/2016	Telephone: 703-603-8704
Date Made Active in Reports: 05/20/2016	Last EDR Contact: 07/06/2016
Number of Days to Update: 135	Next Scheduled EDR Contact: 10/17/2016
	Data Release Frequency: Varies

SEMS: Superfund Enterprise Management System

SEMS (Superfund Enterprise Management System) tracks hazardous waste sites, potentially hazardous waste sites, and remedial activities performed in support of EPA's Superfund Program across the United States. The list was formerly known as CERCLIS, renamed to SEMS by the EPA in 2015. The list contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). This dataset also contains sites which are either proposed to or on the National Priorities List (NPL) and the sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 03/07/2016	Source: EPA
Date Data Arrived at EDR: 04/05/2016	Telephone: 800-424-9346
Date Made Active in Reports: 04/15/2016	Last EDR Contact: 07/22/2016
Number of Days to Update: 10	Next Scheduled EDR Contact: 10/31/2016
	Data Release Frequency: Quarterly

### ***Federal CERCLIS NFRAP site list***

SEMS-ARCHIVE: Superfund Enterprise Management System Archive

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

SEMS-ARCHIVE (Superfund Enterprise Management System Archive) tracks sites that have no further interest under the Federal Superfund Program based on available information. The list was formerly known as the CERCLIS-NFRAP, renamed to SEMS ARCHIVE by the EPA in 2015. EPA may perform a minimal level of assessment work at a site while it is archived if site conditions change and/or new information becomes available. Archived sites have been removed and archived from the inventory of SEMS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list the site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. The decision does not necessarily mean that there is no hazard associated with a given site; it only means that, based upon available information, the location is not judged to be potential NPL site.

Date of Government Version: 03/07/2016	Source: EPA
Date Data Arrived at EDR: 04/05/2016	Telephone: 800-424-9346
Date Made Active in Reports: 04/15/2016	Last EDR Contact: 07/22/2016
Number of Days to Update: 10	Next Scheduled EDR Contact: 10/31/2016
	Data Release Frequency: Quarterly

### ***Federal RCRA CORRACTS facilities list***

CORRACTS: Corrective Action Report

CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 06/27/2016	Source: EPA
Date Data Arrived at EDR: 06/30/2016	Telephone: 800-424-9346
Date Made Active in Reports: 09/02/2016	Last EDR Contact: 06/30/2016
Number of Days to Update: 64	Next Scheduled EDR Contact: 10/10/2016
	Data Release Frequency: Quarterly

### ***Federal RCRA non-CORRACTS TSD facilities list***

RCRA-TSDF: RCRA - Treatment, Storage and Disposal

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

Date of Government Version: 06/21/2016	Source: Environmental Protection Agency
Date Data Arrived at EDR: 06/30/2016	Telephone: (415) 495-8895
Date Made Active in Reports: 09/02/2016	Last EDR Contact: 06/30/2016
Number of Days to Update: 64	Next Scheduled EDR Contact: 10/17/2016
	Data Release Frequency: Quarterly

### ***Federal RCRA generators list***

RCRA-LQG: RCRA - Large Quantity Generators

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

Date of Government Version: 06/21/2016	Source: Environmental Protection Agency
Date Data Arrived at EDR: 06/30/2016	Telephone: (415) 495-8895
Date Made Active in Reports: 09/02/2016	Last EDR Contact: 06/30/2016
Number of Days to Update: 64	Next Scheduled EDR Contact: 10/17/2016
	Data Release Frequency: Quarterly

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### RCRA-SQG: RCRA - Small Quantity Generators

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

Date of Government Version: 06/21/2016	Source: Environmental Protection Agency
Date Data Arrived at EDR: 06/30/2016	Telephone: (415) 495-8895
Date Made Active in Reports: 09/02/2016	Last EDR Contact: 06/30/2016
Number of Days to Update: 64	Next Scheduled EDR Contact: 10/17/2016
	Data Release Frequency: Quarterly

### RCRA-CESQG: RCRA - Conditionally Exempt Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

Date of Government Version: 06/21/2016	Source: Environmental Protection Agency
Date Data Arrived at EDR: 06/30/2016	Telephone: (415) 495-8895
Date Made Active in Reports: 09/02/2016	Last EDR Contact: 06/30/2016
Number of Days to Update: 64	Next Scheduled EDR Contact: 10/17/2016
	Data Release Frequency: Varies

### ***Federal institutional controls / engineering controls registries***

#### LUCIS: Land Use Control Information System

LUCIS contains records of land use control information pertaining to the former Navy Base Realignment and Closure properties.

Date of Government Version: 05/28/2015	Source: Department of the Navy
Date Data Arrived at EDR: 05/29/2015	Telephone: 843-820-7326
Date Made Active in Reports: 06/11/2015	Last EDR Contact: 08/12/2016
Number of Days to Update: 13	Next Scheduled EDR Contact: 11/28/2016
	Data Release Frequency: Varies

#### US ENG CONTROLS: Engineering Controls Sites List

A listing of sites with engineering controls in place. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or effect human health.

Date of Government Version: 05/09/2016	Source: Environmental Protection Agency
Date Data Arrived at EDR: 06/01/2016	Telephone: 703-603-0695
Date Made Active in Reports: 09/02/2016	Last EDR Contact: 08/31/2016
Number of Days to Update: 93	Next Scheduled EDR Contact: 12/12/2016
	Data Release Frequency: Varies

#### US INST CONTROL: Sites with Institutional Controls

A listing of sites with institutional controls in place. Institutional controls include administrative measures, such as groundwater use restrictions, construction restrictions, property use restrictions, and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Deed restrictions are generally required as part of the institutional controls.

Date of Government Version: 05/09/2016	Source: Environmental Protection Agency
Date Data Arrived at EDR: 06/01/2016	Telephone: 703-603-0695
Date Made Active in Reports: 09/02/2016	Last EDR Contact: 08/31/2016
Number of Days to Update: 93	Next Scheduled EDR Contact: 12/12/2016
	Data Release Frequency: Varies



# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## ***Federal ERNS list***

ERNS: Emergency Response Notification System

Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 03/28/2016

Date Data Arrived at EDR: 03/30/2016

Date Made Active in Reports: 05/20/2016

Number of Days to Update: 51

Source: National Response Center, United States Coast Guard

Telephone: 202-267-2180

Last EDR Contact: 06/28/2016

Next Scheduled EDR Contact: 10/10/2016

Data Release Frequency: Annually

## ***State- and tribal - equivalent NPL***

RESPONSE: State Response Sites

Identifies confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity.

These confirmed release sites are generally high-priority and high potential risk.

Date of Government Version: 05/02/2016

Date Data Arrived at EDR: 05/04/2016

Date Made Active in Reports: 06/21/2016

Number of Days to Update: 48

Source: Department of Toxic Substances Control

Telephone: 916-323-3400

Last EDR Contact: 08/02/2016

Next Scheduled EDR Contact: 11/14/2016

Data Release Frequency: Quarterly

## ***State- and tribal - equivalent CERCLIS***

ENVIROSTOR: EnviroStor Database

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

Date of Government Version: 05/02/2016

Date Data Arrived at EDR: 05/04/2016

Date Made Active in Reports: 06/21/2016

Number of Days to Update: 48

Source: Department of Toxic Substances Control

Telephone: 916-323-3400

Last EDR Contact: 08/02/2016

Next Scheduled EDR Contact: 11/14/2016

Data Release Frequency: Quarterly

## ***State and tribal landfill and/or solid waste disposal site lists***

SWF/LF (SWIS): Solid Waste Information System

Active, Closed and Inactive Landfills. SWF/LF records typically contain an inventory of solid waste disposal facilities or landfills. These may be active or inactive facilities or open dumps that failed to meet RCRA Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 05/16/2016

Date Data Arrived at EDR: 05/18/2016

Date Made Active in Reports: 06/21/2016

Number of Days to Update: 34

Source: Department of Resources Recycling and Recovery

Telephone: 916-341-6320

Last EDR Contact: 08/16/2016

Next Scheduled EDR Contact: 11/28/2016

Data Release Frequency: Quarterly

## ***State and tribal leaking storage tank lists***

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### LUST REG 5: Leaking Underground Storage Tank Database

Leaking Underground Storage Tank locations. Alameda, Alpine, Amador, Butte, Colusa, Contra Costa, Calveras, El Dorado, Fresno, Glenn, Kern, Kings, Lake, Lassen, Madera, Mariposa, Merced, Modoc, Napa, Nevada, Placer, Plumas, Sacramento, San Joaquin, Shasta, Solano, Stanislaus, Sutter, Tehama, Tulare, Tuolumne, Yolo, Yuba counties.

Date of Government Version: 07/01/2008

Date Data Arrived at EDR: 07/22/2008

Date Made Active in Reports: 07/31/2008

Number of Days to Update: 9

Source: California Regional Water Quality Control Board Central Valley Region (5)

Telephone: 916-464-4834

Last EDR Contact: 07/01/2011

Next Scheduled EDR Contact: 10/17/2011

Data Release Frequency: No Update Planned

### LUST REG 9: Leaking Underground Storage Tank Report

Orange, Riverside, San Diego counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 03/01/2001

Date Data Arrived at EDR: 04/23/2001

Date Made Active in Reports: 05/21/2001

Number of Days to Update: 28

Source: California Regional Water Quality Control Board San Diego Region (9)

Telephone: 858-637-5595

Last EDR Contact: 09/26/2011

Next Scheduled EDR Contact: 01/09/2012

Data Release Frequency: No Update Planned

### LUST REG 8: Leaking Underground Storage Tanks

California Regional Water Quality Control Board Santa Ana Region (8). For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/14/2005

Date Data Arrived at EDR: 02/15/2005

Date Made Active in Reports: 03/28/2005

Number of Days to Update: 41

Source: California Regional Water Quality Control Board Santa Ana Region (8)

Telephone: 909-782-4496

Last EDR Contact: 08/15/2011

Next Scheduled EDR Contact: 11/28/2011

Data Release Frequency: Varies

### LUST REG 7: Leaking Underground Storage Tank Case Listing

Leaking Underground Storage Tank locations. Imperial, Riverside, San Diego, Santa Barbara counties.

Date of Government Version: 02/26/2004

Date Data Arrived at EDR: 02/26/2004

Date Made Active in Reports: 03/24/2004

Number of Days to Update: 27

Source: California Regional Water Quality Control Board Colorado River Basin Region (7)

Telephone: 760-776-8943

Last EDR Contact: 08/01/2011

Next Scheduled EDR Contact: 11/14/2011

Data Release Frequency: No Update Planned

### LUST REG 6V: Leaking Underground Storage Tank Case Listing

Leaking Underground Storage Tank locations. Inyo, Kern, Los Angeles, Mono, San Bernardino counties.

Date of Government Version: 06/07/2005

Date Data Arrived at EDR: 06/07/2005

Date Made Active in Reports: 06/29/2005

Number of Days to Update: 22

Source: California Regional Water Quality Control Board Victorville Branch Office (6)

Telephone: 760-241-7365

Last EDR Contact: 09/12/2011

Next Scheduled EDR Contact: 12/26/2011

Data Release Frequency: No Update Planned

### LUST REG 6L: Leaking Underground Storage Tank Case Listing

For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/09/2003

Date Data Arrived at EDR: 09/10/2003

Date Made Active in Reports: 10/07/2003

Number of Days to Update: 27

Source: California Regional Water Quality Control Board Lahontan Region (6)

Telephone: 530-542-5572

Last EDR Contact: 09/12/2011

Next Scheduled EDR Contact: 12/26/2011

Data Release Frequency: No Update Planned

### LUST: Geotracker's Leaking Underground Fuel Tank Report

Leaking Underground Storage Tank Incident Reports. LUST records contain an inventory of reported leaking underground storage tank incidents. Not all states maintain these records, and the information stored varies by state. For more information on a particular leaking underground storage tank sites, please contact the appropriate regulatory agency.

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 06/13/2016  
Date Data Arrived at EDR: 06/14/2016  
Date Made Active in Reports: 08/09/2016  
Number of Days to Update: 56

Source: State Water Resources Control Board  
Telephone: see region list  
Last EDR Contact: 09/13/2016  
Next Scheduled EDR Contact: 12/26/2016  
Data Release Frequency: Quarterly

### LUST REG 4: Underground Storage Tank Leak List

Los Angeles, Ventura counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/07/2004  
Date Data Arrived at EDR: 09/07/2004  
Date Made Active in Reports: 10/12/2004  
Number of Days to Update: 35

Source: California Regional Water Quality Control Board Los Angeles Region (4)  
Telephone: 213-576-6710  
Last EDR Contact: 09/06/2011  
Next Scheduled EDR Contact: 12/19/2011  
Data Release Frequency: No Update Planned

### LUST REG 3: Leaking Underground Storage Tank Database

Leaking Underground Storage Tank locations. Monterey, San Benito, San Luis Obispo, Santa Barbara, Santa Cruz counties.

Date of Government Version: 05/19/2003  
Date Data Arrived at EDR: 05/19/2003  
Date Made Active in Reports: 06/02/2003  
Number of Days to Update: 14

Source: California Regional Water Quality Control Board Central Coast Region (3)  
Telephone: 805-542-4786  
Last EDR Contact: 07/18/2011  
Next Scheduled EDR Contact: 10/31/2011  
Data Release Frequency: No Update Planned

### LUST REG 2: Fuel Leak List

Leaking Underground Storage Tank locations. Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, Sonoma counties.

Date of Government Version: 09/30/2004  
Date Data Arrived at EDR: 10/20/2004  
Date Made Active in Reports: 11/19/2004  
Number of Days to Update: 30

Source: California Regional Water Quality Control Board San Francisco Bay Region (2)  
Telephone: 510-622-2433  
Last EDR Contact: 09/19/2011  
Next Scheduled EDR Contact: 01/02/2012  
Data Release Frequency: Quarterly

### LUST REG 1: Active Toxic Site Investigation

Del Norte, Humboldt, Lake, Mendocino, Modoc, Siskiyou, Sonoma, Trinity counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/01/2001  
Date Data Arrived at EDR: 02/28/2001  
Date Made Active in Reports: 03/29/2001  
Number of Days to Update: 29

Source: California Regional Water Quality Control Board North Coast (1)  
Telephone: 707-570-3769  
Last EDR Contact: 08/01/2011  
Next Scheduled EDR Contact: 11/14/2011  
Data Release Frequency: No Update Planned

### INDIAN LUST R6: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in New Mexico and Oklahoma.

Date of Government Version: 12/11/2015  
Date Data Arrived at EDR: 02/19/2016  
Date Made Active in Reports: 06/03/2016  
Number of Days to Update: 105

Source: EPA Region 6  
Telephone: 214-665-6597  
Last EDR Contact: 07/27/2016  
Next Scheduled EDR Contact: 11/07/2016  
Data Release Frequency: Varies

### INDIAN LUST R7: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Iowa, Kansas, and Nebraska

Date of Government Version: 10/09/2015  
Date Data Arrived at EDR: 02/12/2016  
Date Made Active in Reports: 06/03/2016  
Number of Days to Update: 112

Source: EPA Region 7  
Telephone: 913-551-7003  
Last EDR Contact: 07/27/2016  
Next Scheduled EDR Contact: 11/07/2016  
Data Release Frequency: Varies

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### INDIAN LUST R8: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Colorado, Montana, North Dakota, South Dakota, Utah and Wyoming.

Date of Government Version: 10/13/2015	Source: EPA Region 8
Date Data Arrived at EDR: 10/23/2015	Telephone: 303-312-6271
Date Made Active in Reports: 02/18/2016	Last EDR Contact: 07/27/2016
Number of Days to Update: 118	Next Scheduled EDR Contact: 11/07/2016
	Data Release Frequency: Quarterly

### INDIAN LUST R9: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Arizona, California, New Mexico and Nevada

Date of Government Version: 02/25/2016	Source: Environmental Protection Agency
Date Data Arrived at EDR: 04/27/2016	Telephone: 415-972-3372
Date Made Active in Reports: 06/03/2016	Last EDR Contact: 07/27/2016
Number of Days to Update: 37	Next Scheduled EDR Contact: 11/07/2016
	Data Release Frequency: Quarterly

### INDIAN LUST R10: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Alaska, Idaho, Oregon and Washington.

Date of Government Version: 01/07/2016	Source: EPA Region 10
Date Data Arrived at EDR: 01/08/2016	Telephone: 206-553-2857
Date Made Active in Reports: 02/18/2016	Last EDR Contact: 07/27/2016
Number of Days to Update: 41	Next Scheduled EDR Contact: 11/07/2016
	Data Release Frequency: Quarterly

### INDIAN LUST R1: Leaking Underground Storage Tanks on Indian Land

A listing of leaking underground storage tank locations on Indian Land.

Date of Government Version: 10/27/2015	Source: EPA Region 1
Date Data Arrived at EDR: 10/29/2015	Telephone: 617-918-1313
Date Made Active in Reports: 01/04/2016	Last EDR Contact: 07/29/2016
Number of Days to Update: 67	Next Scheduled EDR Contact: 11/07/2016
	Data Release Frequency: Varies

### INDIAN LUST R5: Leaking Underground Storage Tanks on Indian Land

Leaking underground storage tanks located on Indian Land in Michigan, Minnesota and Wisconsin.

Date of Government Version: 02/17/2016	Source: EPA, Region 5
Date Data Arrived at EDR: 04/27/2016	Telephone: 312-886-7439
Date Made Active in Reports: 06/03/2016	Last EDR Contact: 07/27/2016
Number of Days to Update: 37	Next Scheduled EDR Contact: 11/07/2016
	Data Release Frequency: Varies

### INDIAN LUST R4: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Florida, Mississippi and North Carolina.

Date of Government Version: 02/05/2016	Source: EPA Region 4
Date Data Arrived at EDR: 04/29/2016	Telephone: 404-562-8677
Date Made Active in Reports: 06/03/2016	Last EDR Contact: 07/26/2016
Number of Days to Update: 35	Next Scheduled EDR Contact: 11/07/2016
	Data Release Frequency: Semi-Annually

### SLIC: Statewide SLIC Cases

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 06/13/2016	Source: State Water Resources Control Board
Date Data Arrived at EDR: 06/14/2016	Telephone: 866-480-1028
Date Made Active in Reports: 08/09/2016	Last EDR Contact: 09/13/2016
Number of Days to Update: 56	Next Scheduled EDR Contact: 12/26/2016
	Data Release Frequency: Varies

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### SLIC REG 1: Active Toxic Site Investigations

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2003  
Date Data Arrived at EDR: 04/07/2003  
Date Made Active in Reports: 04/25/2003  
Number of Days to Update: 18

Source: California Regional Water Quality Control Board, North Coast Region (1)  
Telephone: 707-576-2220  
Last EDR Contact: 08/01/2011  
Next Scheduled EDR Contact: 11/14/2011  
Data Release Frequency: No Update Planned

### SLIC REG 2: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/30/2004  
Date Data Arrived at EDR: 10/20/2004  
Date Made Active in Reports: 11/19/2004  
Number of Days to Update: 30

Source: Regional Water Quality Control Board San Francisco Bay Region (2)  
Telephone: 510-286-0457  
Last EDR Contact: 09/19/2011  
Next Scheduled EDR Contact: 01/02/2012  
Data Release Frequency: Quarterly

### SLIC REG 3: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/18/2006  
Date Data Arrived at EDR: 05/18/2006  
Date Made Active in Reports: 06/15/2006  
Number of Days to Update: 28

Source: California Regional Water Quality Control Board Central Coast Region (3)  
Telephone: 805-549-3147  
Last EDR Contact: 07/18/2011  
Next Scheduled EDR Contact: 10/31/2011  
Data Release Frequency: Semi-Annually

### SLIC REG 4: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/17/2004  
Date Data Arrived at EDR: 11/18/2004  
Date Made Active in Reports: 01/04/2005  
Number of Days to Update: 47

Source: Region Water Quality Control Board Los Angeles Region (4)  
Telephone: 213-576-6600  
Last EDR Contact: 07/01/2011  
Next Scheduled EDR Contact: 10/17/2011  
Data Release Frequency: Varies

### SLIC REG 5: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/01/2005  
Date Data Arrived at EDR: 04/05/2005  
Date Made Active in Reports: 04/21/2005  
Number of Days to Update: 16

Source: Regional Water Quality Control Board Central Valley Region (5)  
Telephone: 916-464-3291  
Last EDR Contact: 09/12/2011  
Next Scheduled EDR Contact: 12/26/2011  
Data Release Frequency: Semi-Annually

### SLIC REG 6V: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/24/2005  
Date Data Arrived at EDR: 05/25/2005  
Date Made Active in Reports: 06/16/2005  
Number of Days to Update: 22

Source: Regional Water Quality Control Board, Victorville Branch  
Telephone: 619-241-6583  
Last EDR Contact: 08/15/2011  
Next Scheduled EDR Contact: 11/28/2011  
Data Release Frequency: Semi-Annually

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### SLIC REG 6L: SLIC Sites

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/07/2004  
Date Data Arrived at EDR: 09/07/2004  
Date Made Active in Reports: 10/12/2004  
Number of Days to Update: 35

Source: California Regional Water Quality Control Board, Lahontan Region  
Telephone: 530-542-5574  
Last EDR Contact: 08/15/2011  
Next Scheduled EDR Contact: 11/28/2011  
Data Release Frequency: No Update Planned

### SLIC REG 7: SLIC List

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/24/2004  
Date Data Arrived at EDR: 11/29/2004  
Date Made Active in Reports: 01/04/2005  
Number of Days to Update: 36

Source: California Regional Quality Control Board, Colorado River Basin Region  
Telephone: 760-346-7491  
Last EDR Contact: 08/01/2011  
Next Scheduled EDR Contact: 11/14/2011  
Data Release Frequency: No Update Planned

### SLIC REG 8: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2008  
Date Data Arrived at EDR: 04/03/2008  
Date Made Active in Reports: 04/14/2008  
Number of Days to Update: 11

Source: California Region Water Quality Control Board Santa Ana Region (8)  
Telephone: 951-782-3298  
Last EDR Contact: 09/12/2011  
Next Scheduled EDR Contact: 12/26/2011  
Data Release Frequency: Semi-Annually

### SLIC REG 9: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/10/2007  
Date Data Arrived at EDR: 09/11/2007  
Date Made Active in Reports: 09/28/2007  
Number of Days to Update: 17

Source: California Regional Water Quality Control Board San Diego Region (9)  
Telephone: 858-467-2980  
Last EDR Contact: 08/08/2011  
Next Scheduled EDR Contact: 11/21/2011  
Data Release Frequency: Annually

### ***State and tribal registered storage tank lists***

#### FEMA UST: Underground Storage Tank Listing

A listing of all FEMA owned underground storage tanks.

Date of Government Version: 01/01/2010  
Date Data Arrived at EDR: 02/16/2010  
Date Made Active in Reports: 04/12/2010  
Number of Days to Update: 55

Source: FEMA  
Telephone: 202-646-5797  
Last EDR Contact: 07/07/2016  
Next Scheduled EDR Contact: 10/24/2016  
Data Release Frequency: Varies

#### UST: Active UST Facilities

Active UST facilities gathered from the local regulatory agencies

Date of Government Version: 06/13/2016  
Date Data Arrived at EDR: 06/14/2016  
Date Made Active in Reports: 08/08/2016  
Number of Days to Update: 55

Source: SWRCB  
Telephone: 916-341-5851  
Last EDR Contact: 09/14/2016  
Next Scheduled EDR Contact: 12/26/2016  
Data Release Frequency: Semi-Annually

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### AST: Aboveground Petroleum Storage Tank Facilities

A listing of aboveground storage tank petroleum storage tank locations.

Date of Government Version: 07/06/2016	Source: California Environmental Protection Agency
Date Data Arrived at EDR: 07/12/2016	Telephone: 916-327-5092
Date Made Active in Reports: 09/19/2016	Last EDR Contact: 07/07/2016
Number of Days to Update: 69	Next Scheduled EDR Contact: 10/10/2016
	Data Release Frequency: Quarterly

### INDIAN UST R5: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 5 (Michigan, Minnesota and Wisconsin and Tribal Nations).

Date of Government Version: 11/05/2015	Source: EPA Region 5
Date Data Arrived at EDR: 11/13/2015	Telephone: 312-886-6136
Date Made Active in Reports: 01/04/2016	Last EDR Contact: 07/27/2016
Number of Days to Update: 52	Next Scheduled EDR Contact: 11/07/2016
	Data Release Frequency: Varies

### INDIAN UST R10: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 10 (Alaska, Idaho, Oregon, Washington, and Tribal Nations).

Date of Government Version: 01/07/2016	Source: EPA Region 10
Date Data Arrived at EDR: 01/08/2016	Telephone: 206-553-2857
Date Made Active in Reports: 02/18/2016	Last EDR Contact: 07/27/2016
Number of Days to Update: 41	Next Scheduled EDR Contact: 11/07/2016
	Data Release Frequency: Quarterly

### INDIAN UST R9: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 9 (Arizona, California, Hawaii, Nevada, the Pacific Islands, and Tribal Nations).

Date of Government Version: 02/25/2016	Source: EPA Region 9
Date Data Arrived at EDR: 04/27/2016	Telephone: 415-972-3368
Date Made Active in Reports: 06/03/2016	Last EDR Contact: 07/27/2016
Number of Days to Update: 37	Next Scheduled EDR Contact: 11/07/2016
	Data Release Frequency: Quarterly

### INDIAN UST R8: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 8 (Colorado, Montana, North Dakota, South Dakota, Utah, Wyoming and 27 Tribal Nations).

Date of Government Version: 01/26/2016	Source: EPA Region 8
Date Data Arrived at EDR: 02/05/2016	Telephone: 303-312-6137
Date Made Active in Reports: 06/03/2016	Last EDR Contact: 07/27/2016
Number of Days to Update: 119	Next Scheduled EDR Contact: 11/07/2016
	Data Release Frequency: Quarterly

### INDIAN UST R1: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 1 (Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont and ten Tribal Nations).

Date of Government Version: 10/20/2015	Source: EPA, Region 1
Date Data Arrived at EDR: 10/29/2015	Telephone: 617-918-1313
Date Made Active in Reports: 01/04/2016	Last EDR Contact: 07/29/2016
Number of Days to Update: 67	Next Scheduled EDR Contact: 11/07/2016
	Data Release Frequency: Varies

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### INDIAN UST R4: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 4 (Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee and Tribal Nations)

Date of Government Version: 02/05/2016	Source: EPA Region 4
Date Data Arrived at EDR: 04/29/2016	Telephone: 404-562-9424
Date Made Active in Reports: 06/03/2016	Last EDR Contact: 07/26/2016
Number of Days to Update: 35	Next Scheduled EDR Contact: 11/07/2016
	Data Release Frequency: Semi-Annually

### INDIAN UST R6: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 6 (Louisiana, Arkansas, Oklahoma, New Mexico, Texas and 65 Tribes).

Date of Government Version: 12/03/2015	Source: EPA Region 6
Date Data Arrived at EDR: 02/04/2016	Telephone: 214-665-7591
Date Made Active in Reports: 06/03/2016	Last EDR Contact: 07/27/2016
Number of Days to Update: 120	Next Scheduled EDR Contact: 11/07/2016
	Data Release Frequency: Semi-Annually

### INDIAN UST R7: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 7 (Iowa, Kansas, Missouri, Nebraska, and 9 Tribal Nations).

Date of Government Version: 09/23/2014	Source: EPA Region 7
Date Data Arrived at EDR: 11/25/2014	Telephone: 913-551-7003
Date Made Active in Reports: 01/29/2015	Last EDR Contact: 07/27/2016
Number of Days to Update: 65	Next Scheduled EDR Contact: 11/07/2016
	Data Release Frequency: Varies

### ***State and tribal voluntary cleanup sites***

#### INDIAN VCP R1: Voluntary Cleanup Priority Listing

A listing of voluntary cleanup priority sites located on Indian Land located in Region 1.

Date of Government Version: 07/27/2015	Source: EPA, Region 1
Date Data Arrived at EDR: 09/29/2015	Telephone: 617-918-1102
Date Made Active in Reports: 02/18/2016	Last EDR Contact: 07/01/2016
Number of Days to Update: 142	Next Scheduled EDR Contact: 10/10/2016
	Data Release Frequency: Varies

#### INDIAN VCP R7: Voluntary Cleanup Priority Listing

A listing of voluntary cleanup priority sites located on Indian Land located in Region 7.

Date of Government Version: 03/20/2008	Source: EPA, Region 7
Date Data Arrived at EDR: 04/22/2008	Telephone: 913-551-7365
Date Made Active in Reports: 05/19/2008	Last EDR Contact: 04/20/2009
Number of Days to Update: 27	Next Scheduled EDR Contact: 07/20/2009
	Data Release Frequency: Varies

#### VCP: Voluntary Cleanup Program Properties

Contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have request that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC's costs.

Date of Government Version: 05/02/2016	Source: Department of Toxic Substances Control
Date Data Arrived at EDR: 05/04/2016	Telephone: 916-323-3400
Date Made Active in Reports: 06/21/2016	Last EDR Contact: 08/02/2016
Number of Days to Update: 48	Next Scheduled EDR Contact: 11/14/2016
	Data Release Frequency: Quarterly



# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## ***State and tribal Brownfields sites***

### **BROWNFIELDS: Considered Brownfields Sites Listing**

A listing of sites the SWRCB considers to be Brownfields since these are sites have come to them through the MOA Process.

Date of Government Version: 02/29/2016  
Date Data Arrived at EDR: 03/07/2016  
Date Made Active in Reports: 05/04/2016  
Number of Days to Update: 58

Source: State Water Resources Control Board  
Telephone: 916-323-7905  
Last EDR Contact: 06/15/2016  
Next Scheduled EDR Contact: 09/19/2016  
Data Release Frequency: Varies

## **ADDITIONAL ENVIRONMENTAL RECORDS**

### ***Local Brownfield lists***

#### **US BROWNFIELDS: A Listing of Brownfields Sites**

Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties takes development pressures off of undeveloped, open land, and both improves and protects the environment. Assessment, Cleanup and Redevelopment Exchange System (ACRES) stores information reported by EPA Brownfields grant recipients on brownfields properties assessed or cleaned up with grant funding as well as information on Targeted Brownfields Assessments performed by EPA Regions. A listing of ACRES Brownfield sites is obtained from Cleanups in My Community. Cleanups in My Community provides information on Brownfields properties for which information is reported back to EPA, as well as areas served by Brownfields grant programs.

Date of Government Version: 06/21/2016  
Date Data Arrived at EDR: 06/22/2016  
Date Made Active in Reports: 09/02/2016  
Number of Days to Update: 72

Source: Environmental Protection Agency  
Telephone: 202-566-2777  
Last EDR Contact: 06/22/2016  
Next Scheduled EDR Contact: 10/03/2016  
Data Release Frequency: Semi-Annually

### ***Local Lists of Landfill / Solid Waste Disposal Sites***

#### **WMUDS/SWAT: Waste Management Unit Database**

Waste Management Unit Database System. WMUDS is used by the State Water Resources Control Board staff and the Regional Water Quality Control Boards for program tracking and inventory of waste management units. WMUDS is composed of the following databases: Facility Information, Scheduled Inspections Information, Waste Management Unit Information, SWAT Program Information, SWAT Report Summary Information, SWAT Report Summary Data, Chapter 15 (formerly Subchapter 15) Information, Chapter 15 Monitoring Parameters, TPCA Program Information, RCRA Program Information, Closure Information, and Interested Parties Information.

Date of Government Version: 04/01/2000  
Date Data Arrived at EDR: 04/10/2000  
Date Made Active in Reports: 05/10/2000  
Number of Days to Update: 30

Source: State Water Resources Control Board  
Telephone: 916-227-4448  
Last EDR Contact: 08/03/2016  
Next Scheduled EDR Contact: 11/21/2016  
Data Release Frequency: No Update Planned

#### **SWRCY: Recycler Database**

A listing of recycling facilities in California.

Date of Government Version: 06/13/2016  
Date Data Arrived at EDR: 06/14/2016  
Date Made Active in Reports: 08/09/2016  
Number of Days to Update: 56

Source: Department of Conservation  
Telephone: 916-323-3836  
Last EDR Contact: 09/14/2016  
Next Scheduled EDR Contact: 12/26/2016  
Data Release Frequency: Quarterly

#### **HAULERS: Registered Waste Tire Haulers Listing**

A listing of registered waste tire haulers.

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 06/16/2016  
Date Data Arrived at EDR: 06/16/2016  
Date Made Active in Reports: 08/09/2016  
Number of Days to Update: 54

Source: Integrated Waste Management Board  
Telephone: 916-341-6422  
Last EDR Contact: 08/10/2016  
Next Scheduled EDR Contact: 11/28/2016  
Data Release Frequency: Varies

### INDIAN ODI: Report on the Status of Open Dumps on Indian Lands

Location of open dumps on Indian land.

Date of Government Version: 12/31/1998  
Date Data Arrived at EDR: 12/03/2007  
Date Made Active in Reports: 01/24/2008  
Number of Days to Update: 52

Source: Environmental Protection Agency  
Telephone: 703-308-8245  
Last EDR Contact: 08/05/2016  
Next Scheduled EDR Contact: 11/14/2016  
Data Release Frequency: Varies

### ODI: Open Dump Inventory

An open dump is defined as a disposal facility that does not comply with one or more of the Part 257 or Part 258 Subtitle D Criteria.

Date of Government Version: 06/30/1985  
Date Data Arrived at EDR: 08/09/2004  
Date Made Active in Reports: 09/17/2004  
Number of Days to Update: 39

Source: Environmental Protection Agency  
Telephone: 800-424-9346  
Last EDR Contact: 06/09/2004  
Next Scheduled EDR Contact: N/A  
Data Release Frequency: No Update Planned

### DEBRIS REGION 9: Torres Martinez Reservation Illegal Dump Site Locations

A listing of illegal dump sites location on the Torres Martinez Indian Reservation located in eastern Riverside County and northern Imperial County, California.

Date of Government Version: 01/12/2009  
Date Data Arrived at EDR: 05/07/2009  
Date Made Active in Reports: 09/21/2009  
Number of Days to Update: 137

Source: EPA, Region 9  
Telephone: 415-947-4219  
Last EDR Contact: 07/20/2016  
Next Scheduled EDR Contact: 10/07/2016  
Data Release Frequency: No Update Planned

### **Local Lists of Hazardous waste / Contaminated Sites**

#### US HIST CDL: National Clandestine Laboratory Register

A listing of clandestine drug lab locations that have been removed from the DEAs National Clandestine Laboratory Register.

Date of Government Version: 05/04/2016  
Date Data Arrived at EDR: 06/03/2016  
Date Made Active in Reports: 07/13/2016  
Number of Days to Update: 40

Source: Drug Enforcement Administration  
Telephone: 202-307-1000  
Last EDR Contact: 05/31/2016  
Next Scheduled EDR Contact: 06/13/2016  
Data Release Frequency: No Update Planned

#### HIST CAL-SITES: Calsites Database

The Calsites database contains potential or confirmed hazardous substance release properties. In 1996, California EPA reevaluated and significantly reduced the number of sites in the Calsites database. No longer updated by the state agency. It has been replaced by ENVIROSTOR.

Date of Government Version: 08/08/2005  
Date Data Arrived at EDR: 08/03/2006  
Date Made Active in Reports: 08/24/2006  
Number of Days to Update: 21

Source: Department of Toxic Substance Control  
Telephone: 916-323-3400  
Last EDR Contact: 02/23/2009  
Next Scheduled EDR Contact: 05/25/2009  
Data Release Frequency: No Update Planned

#### SCH: School Property Evaluation Program

This category contains proposed and existing school sites that are being evaluated by DTSC for possible hazardous materials contamination. In some cases, these properties may be listed in the CalSites category depending on the level of threat to public health and safety or the environment they pose.

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 05/02/2016  
Date Data Arrived at EDR: 05/04/2016  
Date Made Active in Reports: 06/21/2016  
Number of Days to Update: 48

Source: Department of Toxic Substances Control  
Telephone: 916-323-3400  
Last EDR Contact: 08/02/2016  
Next Scheduled EDR Contact: 11/14/2016  
Data Release Frequency: Quarterly

### CDL: Clandestine Drug Labs

A listing of drug lab locations. Listing of a location in this database does not indicate that any illegal drug lab materials were or were not present there, and does not constitute a determination that the location either requires or does not require additional cleanup work.

Date of Government Version: 12/31/2015  
Date Data Arrived at EDR: 05/10/2016  
Date Made Active in Reports: 06/17/2016  
Number of Days to Update: 38

Source: Department of Toxic Substances Control  
Telephone: 916-255-6504  
Last EDR Contact: 08/15/2016  
Next Scheduled EDR Contact: 10/24/2016  
Data Release Frequency: Varies

### TOXIC PITS: Toxic Pits Cleanup Act Sites

Toxic PITS Cleanup Act Sites. TOXIC PITS identifies sites suspected of containing hazardous substances where cleanup has not yet been completed.

Date of Government Version: 07/01/1995  
Date Data Arrived at EDR: 08/30/1995  
Date Made Active in Reports: 09/26/1995  
Number of Days to Update: 27

Source: State Water Resources Control Board  
Telephone: 916-227-4364  
Last EDR Contact: 01/26/2009  
Next Scheduled EDR Contact: 04/27/2009  
Data Release Frequency: No Update Planned

### US CDL: Clandestine Drug Labs

A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

Date of Government Version: 05/04/2016  
Date Data Arrived at EDR: 06/03/2016  
Date Made Active in Reports: 07/13/2016  
Number of Days to Update: 40

Source: Drug Enforcement Administration  
Telephone: 202-307-1000  
Last EDR Contact: 08/31/2016  
Next Scheduled EDR Contact: 12/12/2016  
Data Release Frequency: Quarterly

### **Local Lists of Registered Storage Tanks**

#### SWEEPS UST: SWEEPS UST Listing

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

Date of Government Version: 06/01/1994  
Date Data Arrived at EDR: 07/07/2005  
Date Made Active in Reports: 08/11/2005  
Number of Days to Update: 35

Source: State Water Resources Control Board  
Telephone: N/A  
Last EDR Contact: 06/03/2005  
Next Scheduled EDR Contact: N/A  
Data Release Frequency: No Update Planned

#### UST MENDOCINO: Mendocino County UST Database

A listing of underground storage tank locations in Mendocino County.

Date of Government Version: 06/07/2016  
Date Data Arrived at EDR: 06/09/2016  
Date Made Active in Reports: 06/23/2016  
Number of Days to Update: 14

Source: Department of Public Health  
Telephone: 707-463-4466  
Last EDR Contact: 09/12/2016  
Next Scheduled EDR Contact: 12/12/2016  
Data Release Frequency: Annually

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### HIST UST: Hazardous Substance Storage Container Database

The Hazardous Substance Storage Container Database is a historical listing of UST sites. Refer to local/county source for current data.

Date of Government Version: 10/15/1990  
Date Data Arrived at EDR: 01/25/1991  
Date Made Active in Reports: 02/12/1991  
Number of Days to Update: 18

Source: State Water Resources Control Board  
Telephone: 916-341-5851  
Last EDR Contact: 07/26/2001  
Next Scheduled EDR Contact: N/A  
Data Release Frequency: No Update Planned

### CA FID UST: Facility Inventory Database

The Facility Inventory Database (FID) contains a historical listing of active and inactive underground storage tank locations from the State Water Resource Control Board. Refer to local/county source for current data.

Date of Government Version: 10/31/1994  
Date Data Arrived at EDR: 09/05/1995  
Date Made Active in Reports: 09/29/1995  
Number of Days to Update: 24

Source: California Environmental Protection Agency  
Telephone: 916-341-5851  
Last EDR Contact: 12/28/1998  
Next Scheduled EDR Contact: N/A  
Data Release Frequency: No Update Planned

### Local Land Records

#### LIENS: Environmental Liens Listing

A listing of property locations with environmental liens for California where DTSC is a lien holder.

Date of Government Version: 06/02/2016  
Date Data Arrived at EDR: 06/07/2016  
Date Made Active in Reports: 07/20/2016  
Number of Days to Update: 43

Source: Department of Toxic Substances Control  
Telephone: 916-323-3400  
Last EDR Contact: 09/02/2016  
Next Scheduled EDR Contact: 12/19/2016  
Data Release Frequency: Varies

#### LIENS 2: CERCLA Lien Information

A Federal CERCLA ('Superfund') lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. These monies are spent to investigate and address releases and threatened releases of contamination. CERCLIS provides information as to the identity of these sites and properties.

Date of Government Version: 02/18/2014  
Date Data Arrived at EDR: 03/18/2014  
Date Made Active in Reports: 04/24/2014  
Number of Days to Update: 37

Source: Environmental Protection Agency  
Telephone: 202-564-6023  
Last EDR Contact: 07/29/2016  
Next Scheduled EDR Contact: 11/07/2016  
Data Release Frequency: Varies

#### DEED: Deed Restriction Listing

Site Mitigation and Brownfields Reuse Program Facility Sites with Deed Restrictions & Hazardous Waste Management Program Facility Sites with Deed / Land Use Restriction. The DTSC Site Mitigation and Brownfields Reuse Program (SMBRP) list includes sites cleaned up under the program's oversight and generally does not include current or former hazardous waste facilities that required a hazardous waste facility permit. The list represents deed restrictions that are active. Some sites have multiple deed restrictions. The DTSC Hazardous Waste Management Program (HWMP) has developed a list of current or former hazardous waste facilities that have a recorded land use restriction at the local county recorder's office. The land use restrictions on this list were required by the DTSC HWMP as a result of the presence of hazardous substances that remain on site after the facility (or part of the facility) has been closed or cleaned up. The types of land use restriction include deed notice, deed restriction, or a land use restriction that binds current and future owners.

Date of Government Version: 06/06/2016  
Date Data Arrived at EDR: 06/07/2016  
Date Made Active in Reports: 07/20/2016  
Number of Days to Update: 43

Source: DTSC and SWRCB  
Telephone: 916-323-3400  
Last EDR Contact: 09/07/2016  
Next Scheduled EDR Contact: 12/19/2016  
Data Release Frequency: Semi-Annually

### Records of Emergency Release Reports

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### HMIRS: Hazardous Materials Information Reporting System

Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 06/24/2015	Source: U.S. Department of Transportation
Date Data Arrived at EDR: 06/26/2015	Telephone: 202-366-4555
Date Made Active in Reports: 09/02/2015	Last EDR Contact: 06/28/2016
Number of Days to Update: 68	Next Scheduled EDR Contact: 10/10/2016
	Data Release Frequency: Annually

### CHMIRS: California Hazardous Material Incident Report System

California Hazardous Material Incident Reporting System. CHMIRS contains information on reported hazardous material incidents (accidental releases or spills).

Date of Government Version: 04/11/2016	Source: Office of Emergency Services
Date Data Arrived at EDR: 04/27/2016	Telephone: 916-845-8400
Date Made Active in Reports: 06/17/2016	Last EDR Contact: 07/26/2016
Number of Days to Update: 51	Next Scheduled EDR Contact: 11/07/2016
	Data Release Frequency: Varies

### LDS: Land Disposal Sites Listing

The Land Disposal program regulates of waste discharge to land for treatment, storage and disposal in waste management units.

Date of Government Version: 06/13/2016	Source: State Water Quality Control Board
Date Data Arrived at EDR: 06/14/2016	Telephone: 866-480-1028
Date Made Active in Reports: 08/09/2016	Last EDR Contact: 09/13/2016
Number of Days to Update: 56	Next Scheduled EDR Contact: 12/26/2016
	Data Release Frequency: Quarterly

### MCS: Military Cleanup Sites Listing

The State Water Resources Control Board and nine Regional Water Quality Control Boards partner with the Department of Defense (DoD) through the Defense and State Memorandum of Agreement (DSMOA) to oversee the investigation and remediation of water quality issues at military facilities.

Date of Government Version: 06/13/2016	Source: State Water Resources Control Board
Date Data Arrived at EDR: 06/14/2016	Telephone: 866-480-1028
Date Made Active in Reports: 08/09/2016	Last EDR Contact: 09/13/2016
Number of Days to Update: 56	Next Scheduled EDR Contact: 12/26/2016
	Data Release Frequency: Quarterly

### SPILLS 90: SPILLS90 data from FirstSearch

Spills 90 includes those spill and release records available exclusively from FirstSearch databases. Typically, they may include chemical, oil and/or hazardous substance spills recorded after 1990. Duplicate records that are already included in EDR incident and release records are not included in Spills 90.

Date of Government Version: 06/06/2012	Source: FirstSearch
Date Data Arrived at EDR: 01/03/2013	Telephone: N/A
Date Made Active in Reports: 02/22/2013	Last EDR Contact: 01/03/2013
Number of Days to Update: 50	Next Scheduled EDR Contact: N/A
	Data Release Frequency: No Update Planned

### **Other Ascertainable Records**

#### RCRA NonGen / NLR: RCRA - Non Generators / No Longer Regulated

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

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 06/21/2016  
Date Data Arrived at EDR: 06/30/2016  
Date Made Active in Reports: 09/02/2016  
Number of Days to Update: 64

Source: Environmental Protection Agency  
Telephone: (415) 495-8895  
Last EDR Contact: 06/30/2016  
Next Scheduled EDR Contact: 10/17/2016  
Data Release Frequency: Varies

### FUDS: Formerly Used Defense Sites

The listing includes locations of Formerly Used Defense Sites properties where the US Army Corps of Engineers is actively working or will take necessary cleanup actions.

Date of Government Version: 01/31/2015  
Date Data Arrived at EDR: 07/08/2015  
Date Made Active in Reports: 10/13/2015  
Number of Days to Update: 97

Source: U.S. Army Corps of Engineers  
Telephone: 202-528-4285  
Last EDR Contact: 09/09/2016  
Next Scheduled EDR Contact: 12/19/2016  
Data Release Frequency: Varies

### DOD: Department of Defense Sites

This data set consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

Date of Government Version: 12/31/2005  
Date Data Arrived at EDR: 11/10/2006  
Date Made Active in Reports: 01/11/2007  
Number of Days to Update: 62

Source: USGS  
Telephone: 888-275-8747  
Last EDR Contact: 07/15/2016  
Next Scheduled EDR Contact: 10/24/2016  
Data Release Frequency: Semi-Annually

### FEDLAND: Federal and Indian Lands

Federally and Indian administrated lands of the United States. Lands included are administrated by: Army Corps of Engineers, Bureau of Reclamation, National Wild and Scenic River, National Wildlife Refuge, Public Domain Land, Wilderness, Wilderness Study Area, Wildlife Management Area, Bureau of Indian Affairs, Bureau of Land Management, Department of Justice, Forest Service, Fish and Wildlife Service, National Park Service.

Date of Government Version: 12/31/2005  
Date Data Arrived at EDR: 02/06/2006  
Date Made Active in Reports: 01/11/2007  
Number of Days to Update: 339

Source: U.S. Geological Survey  
Telephone: 888-275-8747  
Last EDR Contact: 07/15/2016  
Next Scheduled EDR Contact: 10/24/2016  
Data Release Frequency: N/A

### SCRD DRYCLEANERS: State Coalition for Remediation of Drycleaners Listing

The State Coalition for Remediation of Drycleaners was established in 1998, with support from the U.S. EPA Office of Superfund Remediation and Technology Innovation. It is comprised of representatives of states with established drycleaner remediation programs. Currently the member states are Alabama, Connecticut, Florida, Illinois, Kansas, Minnesota, Missouri, North Carolina, Oregon, South Carolina, Tennessee, Texas, and Wisconsin.

Date of Government Version: 03/07/2011  
Date Data Arrived at EDR: 03/09/2011  
Date Made Active in Reports: 05/02/2011  
Number of Days to Update: 54

Source: Environmental Protection Agency  
Telephone: 615-532-8599  
Last EDR Contact: 08/15/2016  
Next Scheduled EDR Contact: 11/28/2016  
Data Release Frequency: Varies

### US FIN ASSUR: Financial Assurance Information

All owners and operators of facilities that treat, store, or dispose of hazardous waste are required to provide proof that they will have sufficient funds to pay for the clean up, closure, and post-closure care of their facilities.

Date of Government Version: 05/08/2016  
Date Data Arrived at EDR: 05/18/2016  
Date Made Active in Reports: 09/02/2016  
Number of Days to Update: 107

Source: Environmental Protection Agency  
Telephone: 202-566-1917  
Last EDR Contact: 08/17/2016  
Next Scheduled EDR Contact: 11/28/2016  
Data Release Frequency: Quarterly

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### EPA WATCH LIST: EPA WATCH LIST

EPA maintains a "Watch List" to facilitate dialogue between EPA, state and local environmental agencies on enforcement matters relating to facilities with alleged violations identified as either significant or high priority. Being on the Watch List does not mean that the facility has actually violated the law only that an investigation by EPA or a state or local environmental agency has led those organizations to allege that an unproven violation has in fact occurred. Being on the Watch List does not represent a higher level of concern regarding the alleged violations that were detected, but instead indicates cases requiring additional dialogue between EPA, state and local agencies - primarily because of the length of time the alleged violation has gone unaddressed or unresolved.

Date of Government Version: 08/30/2013	Source: Environmental Protection Agency
Date Data Arrived at EDR: 03/21/2014	Telephone: 617-520-3000
Date Made Active in Reports: 06/17/2014	Last EDR Contact: 08/08/2016
Number of Days to Update: 88	Next Scheduled EDR Contact: 11/21/2016
	Data Release Frequency: Quarterly

### 2020 COR ACTION: 2020 Corrective Action Program List

The EPA has set ambitious goals for the RCRA Corrective Action program by creating the 2020 Corrective Action Universe. This RCRA cleanup baseline includes facilities expected to need corrective action. The 2020 universe contains a wide variety of sites. Some properties are heavily contaminated while others were contaminated but have since been cleaned up. Still others have not been fully investigated yet, and may require little or no remediation. Inclusion in the 2020 Universe does not necessarily imply failure on the part of a facility to meet its RCRA obligations.

Date of Government Version: 04/22/2013	Source: Environmental Protection Agency
Date Data Arrived at EDR: 03/03/2015	Telephone: 703-308-4044
Date Made Active in Reports: 03/09/2015	Last EDR Contact: 09/06/2016
Number of Days to Update: 6	Next Scheduled EDR Contact: 11/21/2016
	Data Release Frequency: Varies

### TSCA: Toxic Substances Control Act

Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/2012	Source: EPA
Date Data Arrived at EDR: 01/15/2015	Telephone: 202-260-5521
Date Made Active in Reports: 01/29/2015	Last EDR Contact: 06/24/2016
Number of Days to Update: 14	Next Scheduled EDR Contact: 10/03/2016
	Data Release Frequency: Every 4 Years

### TRIS: Toxic Chemical Release Inventory System

Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/2014	Source: EPA
Date Data Arrived at EDR: 11/24/2015	Telephone: 202-566-0250
Date Made Active in Reports: 04/05/2016	Last EDR Contact: 08/26/2016
Number of Days to Update: 133	Next Scheduled EDR Contact: 12/05/2016
	Data Release Frequency: Annually

### SSTS: Section 7 Tracking Systems

Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 12/31/2009	Source: EPA
Date Data Arrived at EDR: 12/10/2010	Telephone: 202-564-4203
Date Made Active in Reports: 02/25/2011	Last EDR Contact: 07/25/2016
Number of Days to Update: 77	Next Scheduled EDR Contact: 11/07/2016
	Data Release Frequency: Annually

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### ROD: Records Of Decision

Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 11/25/2013  
Date Data Arrived at EDR: 12/12/2013  
Date Made Active in Reports: 02/24/2014  
Number of Days to Update: 74

Source: EPA  
Telephone: 703-416-0223  
Last EDR Contact: 09/09/2016  
Next Scheduled EDR Contact: 12/19/2016  
Data Release Frequency: Annually

### RMP: Risk Management Plans

When Congress passed the Clean Air Act Amendments of 1990, it required EPA to publish regulations and guidance for chemical accident prevention at facilities using extremely hazardous substances. The Risk Management Program Rule (RMP Rule) was written to implement Section 112(r) of these amendments. The rule, which built upon existing industry codes and standards, requires companies of all sizes that use certain flammable and toxic substances to develop a Risk Management Program, which includes a(n): Hazard assessment that details the potential effects of an accidental release, an accident history of the last five years, and an evaluation of worst-case and alternative accidental releases; Prevention program that includes safety precautions and maintenance, monitoring, and employee training measures; and Emergency response program that spells out emergency health care, employee training measures and procedures for informing the public and response agencies (e.g the fire department) should an accident occur.

Date of Government Version: 05/01/2016  
Date Data Arrived at EDR: 05/26/2016  
Date Made Active in Reports: 09/02/2016  
Number of Days to Update: 99

Source: Environmental Protection Agency  
Telephone: 202-564-8600  
Last EDR Contact: 07/25/2016  
Next Scheduled EDR Contact: 11/07/2016  
Data Release Frequency: Varies

### RAATS: RCRA Administrative Action Tracking System

RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/1995  
Date Data Arrived at EDR: 07/03/1995  
Date Made Active in Reports: 08/07/1995  
Number of Days to Update: 35

Source: EPA  
Telephone: 202-564-4104  
Last EDR Contact: 06/02/2008  
Next Scheduled EDR Contact: 09/01/2008  
Data Release Frequency: No Update Planned

### PRP: Potentially Responsible Parties

A listing of verified Potentially Responsible Parties

Date of Government Version: 10/25/2013  
Date Data Arrived at EDR: 10/17/2014  
Date Made Active in Reports: 10/20/2014  
Number of Days to Update: 3

Source: EPA  
Telephone: 202-564-6023  
Last EDR Contact: 08/12/2016  
Next Scheduled EDR Contact: 11/21/2016  
Data Release Frequency: Quarterly

### PADS: PCB Activity Database System

PCB Activity Database. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 01/20/2016  
Date Data Arrived at EDR: 04/28/2016  
Date Made Active in Reports: 09/02/2016  
Number of Days to Update: 127

Source: EPA  
Telephone: 202-566-0500  
Last EDR Contact: 07/15/2016  
Next Scheduled EDR Contact: 10/24/2016  
Data Release Frequency: Annually



## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### ICIS: Integrated Compliance Information System

The Integrated Compliance Information System (ICIS) supports the information needs of the national enforcement and compliance program as well as the unique needs of the National Pollutant Discharge Elimination System (NPDES) program.

Date of Government Version: 01/23/2015	Source: Environmental Protection Agency
Date Data Arrived at EDR: 02/06/2015	Telephone: 202-564-5088
Date Made Active in Reports: 03/09/2015	Last EDR Contact: 07/07/2016
Number of Days to Update: 31	Next Scheduled EDR Contact: 10/24/2016
	Data Release Frequency: Quarterly

### FTTS: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 04/09/2009	Source: EPA/Office of Prevention, Pesticides and Toxic Substances
Date Data Arrived at EDR: 04/16/2009	Telephone: 202-566-1667
Date Made Active in Reports: 05/11/2009	Last EDR Contact: 08/17/2016
Number of Days to Update: 25	Next Scheduled EDR Contact: 12/05/2016
	Data Release Frequency: Quarterly

### FTTS INSP: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

A listing of FIFRA/TSCA Tracking System (FTTS) inspections and enforcements.

Date of Government Version: 04/09/2009	Source: EPA
Date Data Arrived at EDR: 04/16/2009	Telephone: 202-566-1667
Date Made Active in Reports: 05/11/2009	Last EDR Contact: 08/17/2016
Number of Days to Update: 25	Next Scheduled EDR Contact: 12/05/2016
	Data Release Frequency: Quarterly

### MLTS: Material Licensing Tracking System

MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 03/07/2016	Source: Nuclear Regulatory Commission
Date Data Arrived at EDR: 03/18/2016	Telephone: 301-415-7169
Date Made Active in Reports: 04/15/2016	Last EDR Contact: 09/05/2016
Number of Days to Update: 28	Next Scheduled EDR Contact: 11/21/2016
	Data Release Frequency: Quarterly

### COAL ASH DOE: Steam-Electric Plant Operation Data

A listing of power plants that store ash in surface ponds.

Date of Government Version: 12/31/2005	Source: Department of Energy
Date Data Arrived at EDR: 08/07/2009	Telephone: 202-586-8719
Date Made Active in Reports: 10/22/2009	Last EDR Contact: 09/09/2016
Number of Days to Update: 76	Next Scheduled EDR Contact: 12/19/2016
	Data Release Frequency: Varies

### COAL ASH EPA: Coal Combustion Residues Surface Impoundments List

A listing of coal combustion residues surface impoundments with high hazard potential ratings.

Date of Government Version: 07/01/2014	Source: Environmental Protection Agency
Date Data Arrived at EDR: 09/10/2014	Telephone: N/A
Date Made Active in Reports: 10/20/2014	Last EDR Contact: 09/06/2016
Number of Days to Update: 40	Next Scheduled EDR Contact: 12/19/2016
	Data Release Frequency: Varies

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### PCB TRANSFORMER: PCB Transformer Registration Database

The database of PCB transformer registrations that includes all PCB registration submittals.

Date of Government Version: 02/01/2011	Source: Environmental Protection Agency
Date Data Arrived at EDR: 10/19/2011	Telephone: 202-566-0517
Date Made Active in Reports: 01/10/2012	Last EDR Contact: 07/29/2016
Number of Days to Update: 83	Next Scheduled EDR Contact: 11/07/2016
	Data Release Frequency: Varies

### RADINFO: Radiation Information Database

The Radiation Information Database (RADINFO) contains information about facilities that are regulated by U.S. Environmental Protection Agency (EPA) regulations for radiation and radioactivity.

Date of Government Version: 07/07/2015	Source: Environmental Protection Agency
Date Data Arrived at EDR: 07/09/2015	Telephone: 202-343-9775
Date Made Active in Reports: 09/16/2015	Last EDR Contact: 07/07/2016
Number of Days to Update: 69	Next Scheduled EDR Contact: 10/17/2016
	Data Release Frequency: Quarterly

### HIST FTTS: FIFRA/TSCA Tracking System Administrative Case Listing

A complete administrative case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006	Source: Environmental Protection Agency
Date Data Arrived at EDR: 03/01/2007	Telephone: 202-564-2501
Date Made Active in Reports: 04/10/2007	Last EDR Contact: 12/17/2007
Number of Days to Update: 40	Next Scheduled EDR Contact: 03/17/2008
	Data Release Frequency: No Update Planned

### HIST FTTS INSP: FIFRA/TSCA Tracking System Inspection & Enforcement Case Listing

A complete inspection and enforcement case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006	Source: Environmental Protection Agency
Date Data Arrived at EDR: 03/01/2007	Telephone: 202-564-2501
Date Made Active in Reports: 04/10/2007	Last EDR Contact: 12/17/2008
Number of Days to Update: 40	Next Scheduled EDR Contact: 03/17/2008
	Data Release Frequency: No Update Planned

### DOT OPS: Incident and Accident Data

Department of Transportation, Office of Pipeline Safety Incident and Accident data.

Date of Government Version: 07/31/2012	Source: Department of Transportation, Office of Pipeline Safety
Date Data Arrived at EDR: 08/07/2012	Telephone: 202-366-4595
Date Made Active in Reports: 09/18/2012	Last EDR Contact: 08/02/2016
Number of Days to Update: 42	Next Scheduled EDR Contact: 11/14/2016
	Data Release Frequency: Varies

### CONSENT: Superfund (CERCLA) Consent Decrees

Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 12/31/2015  
Date Data Arrived at EDR: 04/06/2016  
Date Made Active in Reports: 09/02/2016  
Number of Days to Update: 149

Source: Department of Justice, Consent Decree Library  
Telephone: Varies  
Last EDR Contact: 07/15/2016  
Next Scheduled EDR Contact: 10/10/2016  
Data Release Frequency: Varies

### BRS: Biennial Reporting System

The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/2013  
Date Data Arrived at EDR: 02/24/2015  
Date Made Active in Reports: 09/30/2015  
Number of Days to Update: 218

Source: EPA/NTIS  
Telephone: 800-424-9346  
Last EDR Contact: 08/26/2016  
Next Scheduled EDR Contact: 12/05/2016  
Data Release Frequency: Biennially

### INDIAN RESERV: Indian Reservations

This map layer portrays Indian administered lands of the United States that have any area equal to or greater than 640 acres.

Date of Government Version: 12/31/2005  
Date Data Arrived at EDR: 12/08/2006  
Date Made Active in Reports: 01/11/2007  
Number of Days to Update: 34

Source: USGS  
Telephone: 202-208-3710  
Last EDR Contact: 07/15/2016  
Next Scheduled EDR Contact: 10/24/2016  
Data Release Frequency: Semi-Annually

### FUSRAP: Formerly Utilized Sites Remedial Action Program

DOE established the Formerly Utilized Sites Remedial Action Program (FUSRAP) in 1974 to remediate sites where radioactive contamination remained from Manhattan Project and early U.S. Atomic Energy Commission (AEC) operations.

Date of Government Version: 03/11/2016  
Date Data Arrived at EDR: 03/15/2016  
Date Made Active in Reports: 06/03/2016  
Number of Days to Update: 80

Source: Department of Energy  
Telephone: 202-586-3559  
Last EDR Contact: 07/26/2016  
Next Scheduled EDR Contact: 11/21/2016  
Data Release Frequency: Varies

### UMTRA: Uranium Mill Tailings Sites

Uranium ore was mined by private companies for federal government use in national defense programs. When the mills shut down, large piles of the sand-like material (mill tailings) remain after uranium has been extracted from the ore. Levels of human exposure to radioactive materials from the piles are low; however, in some cases tailings were used as construction materials before the potential health hazards of the tailings were recognized.

Date of Government Version: 09/14/2010  
Date Data Arrived at EDR: 10/07/2011  
Date Made Active in Reports: 03/01/2012  
Number of Days to Update: 146

Source: Department of Energy  
Telephone: 505-845-0011  
Last EDR Contact: 09/09/2016  
Next Scheduled EDR Contact: 12/05/2016  
Data Release Frequency: Varies

### LEAD SMELTER 1: Lead Smelter Sites

A listing of former lead smelter site locations.

Date of Government Version: 03/07/2016  
Date Data Arrived at EDR: 04/07/2016  
Date Made Active in Reports: 09/02/2016  
Number of Days to Update: 148

Source: Environmental Protection Agency  
Telephone: 703-603-8787  
Last EDR Contact: 07/08/2016  
Next Scheduled EDR Contact: 10/17/2016  
Data Release Frequency: Varies

### LEAD SMELTER 2: Lead Smelter Sites

A list of several hundred sites in the U.S. where secondary lead smelting was done from 1931 and 1964. These sites may pose a threat to public health through ingestion or inhalation of contaminated soil or dust

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 04/05/2001  
Date Data Arrived at EDR: 10/27/2010  
Date Made Active in Reports: 12/02/2010  
Number of Days to Update: 36

Source: American Journal of Public Health  
Telephone: 703-305-6451  
Last EDR Contact: 12/02/2009  
Next Scheduled EDR Contact: N/A  
Data Release Frequency: No Update Planned

### US AIRS (AFS): Aerometric Information Retrieval System Facility Subsystem (AFS)

The database is a sub-system of Aerometric Information Retrieval System (AIRS). AFS contains compliance data on air pollution point sources regulated by the U.S. EPA and/or state and local air regulatory agencies. This information comes from source reports by various stationary sources of air pollution, such as electric power plants, steel mills, factories, and universities, and provides information about the air pollutants they produce. Action, air program, air program pollutant, and general level plant data. It is used to track emissions and compliance data from industrial plants.

Date of Government Version: 10/20/2015  
Date Data Arrived at EDR: 10/27/2015  
Date Made Active in Reports: 01/04/2016  
Number of Days to Update: 69

Source: EPA  
Telephone: 202-564-2496  
Last EDR Contact: 06/22/2016  
Next Scheduled EDR Contact: 10/10/2016  
Data Release Frequency: Annually

### US AIRS MINOR: Air Facility System Data

A listing of minor source facilities.

Date of Government Version: 10/20/2015  
Date Data Arrived at EDR: 10/27/2015  
Date Made Active in Reports: 01/04/2016  
Number of Days to Update: 69

Source: EPA  
Telephone: 202-564-2496  
Last EDR Contact: 06/22/2016  
Next Scheduled EDR Contact: 10/10/2016  
Data Release Frequency: Annually

### US MINES: Mines Master Index File

Contains all mine identification numbers issued for mines active or opened since 1971. The data also includes violation information.

Date of Government Version: 02/09/2016  
Date Data Arrived at EDR: 03/02/2016  
Date Made Active in Reports: 04/15/2016  
Number of Days to Update: 44

Source: Department of Labor, Mine Safety and Health Administration  
Telephone: 303-231-5959  
Last EDR Contact: 09/01/2016  
Next Scheduled EDR Contact: 12/12/2016  
Data Release Frequency: Semi-Annually

### US MINES 2: Ferrous and Nonferrous Metal Mines Database Listing

This map layer includes ferrous (ferrous metal mines are facilities that extract ferrous metals, such as iron ore or molybdenum) and nonferrous (Nonferrous metal mines are facilities that extract nonferrous metals, such as gold, silver, copper, zinc, and lead) metal mines in the United States.

Date of Government Version: 12/05/2005  
Date Data Arrived at EDR: 02/29/2008  
Date Made Active in Reports: 04/18/2008  
Number of Days to Update: 49

Source: USGS  
Telephone: 703-648-7709  
Last EDR Contact: 09/02/2016  
Next Scheduled EDR Contact: 12/12/2016  
Data Release Frequency: Varies

### US MINES 3: Active Mines & Mineral Plants Database Listing

Active Mines and Mineral Processing Plant operations for commodities monitored by the Minerals Information Team of the USGS.

Date of Government Version: 04/14/2011  
Date Data Arrived at EDR: 06/08/2011  
Date Made Active in Reports: 09/13/2011  
Number of Days to Update: 97

Source: USGS  
Telephone: 703-648-7709  
Last EDR Contact: 09/02/2016  
Next Scheduled EDR Contact: 12/12/2016  
Data Release Frequency: Varies

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### FINDS: Facility Index System/Facility Registry System

Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 07/20/2015	Source: EPA
Date Data Arrived at EDR: 09/09/2015	Telephone: (415) 947-8000
Date Made Active in Reports: 11/03/2015	Last EDR Contact: 09/07/2016
Number of Days to Update: 55	Next Scheduled EDR Contact: 12/19/2016
	Data Release Frequency: Quarterly

### UXO: Unexploded Ordnance Sites

A listing of unexploded ordnance site locations

Date of Government Version: 10/25/2015	Source: Department of Defense
Date Data Arrived at EDR: 01/29/2016	Telephone: 571-373-0407
Date Made Active in Reports: 04/05/2016	Last EDR Contact: 09/19/2016
Number of Days to Update: 67	Next Scheduled EDR Contact: 01/02/2017
	Data Release Frequency: Varies

### DOCKET HWC: Hazardous Waste Compliance Docket Listing

A complete list of the Federal Agency Hazardous Waste Compliance Docket Facilities.

Date of Government Version: 06/02/2016	Source: Environmental Protection Agency
Date Data Arrived at EDR: 06/03/2016	Telephone: 202-564-0527
Date Made Active in Reports: 09/02/2016	Last EDR Contact: 08/24/2016
Number of Days to Update: 91	Next Scheduled EDR Contact: 12/12/2016
	Data Release Frequency: Varies

### CA BOND EXP. PLAN: Bond Expenditure Plan

Department of Health Services developed a site-specific expenditure plan as the basis for an appropriation of Hazardous Substance Cleanup Bond Act funds. It is not updated.

Date of Government Version: 01/01/1989	Source: Department of Health Services
Date Data Arrived at EDR: 07/27/1994	Telephone: 916-255-2118
Date Made Active in Reports: 08/02/1994	Last EDR Contact: 05/31/1994
Number of Days to Update: 6	Next Scheduled EDR Contact: N/A
	Data Release Frequency: No Update Planned

### CORTESE: "Cortese" Hazardous Waste & Substances Sites List

The sites for the list are designated by the State Water Resource Control Board (LUST), the Integrated Waste Board (SWF/LS), and the Department of Toxic Substances Control (Cal-Sites).

Date of Government Version: 06/27/2016	Source: CAL EPA/Office of Emergency Information
Date Data Arrived at EDR: 06/28/2016	Telephone: 916-323-3400
Date Made Active in Reports: 08/18/2016	Last EDR Contact: 06/28/2016
Number of Days to Update: 51	Next Scheduled EDR Contact: 10/10/2016
	Data Release Frequency: Quarterly

### DRYCLEANERS: Cleaner Facilities

A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaner's agents; linen supply; coin-operated laundries and cleaning; drycleaning plants, except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

Date of Government Version: 06/02/2016	Source: Department of Toxic Substance Control
Date Data Arrived at EDR: 07/12/2016	Telephone: 916-327-4498
Date Made Active in Reports: 08/18/2016	Last EDR Contact: 09/02/2016
Number of Days to Update: 37	Next Scheduled EDR Contact: 12/19/2016
	Data Release Frequency: Annually

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### EMI: Emissions Inventory Data

Toxics and criteria pollutant emissions data collected by the ARB and local air pollution agencies.

Date of Government Version: 12/31/2015  
Date Data Arrived at EDR: 06/22/2016  
Date Made Active in Reports: 08/09/2016  
Number of Days to Update: 48

Source: California Air Resources Board  
Telephone: 916-322-2990  
Last EDR Contact: 06/22/2016  
Next Scheduled EDR Contact: 10/03/2016  
Data Release Frequency: Varies

### ENF: Enforcement Action Listing

A listing of Water Board Enforcement Actions. Formal is everything except Oral/Verbal Communication, Notice of Violation, Expedited Payment Letter, and Staff Enforcement Letter.

Date of Government Version: 05/25/2016  
Date Data Arrived at EDR: 05/27/2016  
Date Made Active in Reports: 07/20/2016  
Number of Days to Update: 54

Source: State Water Resources Control Board  
Telephone: 916-445-9379  
Last EDR Contact: 08/22/2016  
Next Scheduled EDR Contact: 10/07/2016  
Data Release Frequency: Varies

### Financial Assurance 1: Financial Assurance Information Listing

Financial Assurance information

Date of Government Version: 04/25/2016  
Date Data Arrived at EDR: 04/29/2016  
Date Made Active in Reports: 06/21/2016  
Number of Days to Update: 53

Source: Department of Toxic Substances Control  
Telephone: 916-255-3628  
Last EDR Contact: 07/20/2016  
Next Scheduled EDR Contact: 10/07/2016  
Data Release Frequency: Varies

### Financial Assurance 2: Financial Assurance Information Listing

A listing of financial assurance information for solid waste facilities. Financial assurance is intended to ensure that resources are available to pay for the cost of closure, post-closure care, and corrective measures if the owner or operator of a regulated facility is unable or unwilling to pay.

Date of Government Version: 05/25/2016  
Date Data Arrived at EDR: 06/01/2016  
Date Made Active in Reports: 07/20/2016  
Number of Days to Update: 49

Source: California Integrated Waste Management Board  
Telephone: 916-341-6066  
Last EDR Contact: 08/10/2016  
Next Scheduled EDR Contact: 11/28/2016  
Data Release Frequency: Varies

### HAZNET: Facility and Manifest Data

Facility and Manifest Data. The data is extracted from the copies of hazardous waste manifests received each year by the DTSC. The annual volume of manifests is typically 700,000 - 1,000,000 annually, representing approximately 350,000 - 500,000 shipments. Data are from the manifests submitted without correction, and therefore many contain some invalid values for data elements such as generator ID, TSD ID, waste category, and disposal method. This database begins with calendar year 1993.

Date of Government Version: 12/31/2014  
Date Data Arrived at EDR: 10/14/2015  
Date Made Active in Reports: 12/11/2015  
Number of Days to Update: 58

Source: California Environmental Protection Agency  
Telephone: 916-255-1136  
Last EDR Contact: 07/15/2016  
Next Scheduled EDR Contact: 10/24/2016  
Data Release Frequency: Annually

### HIST CORTESE: Hazardous Waste & Substance Site List

The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES]. This listing is no longer updated by the state agency.

Date of Government Version: 04/01/2001  
Date Data Arrived at EDR: 01/22/2009  
Date Made Active in Reports: 04/08/2009  
Number of Days to Update: 76

Source: Department of Toxic Substances Control  
Telephone: 916-323-3400  
Last EDR Contact: 01/22/2009  
Next Scheduled EDR Contact: N/A  
Data Release Frequency: No Update Planned

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### HWP: EnviroStor Permitted Facilities Listing

Detailed information on permitted hazardous waste facilities and corrective action ("cleanups") tracked in EnviroStor.

Date of Government Version: 05/23/2016  
Date Data Arrived at EDR: 05/25/2016  
Date Made Active in Reports: 07/20/2016  
Number of Days to Update: 56

Source: Department of Toxic Substances Control  
Telephone: 916-323-3400  
Last EDR Contact: 08/23/2016  
Next Scheduled EDR Contact: 12/05/2016  
Data Release Frequency: Quarterly

### HWT: Registered Hazardous Waste Transporter Database

A listing of hazardous waste transporters. In California, unless specifically exempted, it is unlawful for any person to transport hazardous wastes unless the person holds a valid registration issued by DTSC. A hazardous waste transporter registration is valid for one year and is assigned a unique registration number.

Date of Government Version: 07/11/2016  
Date Data Arrived at EDR: 07/13/2016  
Date Made Active in Reports: 08/18/2016  
Number of Days to Update: 36

Source: Department of Toxic Substances Control  
Telephone: 916-440-7145  
Last EDR Contact: 07/13/2016  
Next Scheduled EDR Contact: 10/24/2016  
Data Release Frequency: Quarterly

### MINES: Mines Site Location Listing

A listing of mine site locations from the Office of Mine Reclamation.

Date of Government Version: 06/13/2016  
Date Data Arrived at EDR: 06/14/2016  
Date Made Active in Reports: 08/09/2016  
Number of Days to Update: 56

Source: Department of Conservation  
Telephone: 916-322-1080  
Last EDR Contact: 09/14/2016  
Next Scheduled EDR Contact: 12/26/2016  
Data Release Frequency: Varies

### MWMP: Medical Waste Management Program Listing

The Medical Waste Management Program (MWMP) ensures the proper handling and disposal of medical waste by permitting and inspecting medical waste Offsite Treatment Facilities (PDF) and Transfer Stations (PDF) throughout the state. MWMP also oversees all Medical Waste Transporters.

Date of Government Version: 05/25/2016  
Date Data Arrived at EDR: 06/07/2016  
Date Made Active in Reports: 07/20/2016  
Number of Days to Update: 43

Source: Department of Public Health  
Telephone: 916-558-1784  
Last EDR Contact: 09/07/2016  
Next Scheduled EDR Contact: 12/19/2016  
Data Release Frequency: Varies

### NPDES: NPDES Permits Listing

A listing of NPDES permits, including stormwater.

Date of Government Version: 05/16/2016  
Date Data Arrived at EDR: 05/18/2016  
Date Made Active in Reports: 06/23/2016  
Number of Days to Update: 36

Source: State Water Resources Control Board  
Telephone: 916-445-9379  
Last EDR Contact: 08/16/2016  
Next Scheduled EDR Contact: 11/28/2016  
Data Release Frequency: Quarterly

### PEST LIC: Pesticide Regulation Licenses Listing

A listing of licenses and certificates issued by the Department of Pesticide Regulation. The DPR issues licenses and/or certificates to: Persons and businesses that apply or sell pesticides; Pest control dealers and brokers; Persons who advise on agricultural pesticide applications.

Date of Government Version: 06/06/2016  
Date Data Arrived at EDR: 06/07/2016  
Date Made Active in Reports: 07/20/2016  
Number of Days to Update: 43

Source: Department of Pesticide Regulation  
Telephone: 916-445-4038  
Last EDR Contact: 09/07/2016  
Next Scheduled EDR Contact: 12/19/2016  
Data Release Frequency: Quarterly

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### PROC: Certified Processors Database

A listing of certified processors.

Date of Government Version: 06/13/2016  
Date Data Arrived at EDR: 06/14/2016  
Date Made Active in Reports: 08/09/2016  
Number of Days to Update: 56

Source: Department of Conservation  
Telephone: 916-323-3836  
Last EDR Contact: 09/14/2016  
Next Scheduled EDR Contact: 12/26/2016  
Data Release Frequency: Quarterly

### NOTIFY 65: Proposition 65 Records

Listings of all Proposition 65 incidents reported to counties by the State Water Resources Control Board and the Regional Water Quality Control Board. This database is no longer updated by the reporting agency.

Date of Government Version: 09/10/2015  
Date Data Arrived at EDR: 01/05/2016  
Date Made Active in Reports: 02/12/2016  
Number of Days to Update: 38

Source: State Water Resources Control Board  
Telephone: 916-445-3846  
Last EDR Contact: 09/19/2016  
Next Scheduled EDR Contact: 01/02/2017  
Data Release Frequency: No Update Planned

### UIC: UIC Listing

A listing of wells identified as underground injection wells, in the California Oil and Gas Wells database.

Date of Government Version: 02/12/2016  
Date Data Arrived at EDR: 03/16/2016  
Date Made Active in Reports: 06/13/2016  
Number of Days to Update: 89

Source: Department of Conservation  
Telephone: 916-445-2408  
Last EDR Contact: 09/14/2016  
Next Scheduled EDR Contact: 12/26/2016  
Data Release Frequency: Varies

### WASTEWATER PITS: Oil Wastewater Pits Listing

Water officials discovered that oil producers have been dumping chemical-laden wastewater into hundreds of unlined pits that are operating without proper permits. Inspections completed by the Central Valley Regional Water Quality Control Board revealed the existence of previously unidentified waste sites. The water board's review found that more than one-third of the region's active disposal pits are operating without permission.

Date of Government Version: 04/15/2015  
Date Data Arrived at EDR: 04/17/2015  
Date Made Active in Reports: 06/23/2015  
Number of Days to Update: 67

Source: RWQCB, Central Valley Region  
Telephone: 559-445-5577  
Last EDR Contact: 07/15/2016  
Next Scheduled EDR Contact: 10/24/2016  
Data Release Frequency: Varies

### WDS: Waste Discharge System

Sites which have been issued waste discharge requirements.

Date of Government Version: 06/19/2007  
Date Data Arrived at EDR: 06/20/2007  
Date Made Active in Reports: 06/29/2007  
Number of Days to Update: 9

Source: State Water Resources Control Board  
Telephone: 916-341-5227  
Last EDR Contact: 08/17/2016  
Next Scheduled EDR Contact: 12/05/2016  
Data Release Frequency: Quarterly

### WIP: Well Investigation Program Case List

Well Investigation Program case in the San Gabriel and San Fernando Valley area.

Date of Government Version: 07/03/2009  
Date Data Arrived at EDR: 07/21/2009  
Date Made Active in Reports: 08/03/2009  
Number of Days to Update: 13

Source: Los Angeles Water Quality Control Board  
Telephone: 213-576-6726  
Last EDR Contact: 06/24/2016  
Next Scheduled EDR Contact: 10/10/2016  
Data Release Frequency: Varies

### ECHO: Enforcement & Compliance History Information

ECHO provides integrated compliance and enforcement information for about 800,000 regulated facilities nationwide.



## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 09/20/2015  
Date Data Arrived at EDR: 09/23/2015  
Date Made Active in Reports: 01/04/2016  
Number of Days to Update: 103

Source: Environmental Protection Agency  
Telephone: 202-564-2280  
Last EDR Contact: 06/22/2016  
Next Scheduled EDR Contact: 10/03/2016  
Data Release Frequency: Quarterly

### FUELS PROGRAM: EPA Fuels Program Registered Listing

This listing includes facilities that are registered under the Part 80 (Code of Federal Regulations) EPA Fuels Programs. All companies now are required to submit new and updated registrations.

Date of Government Version: 05/24/2016  
Date Data Arrived at EDR: 05/25/2016  
Date Made Active in Reports: 07/13/2016  
Number of Days to Update: 49

Source: EPA  
Telephone: 800-385-6164  
Last EDR Contact: 08/23/2016  
Next Scheduled EDR Contact: 12/05/2016  
Data Release Frequency: Quarterly

### ICE: ICE

Contains data pertaining to the Permitted Facilities with Inspections / Enforcements sites tracked in Envirostor.

Date of Government Version: 05/23/2016  
Date Data Arrived at EDR: 05/25/2016  
Date Made Active in Reports: 07/20/2016  
Number of Days to Update: 56

Source: Department of Toxic Substances Control  
Telephone: 877-786-9427  
Last EDR Contact: 08/23/2016  
Next Scheduled EDR Contact: 12/05/2016  
Data Release Frequency: Quarterly

### EDR HIGH RISK HISTORICAL RECORDS

#### ***EDR Exclusive Records***

#### EDR MGP: EDR Proprietary Manufactured Gas Plants

The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Manufactured gas sites were used in the United States from the 1800's to 1950's to produce a gas that could be distributed and used as fuel. These plants used whale oil, rosin, coal, or a mixture of coal, oil, and water that also produced a significant amount of waste. Many of the byproducts of the gas production, such as coal tar (oily waste containing volatile and non-volatile chemicals), sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from this process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination.

Date of Government Version: N/A  
Date Data Arrived at EDR: N/A  
Date Made Active in Reports: N/A  
Number of Days to Update: N/A

Source: EDR, Inc.  
Telephone: N/A  
Last EDR Contact: N/A  
Next Scheduled EDR Contact: N/A  
Data Release Frequency: No Update Planned

#### EDR Hist Auto: EDR Exclusive Historic Gas Stations

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

Date of Government Version: N/A  
Date Data Arrived at EDR: N/A  
Date Made Active in Reports: N/A  
Number of Days to Update: N/A

Source: EDR, Inc.  
Telephone: N/A  
Last EDR Contact: N/A  
Next Scheduled EDR Contact: N/A  
Data Release Frequency: Varies

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### EDR Hist Cleaner: EDR Exclusive Historic Dry Cleaners

EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A  
Date Data Arrived at EDR: N/A  
Date Made Active in Reports: N/A  
Number of Days to Update: N/A

Source: EDR, Inc.  
Telephone: N/A  
Last EDR Contact: N/A  
Next Scheduled EDR Contact: N/A  
Data Release Frequency: Varies

### EDR RECOVERED GOVERNMENT ARCHIVES

#### ***Exclusive Recovered Govt. Archives***

#### RGA LF: Recovered Government Archive Solid Waste Facilities List

The EDR Recovered Government Archive Landfill database provides a list of landfills derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the Department of Resources Recycling and Recovery in California.

Date of Government Version: N/A  
Date Data Arrived at EDR: 07/01/2013  
Date Made Active in Reports: 01/13/2014  
Number of Days to Update: 196

Source: Department of Resources Recycling and Recovery  
Telephone: N/A  
Last EDR Contact: 06/01/2012  
Next Scheduled EDR Contact: N/A  
Data Release Frequency: Varies

#### RGA LUST: Recovered Government Archive Leaking Underground Storage Tank

The EDR Recovered Government Archive Leaking Underground Storage Tank database provides a list of LUST incidents derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the State Water Resources Control Board in California.

Date of Government Version: N/A  
Date Data Arrived at EDR: 07/01/2013  
Date Made Active in Reports: 12/30/2013  
Number of Days to Update: 182

Source: State Water Resources Control Board  
Telephone: N/A  
Last EDR Contact: 06/01/2012  
Next Scheduled EDR Contact: N/A  
Data Release Frequency: Varies

### COUNTY RECORDS

#### ALAMEDA COUNTY:

##### Contaminated Sites

A listing of contaminated sites overseen by the Toxic Release Program (oil and groundwater contamination from chemical releases and spills) and the Leaking Underground Storage Tank Program (soil and ground water contamination from leaking petroleum USTs).

Date of Government Version: 07/07/2016  
Date Data Arrived at EDR: 07/12/2016  
Date Made Active in Reports: 08/18/2016  
Number of Days to Update: 37

Source: Alameda County Environmental Health Services  
Telephone: 510-567-6700  
Last EDR Contact: 07/07/2016  
Next Scheduled EDR Contact: 10/24/2016  
Data Release Frequency: Semi-Annually

##### Underground Tanks

Underground storage tank sites located in Alameda county.

Date of Government Version: 07/07/2016  
Date Data Arrived at EDR: 07/12/2016  
Date Made Active in Reports: 08/08/2016  
Number of Days to Update: 27

Source: Alameda County Environmental Health Services  
Telephone: 510-567-6700  
Last EDR Contact: 07/07/2016  
Next Scheduled EDR Contact: 10/24/2016  
Data Release Frequency: Semi-Annually

#### AMADOR COUNTY:

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### CUPA Facility List

#### Cupa Facility List

Date of Government Version: 06/06/2016  
Date Data Arrived at EDR: 06/09/2016  
Date Made Active in Reports: 06/21/2016  
Number of Days to Update: 12

Source: Amador County Environmental Health  
Telephone: 209-223-6439  
Last EDR Contact: 09/02/2016  
Next Scheduled EDR Contact: 12/19/2016  
Data Release Frequency: Varies

### BUTTE COUNTY:

### CUPA Facility Listing

#### Cupa facility list.

Date of Government Version: 06/02/2016  
Date Data Arrived at EDR: 06/03/2016  
Date Made Active in Reports: 06/21/2016  
Number of Days to Update: 18

Source: Public Health Department  
Telephone: 530-538-7149  
Last EDR Contact: 07/07/2016  
Next Scheduled EDR Contact: 10/24/2016  
Data Release Frequency: No Update Planned

### CALVERAS COUNTY:

### CUPA Facility Listing

#### Cupa Facility Listing

Date of Government Version: 04/29/2016  
Date Data Arrived at EDR: 05/03/2016  
Date Made Active in Reports: 06/17/2016  
Number of Days to Update: 45

Source: Calveras County Environmental Health  
Telephone: 209-754-6399  
Last EDR Contact: 06/27/2016  
Next Scheduled EDR Contact: 10/10/2016  
Data Release Frequency: Quarterly

### COLUSA COUNTY:

### CUPA Facility List

#### Cupa facility list.

Date of Government Version: 05/25/2016  
Date Data Arrived at EDR: 05/26/2016  
Date Made Active in Reports: 06/17/2016  
Number of Days to Update: 22

Source: Health & Human Services  
Telephone: 530-458-0396  
Last EDR Contact: 09/06/2016  
Next Scheduled EDR Contact: 11/21/2016  
Data Release Frequency: Varies

### CONTRA COSTA COUNTY:

### Site List

List includes sites from the underground tank, hazardous waste generator and business plan/2185 programs.

Date of Government Version: 05/24/2016  
Date Data Arrived at EDR: 05/26/2016  
Date Made Active in Reports: 07/20/2016  
Number of Days to Update: 55

Source: Contra Costa Health Services Department  
Telephone: 925-646-2286  
Last EDR Contact: 08/01/2016  
Next Scheduled EDR Contact: 11/14/2016  
Data Release Frequency: Semi-Annually

### DEL NORTE COUNTY:

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### CUPA Facility List

Cupa Facility list

Date of Government Version: 04/08/2016

Date Data Arrived at EDR: 05/03/2016

Date Made Active in Reports: 06/22/2016

Number of Days to Update: 50

Source: Del Norte County Environmental Health Division

Telephone: 707-465-0426

Last EDR Contact: 07/27/2016

Next Scheduled EDR Contact: 11/14/2016

Data Release Frequency: Varies

### EL DORADO COUNTY:

#### CUPA Facility List

CUPA facility list.

Date of Government Version: 05/24/2016

Date Data Arrived at EDR: 05/26/2016

Date Made Active in Reports: 08/09/2016

Number of Days to Update: 75

Source: El Dorado County Environmental Management Department

Telephone: 530-621-6623

Last EDR Contact: 07/27/2016

Next Scheduled EDR Contact: 11/14/2016

Data Release Frequency: Varies

### FRESNO COUNTY:

#### CUPA Resources List

Certified Unified Program Agency. CUPA's are responsible for implementing a unified hazardous materials and hazardous waste management regulatory program. The agency provides oversight of businesses that deal with hazardous materials, operate underground storage tanks or aboveground storage tanks.

Date of Government Version: 07/13/2016

Date Data Arrived at EDR: 07/19/2016

Date Made Active in Reports: 08/09/2016

Number of Days to Update: 21

Source: Dept. of Community Health

Telephone: 559-445-3271

Last EDR Contact: 07/13/2016

Next Scheduled EDR Contact: 10/17/2016

Data Release Frequency: Semi-Annually

### HUMBOLDT COUNTY:

#### CUPA Facility List

CUPA facility list.

Date of Government Version: 07/06/2016

Date Data Arrived at EDR: 07/08/2016

Date Made Active in Reports: 08/18/2016

Number of Days to Update: 41

Source: Humboldt County Environmental Health

Telephone: N/A

Last EDR Contact: 08/22/2016

Next Scheduled EDR Contact: 12/05/2016

Data Release Frequency: Varies

### IMPERIAL COUNTY:

#### CUPA Facility List

Cupa facility list.

Date of Government Version: 04/26/2016

Date Data Arrived at EDR: 04/28/2016

Date Made Active in Reports: 06/17/2016

Number of Days to Update: 50

Source: San Diego Border Field Office

Telephone: 760-339-2777

Last EDR Contact: 07/20/2016

Next Scheduled EDR Contact: 10/07/2016

Data Release Frequency: Varies

### INYO COUNTY:

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### CUPA Facility List

Cupa facility list.

Date of Government Version: 09/10/2013  
Date Data Arrived at EDR: 09/11/2013  
Date Made Active in Reports: 10/14/2013  
Number of Days to Update: 33

Source: Inyo County Environmental Health Services  
Telephone: 760-878-0238  
Last EDR Contact: 08/17/2016  
Next Scheduled EDR Contact: 12/05/2016  
Data Release Frequency: Varies

### KERN COUNTY:

#### Underground Storage Tank Sites & Tank Listing

Kern County Sites and Tanks Listing.

Date of Government Version: 05/16/2016  
Date Data Arrived at EDR: 05/20/2016  
Date Made Active in Reports: 08/08/2016  
Number of Days to Update: 80

Source: Kern County Environment Health Services Department  
Telephone: 661-862-8700  
Last EDR Contact: 08/03/2016  
Next Scheduled EDR Contact: 11/21/2016  
Data Release Frequency: Quarterly

### KINGS COUNTY:

#### CUPA Facility List

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

Date of Government Version: 05/25/2016  
Date Data Arrived at EDR: 05/27/2016  
Date Made Active in Reports: 06/22/2016  
Number of Days to Update: 26

Source: Kings County Department of Public Health  
Telephone: 559-584-1411  
Last EDR Contact: 09/19/2016  
Next Scheduled EDR Contact: 12/05/2016  
Data Release Frequency: Varies

### LAKE COUNTY:

#### CUPA Facility List

Cupa facility list

Date of Government Version: 04/26/2016  
Date Data Arrived at EDR: 04/27/2016  
Date Made Active in Reports: 06/17/2016  
Number of Days to Update: 51

Source: Lake County Environmental Health  
Telephone: 707-263-1164  
Last EDR Contact: 08/19/2016  
Next Scheduled EDR Contact: 10/31/2016  
Data Release Frequency: Varies

### LOS ANGELES COUNTY:

#### San Gabriel Valley Areas of Concern

San Gabriel Valley areas where VOC contamination is at or above the MCL as designated by region 9 EPA office.

Date of Government Version: 03/30/2009  
Date Data Arrived at EDR: 03/31/2009  
Date Made Active in Reports: 10/23/2009  
Number of Days to Update: 206

Source: EPA Region 9  
Telephone: 415-972-3178  
Last EDR Contact: 09/19/2016  
Next Scheduled EDR Contact: 01/02/2017  
Data Release Frequency: No Update Planned

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### HMS: Street Number List

Industrial Waste and Underground Storage Tank Sites.

Date of Government Version: 07/05/2016  
Date Data Arrived at EDR: 07/12/2016  
Date Made Active in Reports: 08/18/2016  
Number of Days to Update: 37

Source: Department of Public Works  
Telephone: 626-458-3517  
Last EDR Contact: 07/07/2016  
Next Scheduled EDR Contact: 10/24/2016  
Data Release Frequency: Semi-Annually

### List of Solid Waste Facilities

Solid Waste Facilities in Los Angeles County.

Date of Government Version: 04/18/2016  
Date Data Arrived at EDR: 04/20/2016  
Date Made Active in Reports: 06/01/2016  
Number of Days to Update: 42

Source: La County Department of Public Works  
Telephone: 818-458-5185  
Last EDR Contact: 07/19/2016  
Next Scheduled EDR Contact: 10/31/2016  
Data Release Frequency: Varies

### City of Los Angeles Landfills

Landfills owned and maintained by the City of Los Angeles.

Date of Government Version: 01/01/2016  
Date Data Arrived at EDR: 01/26/2016  
Date Made Active in Reports: 03/22/2016  
Number of Days to Update: 56

Source: Engineering & Construction Division  
Telephone: 213-473-7869  
Last EDR Contact: 07/18/2016  
Next Scheduled EDR Contact: 10/31/2016  
Data Release Frequency: Varies

### Site Mitigation List

Industrial sites that have had some sort of spill or complaint.

Date of Government Version: 03/29/2016  
Date Data Arrived at EDR: 04/06/2016  
Date Made Active in Reports: 06/13/2016  
Number of Days to Update: 68

Source: Community Health Services  
Telephone: 323-890-7806  
Last EDR Contact: 07/13/2016  
Next Scheduled EDR Contact: 10/31/2016  
Data Release Frequency: Annually

### City of El Segundo Underground Storage Tank

Underground storage tank sites located in El Segundo city.

Date of Government Version: 03/30/2015  
Date Data Arrived at EDR: 04/02/2015  
Date Made Active in Reports: 04/13/2015  
Number of Days to Update: 11

Source: City of El Segundo Fire Department  
Telephone: 310-524-2236  
Last EDR Contact: 07/13/2016  
Next Scheduled EDR Contact: 10/31/2016  
Data Release Frequency: Semi-Annually

### City of Long Beach Underground Storage Tank

Underground storage tank sites located in the city of Long Beach.

Date of Government Version: 11/04/2015  
Date Data Arrived at EDR: 11/13/2015  
Date Made Active in Reports: 12/17/2015  
Number of Days to Update: 34

Source: City of Long Beach Fire Department  
Telephone: 562-570-2563  
Last EDR Contact: 07/25/2016  
Next Scheduled EDR Contact: 11/07/2016  
Data Release Frequency: Annually

### City of Torrance Underground Storage Tank

Underground storage tank sites located in the city of Torrance.

Date of Government Version: 06/23/2016  
Date Data Arrived at EDR: 07/12/2016  
Date Made Active in Reports: 08/09/2016  
Number of Days to Update: 28

Source: City of Torrance Fire Department  
Telephone: 310-618-2973  
Last EDR Contact: 07/07/2016  
Next Scheduled EDR Contact: 10/24/2016  
Data Release Frequency: Semi-Annually

MADERA COUNTY:

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### CUPA Facility List

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

Date of Government Version: 06/02/2016  
Date Data Arrived at EDR: 06/03/2016  
Date Made Active in Reports: 08/09/2016  
Number of Days to Update: 67

Source: Madera County Environmental Health  
Telephone: 559-675-7823  
Last EDR Contact: 08/17/2016  
Next Scheduled EDR Contact: 12/05/2016  
Data Release Frequency: Varies

### MARIN COUNTY:

#### Underground Storage Tank Sites

Currently permitted USTs in Marin County.

Date of Government Version: 04/07/2016  
Date Data Arrived at EDR: 04/26/2016  
Date Made Active in Reports: 06/01/2016  
Number of Days to Update: 36

Source: Public Works Department Waste Management  
Telephone: 415-499-6647  
Last EDR Contact: 06/30/2016  
Next Scheduled EDR Contact: 10/17/2016  
Data Release Frequency: Semi-Annually

### MERCED COUNTY:

#### CUPA Facility List

CUPA facility list.

Date of Government Version: 06/15/2016  
Date Data Arrived at EDR: 06/20/2016  
Date Made Active in Reports: 08/18/2016  
Number of Days to Update: 59

Source: Merced County Environmental Health  
Telephone: 209-381-1094  
Last EDR Contact: 08/17/2016  
Next Scheduled EDR Contact: 12/05/2016  
Data Release Frequency: Varies

### MONO COUNTY:

#### CUPA Facility List

CUPA Facility List

Date of Government Version: 05/25/2016  
Date Data Arrived at EDR: 06/01/2016  
Date Made Active in Reports: 06/22/2016  
Number of Days to Update: 21

Source: Mono County Health Department  
Telephone: 760-932-5580  
Last EDR Contact: 08/24/2016  
Next Scheduled EDR Contact: 12/12/2016  
Data Release Frequency: Varies

### MONTEREY COUNTY:

#### CUPA Facility Listing

CUPA Program listing from the Environmental Health Division.

Date of Government Version: 06/24/2016  
Date Data Arrived at EDR: 06/27/2016  
Date Made Active in Reports: 08/09/2016  
Number of Days to Update: 43

Source: Monterey County Health Department  
Telephone: 831-796-1297  
Last EDR Contact: 08/22/2016  
Next Scheduled EDR Contact: 12/05/2016  
Data Release Frequency: Varies

### NAPA COUNTY:

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### Sites With Reported Contamination

A listing of leaking underground storage tank sites located in Napa county.

Date of Government Version: 12/05/2011  
Date Data Arrived at EDR: 12/06/2011  
Date Made Active in Reports: 02/07/2012  
Number of Days to Update: 63

Source: Napa County Department of Environmental Management  
Telephone: 707-253-4269  
Last EDR Contact: 08/24/2016  
Next Scheduled EDR Contact: 12/12/2016  
Data Release Frequency: No Update Planned

### Closed and Operating Underground Storage Tank Sites

Underground storage tank sites located in Napa county.

Date of Government Version: 01/15/2008  
Date Data Arrived at EDR: 01/16/2008  
Date Made Active in Reports: 02/08/2008  
Number of Days to Update: 23

Source: Napa County Department of Environmental Management  
Telephone: 707-253-4269  
Last EDR Contact: 08/24/2016  
Next Scheduled EDR Contact: 12/12/2016  
Data Release Frequency: No Update Planned

### NEVADA COUNTY:

#### CUPA Facility List

CUPA facility list.

Date of Government Version: 04/18/2016  
Date Data Arrived at EDR: 05/06/2016  
Date Made Active in Reports: 06/17/2016  
Number of Days to Update: 42

Source: Community Development Agency  
Telephone: 530-265-1467  
Last EDR Contact: 07/27/2016  
Next Scheduled EDR Contact: 11/14/2016  
Data Release Frequency: Varies

### ORANGE COUNTY:

#### List of Industrial Site Cleanups

Petroleum and non-petroleum spills.

Date of Government Version: 05/01/2016  
Date Data Arrived at EDR: 05/17/2016  
Date Made Active in Reports: 06/21/2016  
Number of Days to Update: 35

Source: Health Care Agency  
Telephone: 714-834-3446  
Last EDR Contact: 08/08/2016  
Next Scheduled EDR Contact: 11/21/2016  
Data Release Frequency: Annually

#### List of Underground Storage Tank Cleanups

Orange County Underground Storage Tank Cleanups (LUST).

Date of Government Version: 05/01/2016  
Date Data Arrived at EDR: 05/17/2016  
Date Made Active in Reports: 06/21/2016  
Number of Days to Update: 35

Source: Health Care Agency  
Telephone: 714-834-3446  
Last EDR Contact: 08/08/2016  
Next Scheduled EDR Contact: 11/21/2016  
Data Release Frequency: Quarterly

#### List of Underground Storage Tank Facilities

Orange County Underground Storage Tank Facilities (UST).

Date of Government Version: 05/01/2016  
Date Data Arrived at EDR: 05/11/2016  
Date Made Active in Reports: 06/01/2016  
Number of Days to Update: 21

Source: Health Care Agency  
Telephone: 714-834-3446  
Last EDR Contact: 08/09/2016  
Next Scheduled EDR Contact: 11/21/2016  
Data Release Frequency: Quarterly

### PLACER COUNTY:



## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### Master List of Facilities

List includes aboveground tanks, underground tanks and cleanup sites.

Date of Government Version: 06/16/2016

Date Data Arrived at EDR: 06/20/2016

Date Made Active in Reports: 08/09/2016

Number of Days to Update: 50

Source: Placer County Health and Human Services

Telephone: 530-745-2363

Last EDR Contact: 09/02/2016

Next Scheduled EDR Contact: 12/19/2016

Data Release Frequency: Semi-Annually

### RIVERSIDE COUNTY:

#### Listing of Underground Tank Cleanup Sites

Riverside County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 04/13/2016

Date Data Arrived at EDR: 04/15/2016

Date Made Active in Reports: 05/09/2016

Number of Days to Update: 24

Source: Department of Environmental Health

Telephone: 951-358-5055

Last EDR Contact: 09/19/2016

Next Scheduled EDR Contact: 01/02/2017

Data Release Frequency: Quarterly

#### Underground Storage Tank Tank List

Underground storage tank sites located in Riverside county.

Date of Government Version: 07/13/2016

Date Data Arrived at EDR: 07/18/2016

Date Made Active in Reports: 08/08/2016

Number of Days to Update: 21

Source: Department of Environmental Health

Telephone: 951-358-5055

Last EDR Contact: 09/19/2016

Next Scheduled EDR Contact: 01/02/2017

Data Release Frequency: Quarterly

### SACRAMENTO COUNTY:

#### Toxic Site Clean-Up List

List of sites where unauthorized releases of potentially hazardous materials have occurred.

Date of Government Version: 05/02/2016

Date Data Arrived at EDR: 07/06/2016

Date Made Active in Reports: 08/18/2016

Number of Days to Update: 43

Source: Sacramento County Environmental Management

Telephone: 916-875-8406

Last EDR Contact: 07/06/2016

Next Scheduled EDR Contact: 10/17/2016

Data Release Frequency: Quarterly

#### Master Hazardous Materials Facility List

Any business that has hazardous materials on site - hazardous material storage sites, underground storage tanks, waste generators.

Date of Government Version: 05/02/2016

Date Data Arrived at EDR: 07/06/2016

Date Made Active in Reports: 08/18/2016

Number of Days to Update: 43

Source: Sacramento County Environmental Management

Telephone: 916-875-8406

Last EDR Contact: 07/05/2016

Next Scheduled EDR Contact: 10/17/2016

Data Release Frequency: Quarterly

### SAN BERNARDINO COUNTY:

#### Hazardous Material Permits

This listing includes underground storage tanks, medical waste handlers/generators, hazardous materials handlers, hazardous waste generators, and waste oil generators/handlers.

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 06/09/2016  
Date Data Arrived at EDR: 06/10/2016  
Date Made Active in Reports: 07/20/2016  
Number of Days to Update: 40

Source: San Bernardino County Fire Department Hazardous Materials Division  
Telephone: 909-387-3041  
Last EDR Contact: 08/08/2016  
Next Scheduled EDR Contact: 11/21/2016  
Data Release Frequency: Quarterly

### SAN DIEGO COUNTY:

#### Hazardous Materials Management Division Database

The database includes: HE58 - This report contains the business name, site address, business phone number, establishment 'H' permit number, type of permit, and the business status. HE17 - In addition to providing the same information provided in the HE58 listing, HE17 provides inspection dates, violations received by the establishment, hazardous waste generated, the quantity, method of storage, treatment/disposal of waste and the hauler, and information on underground storage tanks. Unauthorized Release List - Includes a summary of environmental contamination cases in San Diego County (underground tank cases, non-tank cases, groundwater contamination, and soil contamination are included.)

Date of Government Version: 09/23/2013  
Date Data Arrived at EDR: 09/24/2013  
Date Made Active in Reports: 10/17/2013  
Number of Days to Update: 23

Source: Hazardous Materials Management Division  
Telephone: 619-338-2268  
Last EDR Contact: 06/02/2016  
Next Scheduled EDR Contact: 09/19/2016  
Data Release Frequency: Quarterly

#### Solid Waste Facilities

San Diego County Solid Waste Facilities.

Date of Government Version: 10/31/2015  
Date Data Arrived at EDR: 11/07/2015  
Date Made Active in Reports: 01/04/2016  
Number of Days to Update: 58

Source: Department of Health Services  
Telephone: 619-338-2209  
Last EDR Contact: 07/20/2016  
Next Scheduled EDR Contact: 10/07/2016  
Data Release Frequency: Varies

#### Environmental Case Listing

The listing contains all underground tank release cases and projects pertaining to properties contaminated with hazardous substances that are actively under review by the Site Assessment and Mitigation Program.

Date of Government Version: 03/23/2010  
Date Data Arrived at EDR: 06/15/2010  
Date Made Active in Reports: 07/09/2010  
Number of Days to Update: 24

Source: San Diego County Department of Environmental Health  
Telephone: 619-338-2371  
Last EDR Contact: 09/02/2016  
Next Scheduled EDR Contact: 12/19/2016  
Data Release Frequency: No Update Planned

### SAN FRANCISCO COUNTY:

#### Local Oversight Facilities

A listing of leaking underground storage tank sites located in San Francisco county.

Date of Government Version: 09/19/2008  
Date Data Arrived at EDR: 09/19/2008  
Date Made Active in Reports: 09/29/2008  
Number of Days to Update: 10

Source: Department Of Public Health San Francisco County  
Telephone: 415-252-3920  
Last EDR Contact: 08/03/2016  
Next Scheduled EDR Contact: 11/21/2016  
Data Release Frequency: Quarterly

#### Underground Storage Tank Information

Underground storage tank sites located in San Francisco county.

Date of Government Version: 11/29/2010  
Date Data Arrived at EDR: 03/10/2011  
Date Made Active in Reports: 03/15/2011  
Number of Days to Update: 5

Source: Department of Public Health  
Telephone: 415-252-3920  
Last EDR Contact: 08/03/2016  
Next Scheduled EDR Contact: 11/21/2016  
Data Release Frequency: Quarterly

### SAN JOAQUIN COUNTY:

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### San Joaquin Co. UST

A listing of underground storage tank locations in San Joaquin county.

Date of Government Version: 06/16/2016  
Date Data Arrived at EDR: 06/20/2016  
Date Made Active in Reports: 08/08/2016  
Number of Days to Update: 49

Source: Environmental Health Department  
Telephone: N/A  
Last EDR Contact: 09/19/2016  
Next Scheduled EDR Contact: 01/02/2017  
Data Release Frequency: Semi-Annually

### SAN LUIS OBISPO COUNTY:

#### CUPA Facility List

Cupa Facility List.

Date of Government Version: 05/23/2016  
Date Data Arrived at EDR: 05/24/2016  
Date Made Active in Reports: 06/21/2016  
Number of Days to Update: 28

Source: San Luis Obispo County Public Health Department  
Telephone: 805-781-5596  
Last EDR Contact: 08/17/2016  
Next Scheduled EDR Contact: 12/05/2016  
Data Release Frequency: Varies

### SAN MATEO COUNTY:

#### Business Inventory

List includes Hazardous Materials Business Plan, hazardous waste generators, and underground storage tanks.

Date of Government Version: 06/02/2016  
Date Data Arrived at EDR: 06/07/2016  
Date Made Active in Reports: 06/22/2016  
Number of Days to Update: 15

Source: San Mateo County Environmental Health Services Division  
Telephone: 650-363-1921  
Last EDR Contact: 09/12/2016  
Next Scheduled EDR Contact: 12/26/2016  
Data Release Frequency: Annually

#### Fuel Leak List

A listing of leaking underground storage tank sites located in San Mateo county.

Date of Government Version: 06/09/2016  
Date Data Arrived at EDR: 06/13/2016  
Date Made Active in Reports: 08/09/2016  
Number of Days to Update: 57

Source: San Mateo County Environmental Health Services Division  
Telephone: 650-363-1921  
Last EDR Contact: 09/12/2016  
Next Scheduled EDR Contact: 12/26/2016  
Data Release Frequency: Semi-Annually

### SANTA BARBARA COUNTY:

#### CUPA Facility Listing

CUPA Program Listing from the Environmental Health Services division.

Date of Government Version: 09/08/2011  
Date Data Arrived at EDR: 09/09/2011  
Date Made Active in Reports: 10/07/2011  
Number of Days to Update: 28

Source: Santa Barbara County Public Health Department  
Telephone: 805-686-8167  
Last EDR Contact: 08/17/2016  
Next Scheduled EDR Contact: 12/05/2016  
Data Release Frequency: Varies

### SANTA CLARA COUNTY:

#### Cupa Facility List

Cupa facility list

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 05/25/2016  
Date Data Arrived at EDR: 05/26/2016  
Date Made Active in Reports: 06/22/2016  
Number of Days to Update: 27

Source: Department of Environmental Health  
Telephone: 408-918-1973  
Last EDR Contact: 08/17/2016  
Next Scheduled EDR Contact: 12/05/2016  
Data Release Frequency: Varies

### HIST LUST - Fuel Leak Site Activity Report

A listing of open and closed leaking underground storage tanks. This listing is no longer updated by the county. Leaking underground storage tanks are now handled by the Department of Environmental Health.

Date of Government Version: 03/29/2005  
Date Data Arrived at EDR: 03/30/2005  
Date Made Active in Reports: 04/21/2005  
Number of Days to Update: 22

Source: Santa Clara Valley Water District  
Telephone: 408-265-2600  
Last EDR Contact: 03/23/2009  
Next Scheduled EDR Contact: 06/22/2009  
Data Release Frequency: No Update Planned

### LOP Listing

A listing of leaking underground storage tanks located in Santa Clara county.

Date of Government Version: 03/03/2014  
Date Data Arrived at EDR: 03/05/2014  
Date Made Active in Reports: 03/18/2014  
Number of Days to Update: 13

Source: Department of Environmental Health  
Telephone: 408-918-3417  
Last EDR Contact: 08/24/2016  
Next Scheduled EDR Contact: 12/12/2016  
Data Release Frequency: Annually

### Hazardous Material Facilities

Hazardous material facilities, including underground storage tank sites.

Date of Government Version: 05/26/2016  
Date Data Arrived at EDR: 06/01/2016  
Date Made Active in Reports: 07/20/2016  
Number of Days to Update: 49

Source: City of San Jose Fire Department  
Telephone: 408-535-7694  
Last EDR Contact: 08/03/2016  
Next Scheduled EDR Contact: 11/21/2016  
Data Release Frequency: Annually

### SANTA CRUZ COUNTY:

#### CUPA Facility List

CUPA facility listing.

Date of Government Version: 05/31/2016  
Date Data Arrived at EDR: 06/02/2016  
Date Made Active in Reports: 06/21/2016  
Number of Days to Update: 19

Source: Santa Cruz County Environmental Health  
Telephone: 831-464-2761  
Last EDR Contact: 08/17/2016  
Next Scheduled EDR Contact: 12/05/2016  
Data Release Frequency: Varies

### SHASTA COUNTY:

#### CUPA Facility List

Cupa Facility List.

Date of Government Version: 06/14/2016  
Date Data Arrived at EDR: 06/16/2016  
Date Made Active in Reports: 08/09/2016  
Number of Days to Update: 54

Source: Shasta County Department of Resource Management  
Telephone: 530-225-5789  
Last EDR Contact: 08/22/2016  
Next Scheduled EDR Contact: 12/05/2016  
Data Release Frequency: Varies

### SOLANO COUNTY:

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### Leaking Underground Storage Tanks

A listing of leaking underground storage tank sites located in Solano county.

Date of Government Version: 06/09/2016  
Date Data Arrived at EDR: 06/13/2016  
Date Made Active in Reports: 08/09/2016  
Number of Days to Update: 57

Source: Solano County Department of Environmental Management  
Telephone: 707-784-6770  
Last EDR Contact: 09/12/2016  
Next Scheduled EDR Contact: 12/26/2016  
Data Release Frequency: Quarterly

### Underground Storage Tanks

Underground storage tank sites located in Solano county.

Date of Government Version: 06/09/2016  
Date Data Arrived at EDR: 06/14/2016  
Date Made Active in Reports: 08/08/2016  
Number of Days to Update: 55

Source: Solano County Department of Environmental Management  
Telephone: 707-784-6770  
Last EDR Contact: 09/12/2016  
Next Scheduled EDR Contact: 12/26/2016  
Data Release Frequency: Quarterly

### SONOMA COUNTY:

#### Cupa Facility List

Cupa Facility list

Date of Government Version: 07/10/2016  
Date Data Arrived at EDR: 07/12/2016  
Date Made Active in Reports: 08/09/2016  
Number of Days to Update: 28

Source: County of Sonoma Fire & Emergency Services Department  
Telephone: 707-565-1174  
Last EDR Contact: 07/07/2016  
Next Scheduled EDR Contact: 10/10/2016  
Data Release Frequency: Varies

### Leaking Underground Storage Tank Sites

A listing of leaking underground storage tank sites located in Sonoma county.

Date of Government Version: 07/01/2016  
Date Data Arrived at EDR: 07/05/2016  
Date Made Active in Reports: 08/18/2016  
Number of Days to Update: 44

Source: Department of Health Services  
Telephone: 707-565-6565  
Last EDR Contact: 06/24/2016  
Next Scheduled EDR Contact: 10/10/2016  
Data Release Frequency: Quarterly

### SUTTER COUNTY:

#### Underground Storage Tanks

Underground storage tank sites located in Sutter county.

Date of Government Version: 06/02/2016  
Date Data Arrived at EDR: 06/07/2016  
Date Made Active in Reports: 06/23/2016  
Number of Days to Update: 16

Source: Sutter County Department of Agriculture  
Telephone: 530-822-7500  
Last EDR Contact: 09/02/2016  
Next Scheduled EDR Contact: 12/19/2016  
Data Release Frequency: Semi-Annually

### TUOLUMNE COUNTY:

#### CUPA Facility List

Cupa facility list

Date of Government Version: 05/03/2016  
Date Data Arrived at EDR: 05/10/2016  
Date Made Active in Reports: 06/17/2016  
Number of Days to Update: 38

Source: Division of Environmental Health  
Telephone: 209-533-5633  
Last EDR Contact: 08/03/2016  
Next Scheduled EDR Contact: 10/07/2016  
Data Release Frequency: Varies

### VENTURA COUNTY:

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### Business Plan, Hazardous Waste Producers, and Operating Underground Tanks

The BWT list indicates by site address whether the Environmental Health Division has Business Plan (B), Waste Producer (W), and/or Underground Tank (T) information.

Date of Government Version: 03/28/2016	Source: Ventura County Environmental Health Division
Date Data Arrived at EDR: 04/29/2016	Telephone: 805-654-2813
Date Made Active in Reports: 06/17/2016	Last EDR Contact: 07/25/2016
Number of Days to Update: 49	Next Scheduled EDR Contact: 11/07/2016
	Data Release Frequency: Quarterly

### Inventory of Illegal Abandoned and Inactive Sites

Ventura County Inventory of Closed, Illegal Abandoned, and Inactive Sites.

Date of Government Version: 12/01/2011	Source: Environmental Health Division
Date Data Arrived at EDR: 12/01/2011	Telephone: 805-654-2813
Date Made Active in Reports: 01/19/2012	Last EDR Contact: 06/28/2016
Number of Days to Update: 49	Next Scheduled EDR Contact: 10/17/2016
	Data Release Frequency: Annually

### Listing of Underground Tank Cleanup Sites

Ventura County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 05/29/2008	Source: Environmental Health Division
Date Data Arrived at EDR: 06/24/2008	Telephone: 805-654-2813
Date Made Active in Reports: 07/31/2008	Last EDR Contact: 08/10/2016
Number of Days to Update: 37	Next Scheduled EDR Contact: 11/28/2016
	Data Release Frequency: Quarterly

### Medical Waste Program List

To protect public health and safety and the environment from potential exposure to disease causing agents, the Environmental Health Division Medical Waste Program regulates the generation, handling, storage, treatment and disposal of medical waste throughout the County.

Date of Government Version: 03/28/2016	Source: Ventura County Resource Management Agency
Date Data Arrived at EDR: 04/29/2016	Telephone: 805-654-2813
Date Made Active in Reports: 06/22/2016	Last EDR Contact: 07/25/2016
Number of Days to Update: 54	Next Scheduled EDR Contact: 11/07/2016
	Data Release Frequency: Quarterly

### Underground Tank Closed Sites List

Ventura County Operating Underground Storage Tank Sites (UST)/Underground Tank Closed Sites List.

Date of Government Version: 05/26/2016	Source: Environmental Health Division
Date Data Arrived at EDR: 06/16/2016	Telephone: 805-654-2813
Date Made Active in Reports: 08/09/2016	Last EDR Contact: 09/14/2016
Number of Days to Update: 54	Next Scheduled EDR Contact: 12/26/2016
	Data Release Frequency: Quarterly

### YOLO COUNTY:

#### Underground Storage Tank Comprehensive Facility Report

Underground storage tank sites located in Yolo county.

Date of Government Version: 06/30/2016	Source: Yolo County Department of Health
Date Data Arrived at EDR: 07/05/2016	Telephone: 530-666-8646
Date Made Active in Reports: 08/09/2016	Last EDR Contact: 06/30/2016
Number of Days to Update: 35	Next Scheduled EDR Contact: 10/17/2016
	Data Release Frequency: Annually

### YUBA COUNTY:

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### CUPA Facility List

CUPA facility listing for Yuba County.

Date of Government Version: 04/29/2016

Date Data Arrived at EDR: 05/03/2016

Date Made Active in Reports: 06/17/2016

Number of Days to Update: 45

Source: Yuba County Environmental Health Department

Telephone: 530-749-7523

Last EDR Contact: 07/27/2016

Next Scheduled EDR Contact: 11/14/2016

Data Release Frequency: Varies

### OTHER DATABASE(S)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

#### CT MANIFEST: Hazardous Waste Manifest Data

Facility and manifest data. Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a tsd facility.

Date of Government Version: 07/30/2013

Date Data Arrived at EDR: 08/19/2013

Date Made Active in Reports: 10/03/2013

Number of Days to Update: 45

Source: Department of Energy & Environmental Protection

Telephone: 860-424-3375

Last EDR Contact: 08/10/2016

Next Scheduled EDR Contact: 11/28/2016

Data Release Frequency: No Update Planned

#### NJ MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 12/31/2013

Date Data Arrived at EDR: 07/17/2015

Date Made Active in Reports: 08/12/2015

Number of Days to Update: 26

Source: Department of Environmental Protection

Telephone: N/A

Last EDR Contact: 07/11/2016

Next Scheduled EDR Contact: 10/24/2016

Data Release Frequency: Annually

#### NY MANIFEST: Facility and Manifest Data

Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a TSD facility.

Date of Government Version: 08/01/2016

Date Data Arrived at EDR: 08/03/2016

Date Made Active in Reports: 09/09/2016

Number of Days to Update: 37

Source: Department of Environmental Conservation

Telephone: 518-402-8651

Last EDR Contact: 08/03/2016

Next Scheduled EDR Contact: 11/14/2016

Data Release Frequency: Annually

#### PA MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 12/31/2014

Date Data Arrived at EDR: 07/24/2015

Date Made Active in Reports: 08/18/2015

Number of Days to Update: 25

Source: Department of Environmental Protection

Telephone: 717-783-8990

Last EDR Contact: 07/18/2016

Next Scheduled EDR Contact: 10/31/2016

Data Release Frequency: Annually

#### RI MANIFEST: Manifest information

Hazardous waste manifest information

Date of Government Version: 12/31/2013

Date Data Arrived at EDR: 06/19/2015

Date Made Active in Reports: 07/15/2015

Number of Days to Update: 26

Source: Department of Environmental Management

Telephone: 401-222-2797

Last EDR Contact: 08/22/2016

Next Scheduled EDR Contact: 12/05/2016

Data Release Frequency: Annually

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### WI MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 12/31/2015

Date Data Arrived at EDR: 04/14/2016

Date Made Active in Reports: 06/03/2016

Number of Days to Update: 50

Source: Department of Natural Resources

Telephone: N/A

Last EDR Contact: 09/12/2016

Next Scheduled EDR Contact: 12/26/2016

Data Release Frequency: Annually

### Oil/Gas Pipelines

Source: PennWell Corporation

Petroleum Bundle (Crude Oil, Refined Products, Petrochemicals, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)) N = Natural Gas Bundle (Natural Gas, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)). This map includes information copyrighted by PennWell Corporation. This information is provided on a best effort basis and PennWell Corporation does not guarantee its accuracy nor warrant its fitness for any particular purpose. Such information has been reprinted with the permission of PennWell.

### Electric Power Transmission Line Data

Source: PennWell Corporation

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**Sensitive Receptors:** There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

### AHA Hospitals:

Source: American Hospital Association, Inc.

Telephone: 312-280-5991

The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

### Medical Centers: Provider of Services Listing

Source: Centers for Medicare & Medicaid Services

Telephone: 410-786-3000

A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services.

### Nursing Homes

Source: National Institutes of Health

Telephone: 301-594-6248

Information on Medicare and Medicaid certified nursing homes in the United States.

### Public Schools

Source: National Center for Education Statistics

Telephone: 202-502-7300

The National Center for Education Statistics' primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.

### Private Schools

Source: National Center for Education Statistics

Telephone: 202-502-7300

The National Center for Education Statistics' primary database on private school locations in the United States.

### Daycare Centers: Licensed Facilities

Source: Department of Social Services

Telephone: 916-657-4041

**Flood Zone Data:** This data was obtained from the Federal Emergency Management Agency (FEMA). It depicts 100-year and 500-year flood zones as defined by FEMA. It includes the National Flood Hazard Layer (NFHL) which incorporates Flood Insurance Rate Map (FIRM) data and Q3 data from FEMA in areas not covered by NFHL.

Source: FEMA

Telephone: 877-336-2627

Date of Government Version: 2003, 2015



## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005 and 2010 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Wetland Inventory  
Source: Department of Fish & Game  
Telephone: 916-445-0411

Current USGS 7.5 Minute Topographic Map  
Source: U.S. Geological Survey

### **STREET AND ADDRESS INFORMATION**

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## **GEOCHECK<sup>®</sup> - PHYSICAL SETTING SOURCE ADDENDUM**

### **TARGET PROPERTY ADDRESS**

ARCO AIRPORT ROAD  
4607 S. AIRPORT WAY  
STOCKTON, CA 95206

### **TARGET PROPERTY COORDINATES**

Latitude (North):	37.901343 - 37° 54' 4.83"
Longitude (West):	121.255272 - 121° 15' 18.98"
Universal Transverse Mercator:	Zone 10
UTM X (Meters):	653397.1
UTM Y (Meters):	4196098.5
Elevation:	22 ft. above sea level

### **USGS TOPOGRAPHIC MAP**

Target Property Map:	5640424 STOCKTON WEST, CA
Version Date:	2012
Northeast Map:	5640422 STOCKTON EAST, CA
Version Date:	2012

EDR's GeoCheck Physical Setting Source Addendum is provided to assist the environmental professional in forming an opinion about the impact of potential contaminant migration.

Assessment of the impact of contaminant migration generally has two principal investigative components:

1. Groundwater flow direction, and
2. Groundwater flow velocity.

Groundwater flow direction may be impacted by surface topography, hydrology, hydrogeology, characteristics of the soil, and nearby wells. Groundwater flow velocity is generally impacted by the nature of the geologic strata.

## GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

### GROUNDWATER FLOW DIRECTION INFORMATION

Groundwater flow direction for a particular site is best determined by a qualified environmental professional using site-specific well data. If such data is not reasonably ascertainable, it may be necessary to rely on other sources of information, such as surface topographic information, hydrologic information, hydrogeologic data collected on nearby properties, and regional groundwater flow information (from deep aquifers).

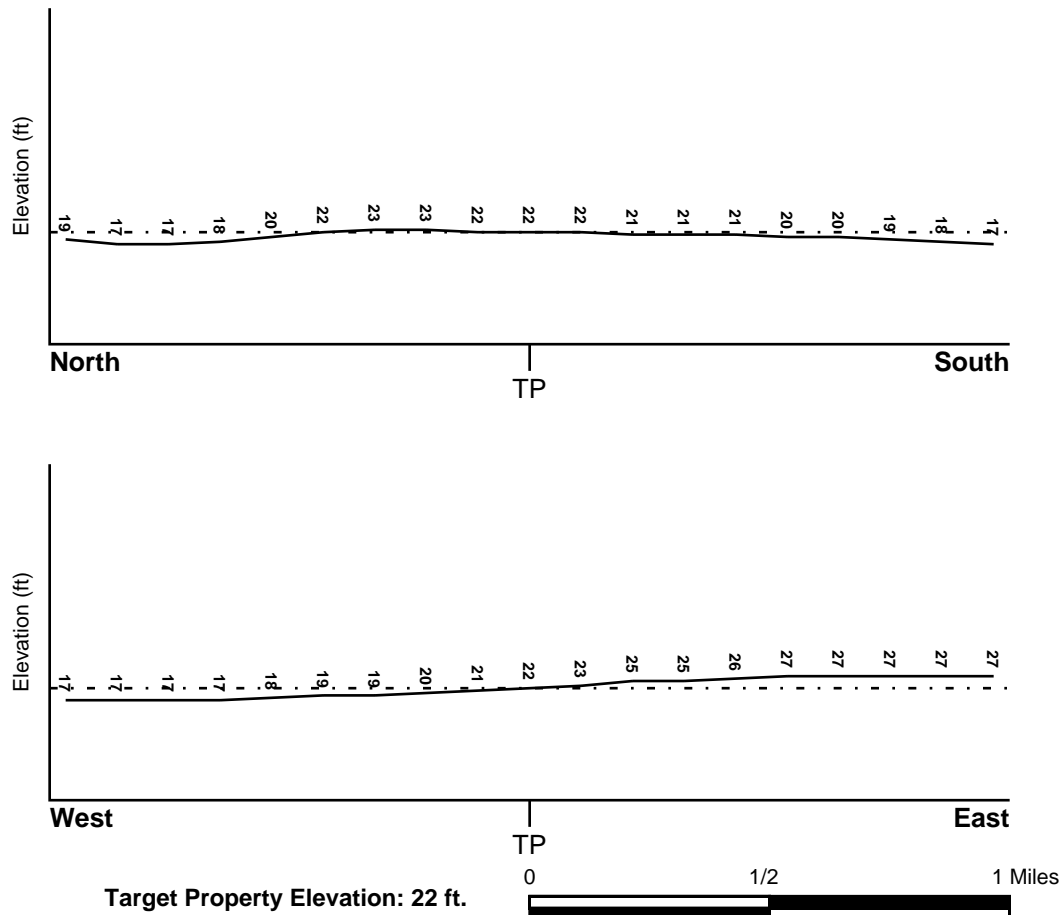
### TOPOGRAPHIC INFORMATION

Surface topography may be indicative of the direction of surficial groundwater flow. This information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

### TARGET PROPERTY TOPOGRAPHY

General Topographic Gradient: General WSW

### SURROUNDING TOPOGRAPHY: ELEVATION PROFILES



Source: Topography has been determined from the USGS 7.5' Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified.

## GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

### HYDROLOGIC INFORMATION

Surface water can act as a hydrologic barrier to groundwater flow. Such hydrologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Refer to the Physical Setting Source Map following this summary for hydrologic information (major waterways and bodies of water).

### FEMA FLOOD ZONE

<u>Flood Plain Panel at Target Property</u>	<u>FEMA Source Type</u>
06077C0470F	FEMA FIRM Flood data
<u>Additional Panels in search area:</u>	<u>FEMA Source Type</u>
06077C0490F	FEMA FIRM Flood data

### NATIONAL WETLAND INVENTORY

<u>NWI Quad at Target Property</u>	<u>NWI Electronic Data Coverage</u>
STOCKTON WEST	YES - refer to the Overview Map and Detail Map

### HYDROGEOLOGIC INFORMATION

Hydrogeologic information obtained by installation of wells on a specific site can often be an indicator of groundwater flow direction in the immediate area. Such hydrogeologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

#### ***Site-Specific Hydrogeological Data\*:***

Search Radius:	1.25 miles
Status:	Not found

### AQUIFLOW®

Search Radius: 1.000 Mile.

EDR has developed the AQUIFLOW Information System to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted by environmental professionals to regulatory authorities at select sites and has extracted the date of the report, groundwater flow direction as determined hydrogeologically, and the depth to water table.

<u>MAP ID</u>	<u>LOCATION FROM TP</u>	<u>GENERAL DIRECTION GROUNDWATER FLOW</u>
Not Reported		

## **GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY**

### **GROUNDWATER FLOW VELOCITY INFORMATION**

Groundwater flow velocity information for a particular site is best determined by a qualified environmental professional using site specific geologic and soil strata data. If such data are not reasonably ascertainable, it may be necessary to rely on other sources of information, including geologic age identification, rock stratigraphic unit and soil characteristics data collected on nearby properties and regional soil information. In general, contaminant plumes move more quickly through sandy-gravelly types of soils than silty-clayey types of soils.

### **GEOLOGIC INFORMATION IN GENERAL AREA OF TARGET PROPERTY**

Geologic information can be used by the environmental professional in forming an opinion about the relative speed at which contaminant migration may be occurring.

#### **ROCK STRATIGRAPHIC UNIT**

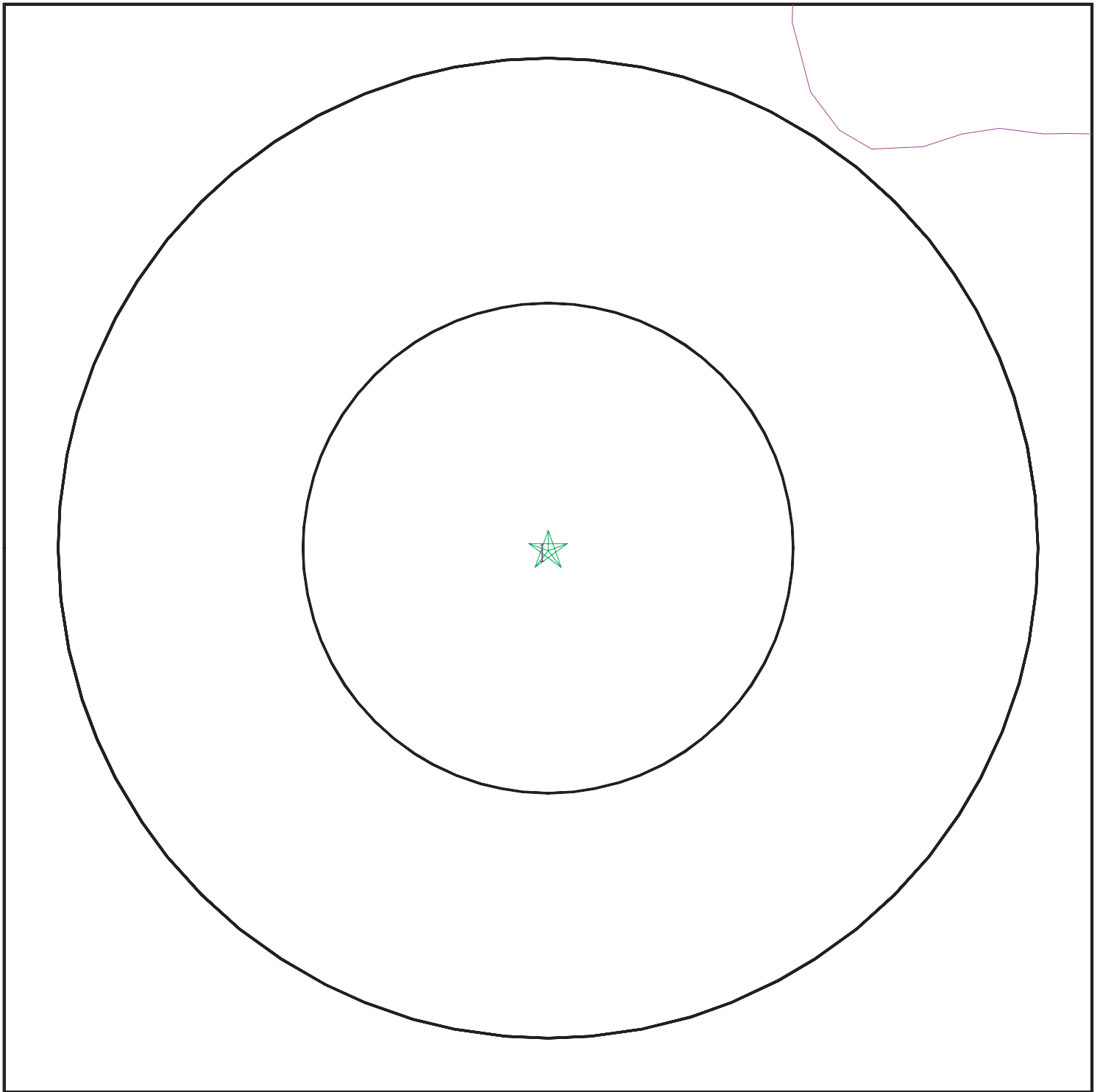
Era:	Cenozoic
System:	Quaternary
Series:	Quaternary
Code:	Q (decoded above as Era, System & Series)

#### **GEOLOGIC AGE IDENTIFICATION**

Category: Stratified Sequence

Geologic Age and Rock Stratigraphic Unit Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - a digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

# SSURGO SOIL MAP - 4731895.2s



- ★ Target Property
- ∨ SSURGO Soil
- ∨ Water



SITE NAME: Arco Airport Road  
ADDRESS: 4607 S. Airport Way  
Stockton CA 95206  
LAT/LONG: 37.901343 / 121.255272

CLIENT: BaseCamp Environmental  
CONTACT: Duffy Ruffin  
INQUIRY #: 4731895.2s  
DATE: September 20, 2016 3:24 pm

## GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

### DOMINANT SOIL COMPOSITION IN GENERAL AREA OF TARGET PROPERTY

The U.S. Department of Agriculture's (USDA) Soil Conservation Service (SCS) leads the National Cooperative Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. The following information is based on Soil Conservation Service SSURGO data.

#### Soil Map ID: 1

Soil Component Name: JACKTONE

Soil Surface Texture: clay

Hydrologic Group: Class D - Very slow infiltration rates. Soils are clayey, have a high water table, or are shallow to an impervious layer.

Soil Drainage Class: Somewhat poorly drained

Hydric Status: Partially hydric

Corrosion Potential - Uncoated Steel: High

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 152 inches

Soil Layer Information							
Layer	Boundary		Soil Texture Class	Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
	Upper	Lower		AASHTO Group	Unified Soil		
1	0 inches	22 inches	clay	Silt-Clay Materials (more than 35 pct. passing No. 200), Clayey Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit 50% or more), Fat Clay.	Max: 1.4 Min: 0.42	Max: 8.4 Min: 6.6
2	22 inches	33 inches	clay	Silt-Clay Materials (more than 35 pct. passing No. 200), Clayey Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit 50% or more), Fat Clay.	Max: 1.4 Min: 0.42	Max: 9 Min: 7.9
3	33 inches	37 inches	indurated	Not reported	Not reported	Max: 0 Min: 0	Max: Min:
4	37 inches	46 inches	stratified sandy loam to clay loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), Lean Clay. FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), silt.	Max: 4 Min: 1.4	Max: 9 Min: 7.9

## GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

Soil Layer Information							
Layer	Boundary		Soil Texture Class	Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
	Upper	Lower		AASHTO Group	Unified Soil		
5	46 inches	59 inches	cemented	Not reported	Not reported	Max: 0.01 Min: 0	Max: Min:

### LOCAL / REGIONAL WATER AGENCY RECORDS

EDR Local/Regional Water Agency records provide water well information to assist the environmental professional in assessing sources that may impact ground water flow direction, and in forming an opinion about the impact of contaminant migration on nearby drinking water wells.

### WELL SEARCH DISTANCE INFORMATION

<u>DATABASE</u>	<u>SEARCH DISTANCE (miles)</u>
Federal USGS	1.000
Federal FRDS PWS	Nearest PWS within 0.001 miles
State Database	1.000

### FEDERAL USGS WELL INFORMATION

<u>MAP ID</u>	<u>WELL ID</u>	<u>LOCATION FROM TP</u>
B3	USGS40000186092	1/4 - 1/2 Mile North
B5	USGS40000186093	1/2 - 1 Mile North
C8	USGS40000186045	1/2 - 1 Mile SSE
9	USGS40000186088	1/2 - 1 Mile NW
10	USGS40000186095	1/2 - 1 Mile NW
13	USGS40000186032	1/2 - 1 Mile SSE
E17	USGS40000186056	1/2 - 1 Mile WSW
E18	USGS40000186058	1/2 - 1 Mile WSW
E19	USGS40000186057	1/2 - 1 Mile WSW
21	USGS40000186052	1/2 - 1 Mile WSW
22	USGS40000186107	1/2 - 1 Mile NNE

### FEDERAL FRDS PUBLIC WATER SUPPLY SYSTEM INFORMATION

<u>MAP ID</u>	<u>WELL ID</u>	<u>LOCATION FROM TP</u>
No PWS System Found		

Note: PWS System location is not always the same as well location.



## GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

### STATE DATABASE WELL INFORMATION

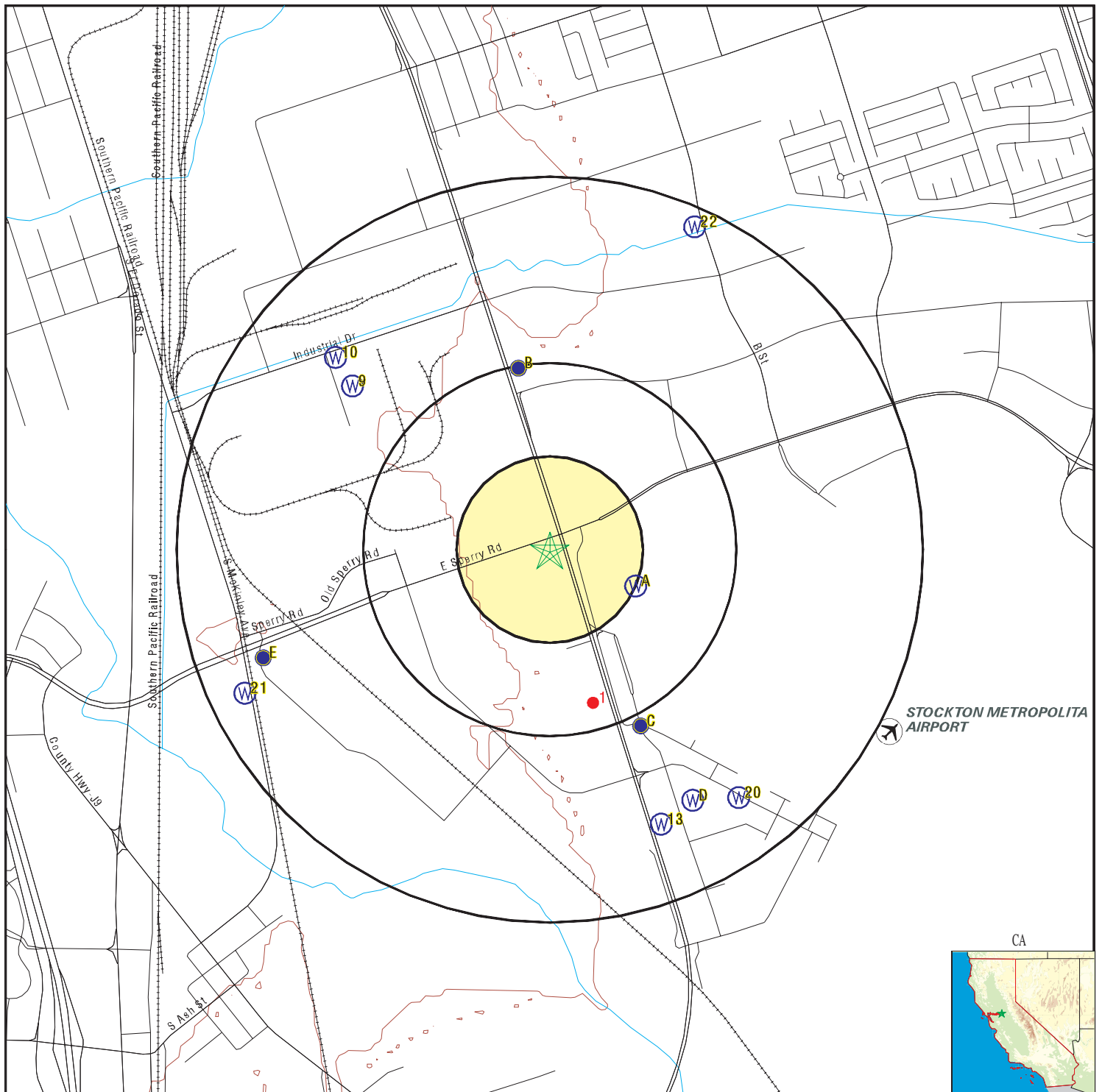
MAP ID	WELL ID	LOCATION FROM TP
A1	23085	1/4 - 1/2 Mile ESE
A2	294	1/4 - 1/2 Mile ESE
B4	CADW60000019403	1/4 - 1/2 Mile NNW
C6	23212	1/2 - 1 Mile SSE
C7	296	1/2 - 1 Mile SSE
D11	23213	1/2 - 1 Mile SSE
D12	298	1/2 - 1 Mile SSE
E14	CADW60000005243	1/2 - 1 Mile WSW
E15	CADW60000010400	1/2 - 1 Mile WSW
E16	CADW60000005242	1/2 - 1 Mile WSW
20	CADW60000017765	1/2 - 1 Mile SE

### OTHER STATE DATABASE INFORMATION

### STATE OIL/GAS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
1	CAOG11000235910	1/4 - 1/2 Mile SSE

# PHYSICAL SETTING SOURCE MAP - 4731895.2s



- County Boundary
- Major Roads
- Contour Lines
- Earthquake Fault Lines
- Airports
- Earthquake epicenter, Richter 5 or greater
- Water Wells
- Public Water Supply Wells
- Cluster of Multiple Icons

- Groundwater Flow Direction
- Indeterminate Groundwater Flow at Location
- Groundwater Flow Varies at Location
- Closest Hydrogeological Data
- Oil, gas or related wells



<p><b>SITE NAME:</b> Arco Airport Road</p> <p><b>ADDRESS:</b> 4607 S. Airport Way Stockton CA 95206</p> <p><b>LAT/LONG:</b> 37.901343 / 121.255272</p>	<p><b>CLIENT:</b> BaseCamp Environmental</p> <p><b>CONTACT:</b> Duffy Ruffin</p> <p><b>INQUIRY #:</b> 4731895.2s</p> <p><b>DATE:</b> September 20, 2016 3:24 pm</p>
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## GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID  
Direction  
Distance  
Elevation

Database EDR ID Number

**A1**  
**ESE**  
**1/4 - 1/2 Mile**  
**Higher**

**CA WELLS 23085**

### Water System Information:

Prime Station Code:	J39/001-08-01TR	User ID:	PTA
FRDS Number:	3910001076	County:	San Joaquin
District Number:	10	Station Type:	WELL/AMBNT
Water Type:	Well/Groundwater	Well Status:	Standby Treated
Source Lat/Long:	375400.0 1211500.0	Precision:	0.5 Mile (30 Seconds)
Source Name:	WELL 08-01 - STANDBY, TREATED		
System Number:	3910001		
System Name:	California Water Service - Stockton		
Organization That Operates System:	1720 N. FIRST STREET SAN JOSE, CA 95112		
Pop Served:	155670	Connections:	40808
Area Served:	Not Reported		

**A2**  
**ESE**  
**1/4 - 1/2 Mile**  
**Higher**

**CA WELLS 294**

### Water System Information:

Prime Station Code:	01N/07E-30E01 M	User ID:	PTA
FRDS Number:	3910001008	County:	San Joaquin
District Number:	10	Station Type:	WELL/AMBNT/MUN/INTAKE/SUPPLY
Water Type:	Well/Groundwater	Well Status:	Standby Raw
Source Lat/Long:	375400.0 1211500.0	Precision:	Undefined
Source Name:	WELL 08-01 - STANDBY		
System Number:	3910001		
System Name:	California Water Service - Stockton		
Organization That Operates System:	1720 N. FIRST STREET SAN JOSE, CA 95112		
Pop Served:	155670	Connections:	40808
Area Served:	Not Reported		

**B3**  
**North**  
**1/4 - 1/2 Mile**  
**Higher**

**FED USGS USGS40000186092**

Org. Identifier:	USGS-CA		
Formal name:	USGS California Water Science Center		
Monloc Identifier:	USGS-375430121151901		
Monloc name:	001N006E25H002M		
Monloc type:	Well		
Monloc desc:	Not Reported		
Huc code:	18040005	Drainagearea value:	Not Reported
Drainagearea Units:	Not Reported	Contrib drainagearea:	Not Reported
Contrib drainagearea units:	Not Reported	Latitude:	37.9082583
Longitude:	-121.2563335	Sourcemap scale:	24000

## GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Horiz Acc measure:	1	Horiz Acc measure units:	seconds
Horiz Collection method:	Interpolated from map		
Horiz coord refs:	NAD83	Vert measure val:	21.00
Vert measure units:	feet	Vertacc measure val:	2.5
Vert accmeasure units:	feet		
Vertcollection method:	Interpolated from topographic map		
Vert coord refs:	NGVD29	Countrycode:	US
Aquifername:	Central Valley aquifer system		
Formation type:	Not Reported		
Aquifer type:	Not Reported		
Construction date:	Not Reported	Welldepth:	Not Reported
Welldepth units:	Not Reported	Wellholedepth:	74
Wellholedepth units:	ft		

Ground-water levels, Number of Measurements: 0

### B4 NNW 1/4 - 1/2 Mile Higher

CA WELLS CADW60000019403

Objectid:	19403
Latitude:	37.9084
Longitude:	-121.2572
Site code:	379084N1212572W001
State well numbe:	01N06E25H002M
Local well name:	"
Well use id:	4
Well use descrip:	Residential
County id:	39
County name:	San Joaquin
Basin code:	'5-22.01'
Basin desc:	Eastern San Joaquin
Dwr region id:	80236
Dwr region:	North Central Region Office
Site id:	CADW60000019403

### B5 North 1/2 - 1 Mile Higher

FED USGS USGS40000186093

Org. Identifier:	USGS-CA		
Formal name:	USGS California Water Science Center		
Monloc Identifier:	USGS-375431121152101		
Monloc name:	001N007E30E001M		
Monloc type:	Well		
Monloc desc:	Not Reported		
Huc code:	18040005	Drainagearea value:	Not Reported
Drainagearea Units:	Not Reported	Contrib drainagearea:	Not Reported
Contrib drainagearea units:	Not Reported	Latitude:	37.908536
Longitude:	-121.256889	Sourcemap scale:	24000
Horiz Acc measure:	1	Horiz Acc measure units:	seconds
Horiz Collection method:	Interpolated from map		
Horiz coord refs:	NAD83	Vert measure val:	18.00
Vert measure units:	feet	Vertacc measure val:	2.5
Vert accmeasure units:	feet		
Vertcollection method:	Interpolated from topographic map		
Vert coord refs:	NGVD29	Countrycode:	US
Aquifername:	Central Valley aquifer system		
Formation type:	Not Reported		

## GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Aquifer type:	Not Reported	Welldepth:	315
Construction date:	Not Reported	Wellholedepth:	Not Reported
Welldepth units:	ft		
Wellholedepth units:	Not Reported		

Ground-water levels, Number of Measurements: 0

**C6**  
**SSE**  
**1/2 - 1 Mile**  
**Higher**

**CA WELLS 23212**

### Water System Information:

Prime Station Code:	J39/012-SSS5TRT	User ID:	PTA
FRDS Number:	3910012053	County:	San Joaquin
District Number:	10	Station Type:	WELL/AMBNT/MUN/INTAKE
Water Type:	Well/Groundwater	Well Status:	Active Treated
Source Lat/Long:	375341.0 1211459.0	Precision:	0.5 Mile (30 Seconds)
Source Name:	WELL SSS5 - TREATED		
System Number:	3910012		
System Name:	STOCKTON, CITY OF		
Organization That Operates System:	2500 NAVY DRIVE STOCKTON 95206		
Pop Served:	96000	Connections:	28033
Area Served:	STOCKTON		

**C7**  
**SSE**  
**1/2 - 1 Mile**  
**Higher**

**CA WELLS 296**

### Water System Information:

Prime Station Code:	01N/07E-31C01 M	User ID:	PTA
FRDS Number:	3910012005	County:	San Joaquin
District Number:	10	Station Type:	WELL/AMBNT/MUN/INTAKE
Water Type:	Well/Groundwater	Well Status:	Active Raw
Source Lat/Long:	375341.0 1211459.0	Precision:	1,000 Feet (10 Seconds)
Source Name:	05 SSS		
System Number:	3910012		
System Name:	STOCKTON, CITY OF		
Organization That Operates System:	2500 NAVY DRIVE STOCKTON 95206		
Pop Served:	96000	Connections:	28033
Area Served:	STOCKTON		
Sample Collected:	02-AUG-06	Findings:	20. MG/L
Chemical:	NITRATE (AS NO3)		

**C8**  
**SSE**  
**1/2 - 1 Mile**  
**Higher**

**FED USGS USGS40000186045**

## GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Org. Identifier:	USGS-CA		
Formal name:	USGS California Water Science Center		
Monloc Identifier:	USGS-375339121150301		
Monloc name:	001N007E31C001M		
Monloc type:	Well		
Monloc desc:	Not Reported		
Huc code:	18040002	Drainagearea value:	Not Reported
Drainagearea Units:	Not Reported	Contrib drainagearea:	Not Reported
Contrib drainagearea units:	Not Reported	Latitude:	37.8941944
Longitude:	-121.2509167	Sourcemap scale:	24000
Horiz Acc measure:	.5	Horiz Acc measure units:	seconds
Horiz Collection method:	Global positioning system (GPS), uncorrected		
Horiz coord refsys:	NAD83	Vert measure val:	21
Vert measure units:	feet	Vertacc measure val:	2.5
Vert accmeasure units:	feet		
Vertcollection method:	Interpolated from topographic map		
Vert coord refsys:	NGVD29	Countrycode:	US
Aquifername:	Central Valley aquifer system		
Formation type:	Not Reported		
Aquifer type:	Not Reported		
Construction date:	19780517	Welldepth:	425
Welldepth units:	ft	Wellholedepth:	429
Wellholedepth units:	ft		

Ground-water levels, Number of Measurements: 0

**9**  
**NW**  
**1/2 - 1 Mile**  
**Lower**

**FED USGS      USGS40000186088**

Org. Identifier:	USGS-CA		
Formal name:	USGS California Water Science Center		
Monloc Identifier:	USGS-375428121155001		
Monloc name:	001N006E25G001M		
Monloc type:	Well		
Monloc desc:	Not Reported		
Huc code:	18040005	Drainagearea value:	Not Reported
Drainagearea Units:	Not Reported	Contrib drainagearea:	Not Reported
Contrib drainagearea units:	Not Reported	Latitude:	37.9077027
Longitude:	-121.2649447	Sourcemap scale:	24000
Horiz Acc measure:	1	Horiz Acc measure units:	seconds
Horiz Collection method:	Interpolated from map		
Horiz coord refsys:	NAD83	Vert measure val:	16.00
Vert measure units:	feet	Vertacc measure val:	2.5
Vert accmeasure units:	feet		
Vertcollection method:	Interpolated from topographic map		
Vert coord refsys:	NGVD29	Countrycode:	US
Aquifername:	Central Valley aquifer system		
Formation type:	Not Reported		
Aquifer type:	Not Reported		
Construction date:	19740323	Welldepth:	406
Welldepth units:	ft	Wellholedepth:	532
Wellholedepth units:	ft		

## GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Ground-water levels, Number of Measurements: 1

Date	Feet below Surface	Feet to Sealevel
1974-03-23	54.50	

10  
NW  
1/2 - 1 Mile  
Lower

FED USGS

USGS40000186095

Org. Identifier:	USGS-CA		
Formal name:	USGS California Water Science Center		
Monloc Identifier:	USGS-375432121155301		
Monloc name:	001N006E25B002M		
Monloc type:	Well		
Monloc desc:	Not Reported		
Huc code:	18040005	Drainagearea value:	Not Reported
Drainagearea Units:	Not Reported	Contrib drainagearea:	Not Reported
Contrib drainagearea units:	Not Reported	Latitude:	37.9088138
Longitude:	-121.2657781	Sourcemap scale:	24000
Horiz Acc measure:	1	Horiz Acc measure units:	seconds
Horiz Collection method:	Interpolated from map		
Horiz coord refsys:	NAD83	Vert measure val:	15.00
Vert measure units:	feet	Vertacc measure val:	2.5
Vert accmeasure units:	feet		
Vertcollection method:	Interpolated from topographic map		
Vert coord refsys:	NGVD29	Countrycode:	US
Aquifername:	Central Valley aquifer system		
Formation type:	Not Reported		
Aquifer type:	Not Reported		
Construction date:	19661209	Welldepth:	592
Welldepth units:	ft	Wellholedepth:	775
Wellholedepth units:	ft		

Ground-water levels, Number of Measurements: 0

D11  
SSE  
1/2 - 1 Mile  
Higher

CA WELLS

23213

### Water System Information:

Prime Station Code:	J39/012-SSS6TRT	User ID:	PTA
FRDS Number:	3910012054	County:	San Joaquin
District Number:	10	Station Type:	WELL/AMBNT/MUN/INTAKE
Water Type:	Well/Groundwater	Well Status:	Inactive Treated
Source Lat/Long:	375330.0 1211450.0	Precision:	0.5 Mile (30 Seconds)
Source Name:	WELL SSS6 - INACTIVE, TREATED		
System Number:	3910012		
System Name:	STOCKTON, CITY OF		
Organization That Operates System:	2500 NAVY DRIVE STOCKTON 95206		
Pop Served:	96000	Connections:	28033
Area Served:	STOCKTON		

# GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID  
Direction  
Distance  
Elevation

Database EDR ID Number

**D12**  
**SSE**  
**1/2 - 1 Mile**  
**Higher**

**CA WELLS 298**

## Water System Information:

Prime Station Code:	01N/07E-31F02 M	User ID:	PTA
FRDS Number:	3910012006	County:	San Joaquin
District Number:	10	Station Type:	WELL/AMBNT/MUN/INTAKE
Water Type:	Well/Groundwater	Well Status:	Inactive Untreated
Source Lat/Long:	375330.0 1211450.0	Precision:	1,000 Feet (10 Seconds)
Source Name:	06 SSS - INACTIVE		
System Number:	3910012		
System Name:	STOCKTON, CITY OF		
Organization That Operates System:	2500 NAVY DRIVE STOCKTON 95206		
Pop Served:	96000	Connections:	28033
Area Served:	STOCKTON		

**13**  
**SSE**  
**1/2 - 1 Mile**  
**Higher**

**FED USGS USGS40000186032**

Org. Identifier:	USGS-CA		
Formal name:	USGS California Water Science Center		
Monloc Identifier:	USGS-375326121145901		
Monloc name:	001N007E31F001M		
Monloc type:	Well		
Monloc desc:	Not Reported		
Huc code:	18040002	Drainagearea value:	Not Reported
Drainagearea Units:	Not Reported	Contrib drainagearea:	Not Reported
Contrib drainagearea units:	Not Reported	Latitude:	37.8906667
Longitude:	-121.2498056	Sourcemap scale:	24000
Horiz Acc measure:	.5	Horiz Acc measure units:	seconds
Horiz Collection method:	Global positioning system (GPS), uncorrected		
Horiz coord refs:	NAD83	Vert measure val:	21
Vert measure units:	feet	Vertacc measure val:	2.5
Vert accmeasure units:	feet		
Vertcollection method:	Interpolated from topographic map		
Vert coord refs:	NGVD29	Countrycode:	US
Aquifername:	Central Valley aquifer system		
Formation type:	Not Reported		
Aquifer type:	Not Reported		
Construction date:	19780511	Welldepth:	425
Welldepth units:	ft	Wellholedepth:	Not Reported
Wellholedepth units:	Not Reported		

Ground-water levels, Number of Measurements: 0

**E14**  
**WSW**  
**1/2 - 1 Mile**  
**Lower**

**CA WELLS CADW60000005243**



## GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Objectid: 5243  
Latitude: 37.89721  
Longitude: -121.269277  
Site code: 378972N1212936W003  
State well numbe: 01N06E36C005M  
Local well name: 'Sperry-3'  
Well use id: 1  
Well use descrip: Observation  
County id: 39  
County name: San Joaquin  
Basin code: '5-22.01'  
Basin desc: Eastern San Joaquin  
Dwr region id: 80236  
Dwr region: North Central Region Office  
Site id: CADW60000005243

---

**E15**  
**WSW**  
**1/2 - 1 Mile**  
**Lower**

CA WELLS CADW60000010400

Objectid: 10400  
Latitude: 37.89721  
Longitude: -121.269277  
Site code: 378972N1212936W001  
State well numbe: 01N06E36C003M  
Local well name: 'Sperry-1'  
Well use id: 1  
Well use descrip: Observation  
County id: 39  
County name: San Joaquin  
Basin code: '5-22.01'  
Basin desc: Eastern San Joaquin  
Dwr region id: 80236  
Dwr region: North Central Region Office  
Site id: CADW60000010400

---

**E16**  
**WSW**  
**1/2 - 1 Mile**  
**Lower**

CA WELLS CADW60000005242

Objectid: 5242  
Latitude: 37.89721  
Longitude: -121.269277  
Site code: 378972N1212936W002  
State well numbe: 01N06E36C004M  
Local well name: 'Sperry-2'  
Well use id: 1  
Well use descrip: Observation  
County id: 39  
County name: San Joaquin

## GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Basin code: '5-22.01'  
Basin desc: Eastern San Joaquin  
Dwr region id: 80236  
Dwr region: North Central Region Office  
Site id: CADW60000005242

**E17**  
**WSW**  
**1/2 - 1 Mile**  
**Lower**

**FED USGS USGS40000186056**

Org. Identifier:	USGS-CA		
Formal name:	USGS California Water Science Center		
Monloc Identifier:	USGS-375349121160901		
Monloc name:	001N006E36C003M		
Monloc type:	Well		
Monloc desc:	Not Reported		
Huc code:	18040002	Drainagearea value:	Not Reported
Drainagearea Units:	Not Reported	Contrib drainagearea:	Not Reported
Contrib drainagearea units:	Not Reported	Latitude:	37.897
Longitude:	-121.2693	Sourcemap scale:	24000
Horiz Acc measure:	.5	Horiz Acc measure units:	seconds
Horiz Collection method:	Global positioning system (GPS), uncorrected		
Horiz coord refsys:	NAD83	Vert measure val:	15
Vert measure units:	feet	Vertacc measure val:	2.5
Vert accmeasure units:	feet		
Vertcollection method:	Interpolated from topographic map		
Vert coord refsys:	NGVD29	Countrycode:	US
Aquifername:	Central Valley aquifer system		
Formation type:	Laguna Formation		
Aquifer type:	Not Reported		
Construction date:	20020503	Welldepth:	465
Welldepth units:	ft	Wellholedepth:	500
Wellholedepth units:	ft		

Ground-water levels, Number of Measurements: 1

Date	Feet below Surface	Feet to Sealevel
2002-05-24	38.0	

**E18**  
**WSW**  
**1/2 - 1 Mile**  
**Lower**

**FED USGS USGS40000186058**

Org. Identifier:	USGS-CA		
Formal name:	USGS California Water Science Center		
Monloc Identifier:	USGS-375349121160903		
Monloc name:	001N006E36C005M		
Monloc type:	Well		
Monloc desc:	Not Reported		
Huc code:	18040002	Drainagearea value:	Not Reported
Drainagearea Units:	Not Reported	Contrib drainagearea:	Not Reported
Contrib drainagearea units:	Not Reported	Latitude:	37.8971
Longitude:	-121.2694	Sourcemap scale:	24000

## GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Horiz Acc measure:	.5	Horiz Acc measure units:	seconds
Horiz Collection method:	Global positioning system (GPS), uncorrected		
Horiz coord refsys:	NAD83	Vert measure val:	15
Vert measure units:	feet	Vertacc measure val:	2.5
Vert accmeasure units:	feet		
Vertcollection method:	Interpolated from topographic map		
Vert coord refsys:	NGVD29	Countrycode:	US
Aquifername:	Central Valley aquifer system		
Formation type:	Laguna Formation		
Aquifer type:	Not Reported		
Construction date:	20020503	Welldepth:	129
Welldepth units:	ft	Wellholedepth:	140
Wellholedepth units:	ft		

Ground-water levels, Number of Measurements: 1

Date	Feet below Surface	Feet to Sealevel
-----		
2002-05-24	30.6	

**E19**  
**WSW**  
**1/2 - 1 Mile**  
**Lower**

**FED USGS**

**USGS40000186057**

Org. Identifier:	USGS-CA		
Formal name:	USGS California Water Science Center		
Monloc Identifier:	USGS-375349121160902		
Monloc name:	001N006E36C004M		
Monloc type:	Well		
Monloc desc:	Not Reported		
Huc code:	18040002	Drainagearea value:	Not Reported
Drainagearea Units:	Not Reported	Contrib drainagearea:	Not Reported
Contrib drainagearea units:	Not Reported	Latitude:	37.8971
Longitude:	-121.2694	Sourcemap scale:	24000
Horiz Acc measure:	.5	Horiz Acc measure units:	seconds
Horiz Collection method:	Global positioning system (GPS), uncorrected		
Horiz coord refsys:	NAD83	Vert measure val:	15
Vert measure units:	feet	Vertacc measure val:	2.5
Vert accmeasure units:	feet		
Vertcollection method:	Interpolated from topographic map		
Vert coord refsys:	NGVD29	Countrycode:	US
Aquifername:	Central Valley aquifer system		
Formation type:	Laguna Formation		
Aquifer type:	Not Reported		
Construction date:	20020503	Welldepth:	317
Welldepth units:	ft	Wellholedepth:	330
Wellholedepth units:	ft		

Ground-water levels, Number of Measurements: 1

Date	Feet below Surface	Feet to Sealevel
-----		
2002-05-24	32.8	

**20**  
**SE**  
**1/2 - 1 Mile**  
**Higher**

**CA WELLS**

**CADW60000017765**

## GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Objectid: 17765  
 Latitude: 37.8917  
 Longitude: -121.246  
 Site code: 378917N1212460W001  
 State well numbe: 01N07E31G001M  
 Local well name: "  
 Well use id: 6  
 Well use descrip: Unknown  
 County id: 39  
 County name: San Joaquin  
 Basin code: '5-22.01'  
 Basin desc: Eastern San Joaquin  
 Dwr region id: 80236  
 Dwr region: North Central Region Office  
 Site id: CADW60000017765

**21**  
**WSW**  
**1/2 - 1 Mile**  
**Lower**

FED USGS      USGS40000186052

Org. Identifier:	USGS-CA		
Formal name:	USGS California Water Science Center		
Monloc Identifier:	USGS-375345121160901		
Monloc name:	001N006E36C002M		
Monloc type:	Well		
Monloc desc:	Not Reported		
Huc code:	18040005	Drainagearea value:	Not Reported
Drainagearea Units:	Not Reported	Contrib drainagearea:	Not Reported
Contrib drainagearea units:	Not Reported	Latitude:	37.8957585
Longitude:	-121.2702224	Sourcemap scale:	24000
Horiz Acc measure:	1	Horiz Acc measure units:	seconds
Horiz Collection method:	Interpolated from map		
Horiz coord refsys:	NAD83	Vert measure val:	15.00
Vert measure units:	feet	Vertacc measure val:	2.5
Vert accmeasure units:	feet		
Vertcollection method:	Interpolated from topographic map		
Vert coord refsys:	NGVD29	Countrycode:	US
Aquifername:	Central Valley aquifer system		
Formation type:	Not Reported		
Aquifer type:	Not Reported		
Construction date:	19670315	Welldepth:	348
Welldepth units:	ft	Wellholedepth:	405
Wellholedepth units:	ft		

Ground-water levels, Number of Measurements: 1

	Feet below Surface	Feet to Sealevel
Date		
-----		
1967-03-15	32.00	

**22**  
**NNE**  
**1/2 - 1 Mile**  
**Higher**

FED USGS      USGS40000186107

## GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Org. Identifier:	USGS-CA		
Formal name:	USGS California Water Science Center		
Monloc Identifier:	USGS-375450121145301		
Monloc name:	001N007E19Q001M		
Monloc type:	Well		
Monloc desc:	CITY OF STOCKTON WELL SSS-9		
Huc code:	Not Reported	Drainagearea value:	Not Reported
Drainagearea Units:	Not Reported	Contrib drainagearea:	Not Reported
Contrib drainagearea units:	Not Reported	Latitude:	37.9138889
Longitude:	-121.2481667	Sourcemap scale:	24000
Horiz Acc measure:	.5	Horiz Acc measure units:	seconds
Horiz Collection method:	Global positioning system (GPS), uncorrected		
Horiz coord refsys:	NAD83	Vert measure val:	20
Vert measure units:	feet	Vertacc measure val:	2.5
Vert accmeasure units:	feet		
Vertcollection method:	Interpolated from topographic map		
Vert coord refsys:	NGVD29	Countrycode:	US
Aquifername:	Central Valley aquifer system		
Formation type:	Not Reported		
Aquifer type:	Not Reported		
Construction date:	20030401	Welldepth:	364
Welldepth units:	ft	Wellholedepth:	454
Wellholedepth units:	ft		

Ground-water levels, Number of Measurements: 0

# GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID  
Direction  
Distance

Database EDR ID Number

1

SSE

1/4 - 1/2 Mile

OIL\_GAS

CAOG11000235910

District nun:	6	Api number:	07700449
Blm well:	N	Redrill can:	Not Reported
Dryhole:	Y	Well status:	P
Operator name:	S. I. Corp.		
County name:	San Joaquin	Fieldname:	Any Field
Area name:	Any Area	Section:	31
Township:	01N	Range:	07E
Base meridian:	MD	Elevation:	Not Reported
Locationde:	Not Reported		
Gissourcec:	hud		
Comments:	Status Code 006		
Leasename:	Signal-Stockton Airport Unit	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	24-SEP-63
Welldeptha:	8977		
Redrillfoo:	0		
Abandonedd:	20-NOV-63	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	PDH
Site id:	CAOG11000235910		

## GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS RADON

### AREA RADON INFORMATION

State Database: CA Radon

#### Radon Test Results

Zipcode	Num Tests	> 4 pCi/L
95206	6	0

Federal EPA Radon Zone for SAN JOAQUIN County: 3

Note: Zone 1 indoor average level > 4 pCi/L.  
: Zone 2 indoor average level  $\geq$  2 pCi/L and  $\leq$  4 pCi/L.  
: Zone 3 indoor average level < 2 pCi/L.

---

Federal Area Radon Information for Zip Code: 95206

Number of sites tested: 1

Area	Average Activity	% <4 pCi/L	% 4-20 pCi/L	% >20 pCi/L
Living Area - 1st Floor	Not Reported	Not Reported	Not Reported	Not Reported
Living Area - 2nd Floor	Not Reported	Not Reported	Not Reported	Not Reported
Basement	2.300 pCi/L	100%	0%	0%

# PHYSICAL SETTING SOURCE RECORDS SEARCHED

## **TOPOGRAPHIC INFORMATION**

### USGS 7.5' Digital Elevation Model (DEM)

Source: United States Geologic Survey

EDR acquired the USGS 7.5' Digital Elevation Model in 2002 and updated it in 2006. The 7.5 minute DEM corresponds to the USGS 1:24,000- and 1:25,000-scale topographic quadrangle maps. The DEM provides elevation data with consistent elevation units and projection.

### Current USGS 7.5 Minute Topographic Map

Source: U.S. Geological Survey

## **HYDROLOGIC INFORMATION**

Flood Zone Data: This data was obtained from the Federal Emergency Management Agency (FEMA). It depicts 100-year and 500-year flood zones as defined by FEMA. It includes the National Flood Hazard Layer (NFHL) which incorporates Flood Insurance Rate Map (FIRM) data and Q3 data from FEMA in areas not covered by NFHL.

Source: FEMA

Telephone: 877-336-2627

Date of Government Version: 2003, 2015

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005 and 2010 from the U.S. Fish and Wildlife Service.

### State Wetlands Data: Wetland Inventory

Source: Department of Fish & Game

Telephone: 916-445-0411

## **HYDROGEOLOGIC INFORMATION**

### AQUIFLOW<sup>R</sup> Information System

Source: EDR proprietary database of groundwater flow information

EDR has developed the AQUIFLOW Information System (AIS) to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted to regulatory authorities at select sites and has extracted the date of the report, hydrogeologically determined groundwater flow direction and depth to water table information.

## **GEOLOGIC INFORMATION**

### Geologic Age and Rock Stratigraphic Unit

Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - A digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

### STATSGO: State Soil Geographic Database

Source: Department of Agriculture, Natural Resources Conservation Service (NRCS)

The U.S. Department of Agriculture's (USDA) Natural Resources Conservation Service (NRCS) leads the national Conservation Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps.

### SSURGO: Soil Survey Geographic Database

Source: Department of Agriculture, Natural Resources Conservation Service (NRCS)

Telephone: 800-672-5559

SSURGO is the most detailed level of mapping done by the Natural Resources Conservation Service, mapping scales generally range from 1:12,000 to 1:63,360. Field mapping methods using national standards are used to construct the soil maps in the Soil Survey Geographic (SSURGO) database. SSURGO digitizing duplicates the original soil survey maps. This level of mapping is designed for use by landowners, townships and county natural resource planning and management.



# PHYSICAL SETTING SOURCE RECORDS SEARCHED

## LOCAL / REGIONAL WATER AGENCY RECORDS

### FEDERAL WATER WELLS

#### PWS: Public Water Systems

Source: EPA/Office of Drinking Water

Telephone: 202-564-3750

Public Water System data from the Federal Reporting Data System. A PWS is any water system which provides water to at least 25 people for at least 60 days annually. PWSs provide water from wells, rivers and other sources.

#### PWS ENF: Public Water Systems Violation and Enforcement Data

Source: EPA/Office of Drinking Water

Telephone: 202-564-3750

Violation and Enforcement data for Public Water Systems from the Safe Drinking Water Information System (SDWIS) after August 1995. Prior to August 1995, the data came from the Federal Reporting Data System (FRDS).

#### USGS Water Wells: USGS National Water Inventory System (NWIS)

This database contains descriptive information on sites where the USGS collects or has collected data on surface water and/or groundwater. The groundwater data includes information on wells, springs, and other sources of groundwater.

### STATE RECORDS

#### Water Well Database

Source: Department of Water Resources

Telephone: 916-651-9648

#### California Drinking Water Quality Database

Source: Department of Public Health

Telephone: 916-324-2319

The database includes all drinking water compliance and special studies monitoring for the state of California since 1984. It consists of over 3,200,000 individual analyses along with well and water system information.

## OTHER STATE DATABASE INFORMATION

#### California Oil and Gas Well Locations

Source: Department of Conservation

Telephone: 916-323-1779

Oil and Gas well locations in the state.

### RADON

#### State Database: CA Radon

Source: Department of Health Services

Telephone: 916-324-2208

Radon Database for California

#### Area Radon Information

Source: USGS

Telephone: 703-356-4020

The National Radon Database has been developed by the U.S. Environmental Protection Agency (USEPA) and is a compilation of the EPA/State Residential Radon Survey and the National Residential Radon Survey. The study covers the years 1986 - 1992. Where necessary data has been supplemented by information collected at private sources such as universities and research institutions.

#### EPA Radon Zones

Source: EPA

Telephone: 703-356-4020

Sections 307 & 309 of IRAA directed EPA to list and identify areas of U.S. with the potential for elevated indoor radon levels.

## PHYSICAL SETTING SOURCE RECORDS SEARCHED

### OTHER

Airport Landing Facilities: Private and public use landing facilities  
Source: Federal Aviation Administration, 800-457-6656

Epicenters: World earthquake epicenters, Richter 5 or greater  
Source: Department of Commerce, National Oceanic and Atmospheric Administration

California Earthquake Fault Lines: The fault lines displayed on EDR's Topographic map are digitized quaternary fault lines, prepared in 1975 by the United State Geological Survey. Additional information (also from 1975) regarding activity at specific fault lines comes from California's Preliminary Fault Activity Map prepared by the California Division of Mines and Geology.

### STREET AND ADDRESS INFORMATION

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APPENDIX D  
TRAFFIC IMPACT ANALYSIS

**TRAFFIC IMPACT STUDY**  
**FOR**  
**THE AIRPORT WAY & SPERRY ROAD**  
**CONVENIENCE CENTER PROJECT**

Stockton, CA

Prepared For:

**Airport Petroleum, Inc.**

Prepared By:

**KD Anderson & Associates**  
3853 Taylor Road, Suite G  
Loomis, California 95650  
(916) 660-1555

October 24, 2016

4793-05  
Airport Sperry Conv Ctr TIS 10-24-16.doc

***KD Anderson & Associates, Inc.***

---

**Transportation Engineers**

**TRAFFIC IMPACT STUDY FOR  
THE AIRPORT WAY & SPERRY ROAD  
CONVENIENCE CENTER PROJECT**

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## INTRODUCTION

### **Study Purpose and Project Description**

This traffic impact study presents an analysis of the traffic-related effects of the proposed Airport Way & Sperry Road Convenience Center project. The project site is located on the southwest corner of the intersection of Airport Way and Sperry Road in Stockton, California. **Figure 1** displays the location of the project site. **Figure 2** displays the project site relative to the surrounding transportation system. **Figure 3** presents the Airport Way & Sperry Road Convenience Center project site plan.

### **Proposed Land Uses and Access**

The Airport Way & Sperry Road Convenience Center project includes:

- a 2,308 building square feet quick service restaurant, and
- an am/pm convenience store with a 16-position vehicle fueling area and a car wash.

**Figure 3** presents the site plan for the Airport Way & Sperry Road Convenience Center project. Vehicle access to the project site would be provided by two right-in/right-out driveways connecting to Sperry Road, and a right-in/right-out driveway connecting to Airport Way.

### **Overall Analysis Approach**

This traffic impact study presents an analysis of the traffic-related effects of the Airport Way & Sperry Road Convenience Center project. This analysis is conducted using near-term background conditions and long-term future background conditions.

Traffic operating conditions under the following five scenarios are presented in this traffic impact study:

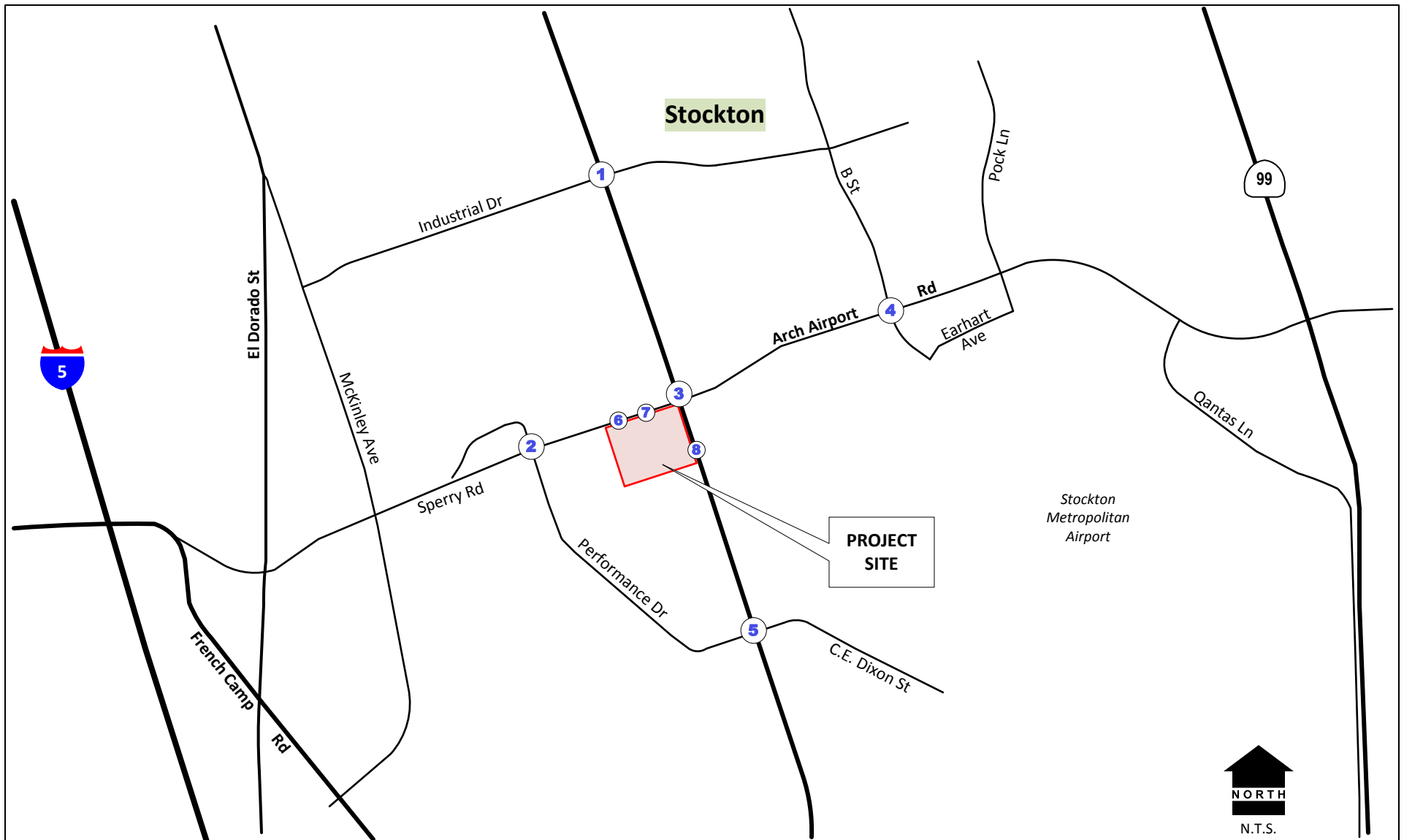
- Existing Conditions,
- Existing Plus Approved Projects No Proposed Project,
- Existing Plus Approved Projects Plus Proposed Project,
- Cumulative No Proposed Project, and
- Cumulative Plus Proposed Project.

Existing Plus Approved Projects (EPAP) conditions are a near-term background condition which includes existing traffic levels, and traffic associated with approved land use development projects in the vicinity of the project site.

Cumulative conditions are a long-term background condition with future year traffic forecasts based on development of surrounding land uses and the roadway network. This set of scenarios assumes 2035 conditions with future development consistent with the City of Stockton General Plan.



## VICINITY MAP



## ROADWAY NETWORK AND STUDY INTERSECTIONS



## EXISTING SETTING

This section of this traffic impact study presents a description of existing conditions in the study area. Information presented in this section of the study is based on on-site field observations, traffic count data collected for this study, and other data available from local and state agencies. Portions of the information presented below are from the *City of Stockton General Plan Background Report* (City of Stockton 2004a). This section of the traffic impact study also describes analysis methods applied for this study, and thresholds used to determine the significance of project-related effects.

### Study Area Roadways

This traffic impact study presents analyses of traffic operating conditions at intersections and on roadways in the study area that may be affected by the proposed project. The following is a description of roadways that provide access to the project site. These roadways are shown in **Figure 2**.

**Interstate 5** (I-5) is a major north-south freeway that traverses the western U.S., originating in southern California and continuing north towards Sacramento and beyond. It is aligned through the western portion of the City of Stockton, generally providing four travel lanes in each direction through the central portion of Stockton, and three lanes in each direction in the vicinity of the project site. The current average daily traffic (ADT) volumes on I-5 in the vicinity of the project site is 105,000 vehicles per day (<http://www.dot.ca.gov/trafficops/census/>). Twelve interchanges are provided along the 14-mile stretch of I-5 within and adjacent to the City limits. The portion of I-5 in the North Stockton area is being improved with large portions under construction. As a result, the number of travel lanes, speed limit, and traffic volume vary as the active construction portion changes over time.

**State Route 99** (SR 99) traverses the Central Valley, connecting Sacramento and points north with numerous Central Valley cities, including Modesto, Merced, Fresno and Bakersfield. Three travel lanes are provided in each direction in the vicinity of the project site. Twelve interchanges are provided along the 12-mile length of SR 99 within and adjacent to the City limits. Average daily traffic volumes on SR 99 range between 69,000 and 73,000 in the vicinity of the project site (<http://www.dot.ca.gov/trafficops/census/>).

**Sperry Road/Arch Airport Road** is an east-west roadway along the northern boundary of the project site. The roadway is classified as an arterial (City of Stockton 2004a). Portions of this roadway are named differently:

- West of I-5, it is named French Camp Road.
- Between I-5 and Performance Drive, it is named Arch Airport Road.
- Between Performance Drive and Airport Way, it is named Sperry Road.
- Between Airport Way and SR 99, it is named Arch Airport Road.
- East of SR 99, it is named Arch Road.

The majority of this roadway, including the portion adjacent to the project site, is four lanes wide (two lanes in each direction). However, the width varies along some portions from one to three lanes in each direction. A sidewalk is present along the south side of this roadway approximately one-tenth of a mile west of the project site. No other pedestrian or bicycle facilities are present in the immediate vicinity of the project site.

**Airport Way** is a north-south roadway along the eastern boundary of the project site. The roadway is classified as an arterial (City of Stockton 2004a). North of downtown Stockton, the roadway is named West Lane. The roadway extends from the City of Lodi in the north to south of the City of Manteca. In the vicinity of the project site, the roadway is four lanes wide (two lanes in each direction). A sidewalk is present along the west side of this roadway approximately one-fourth of a mile south of the project site. No other pedestrian or bicycle facilities are present in the immediate vicinity of the project site.

**Industrial Drive** is an east-west collector roadway approximately two-thirds of a mile north of the project site. The roadway provides access to industrial land uses north of Sperry Road/Arch Airport Road. Industrial Drive connects with Airport Way at a signalized intersection. The roadway is two lanes wide (one lane in each direction) west of Airport Way, and four lanes wide with a center-two-way left-turn lane (CTWLTL) east of Airport Way.

**B Street** is a north-south collector roadway approximately two-thirds of a mile east of the project site. The roadway provides access to industrial land uses north and south of Arch Airport Road. The roadway is two lanes wide (one lane in each direction) with a CTWLTL north of Arch Airport Road. A short, four-lanes-wide portion of this roadway is present south of Arch Airport Road. B Street connects with Arch Airport Road at an unsignalized intersection. Signalization of this intersection is in the San Joaquin Council of Governments (SJCOC) 2017 *Federal Transportation Improvement Program* (San Joaquin Council of Governments 2016).

**Performance Drive** is curved collector roadway that provides access to industrial land uses south of Sperry Road and west of Airport Way. The roadway has signalized intersections with both Sperry Road and Airport Way. North of Sperry Road, the northern extension of this roadway is named Sperry Road and is also known as Old Sperry Road. East of Airport Way, the eastern extension of this roadway is named C.E. Dixon Street. Performance Drive is generally two lanes wide (one lane in each direction) with a CTWLTL.

**C.E. Dixon Street** is a four-lane collector roadway with a generally east-west alignment. This roadway is an eastern extension of Performance Drive and connects with Airport Way at a signalized intersection. The roadway provides access to the industrial land use and the Stockton Airport east of Airport Way.

### **Bicycle and Pedestrian Systems**

The generally level terrain and mild weather make bicycling and walking viable forms of transportation in Stockton. The City of Stockton has an extensive network of bicycle facilities, including off-street trails and paths, as well as on-street bicycle lanes and routes. Many of these

facilities also support pedestrian travel. According to Caltrans guidelines, bicycle facilities are generally divided into three categories:

- **Class I Bikeway (Bike Path).** A completely separate facility designated for the exclusive use of bicycles and pedestrians with vehicle and pedestrian cross-flow minimized.
- **Class II Bikeway (Bike Lane).** A striped lane designated for the use of bicycles on a street or highway. Vehicle parking and vehicle/pedestrian cross-flow are permitted at designated locations.
- **Class III Bikeway (Bike Route).** A route designated by signs or pavement markings for bicyclists within the vehicular travel lane (i.e., shared use) of a roadway.

Bicycle and pedestrian facilities are absent adjacent to the project site. As noted above in the *Study Area Roadways* section, sidewalks are present approximately one-tenth of a mile west of the project site along Sperry Road, and approximately one-fourth of a mile south of the project site along Airport Way.

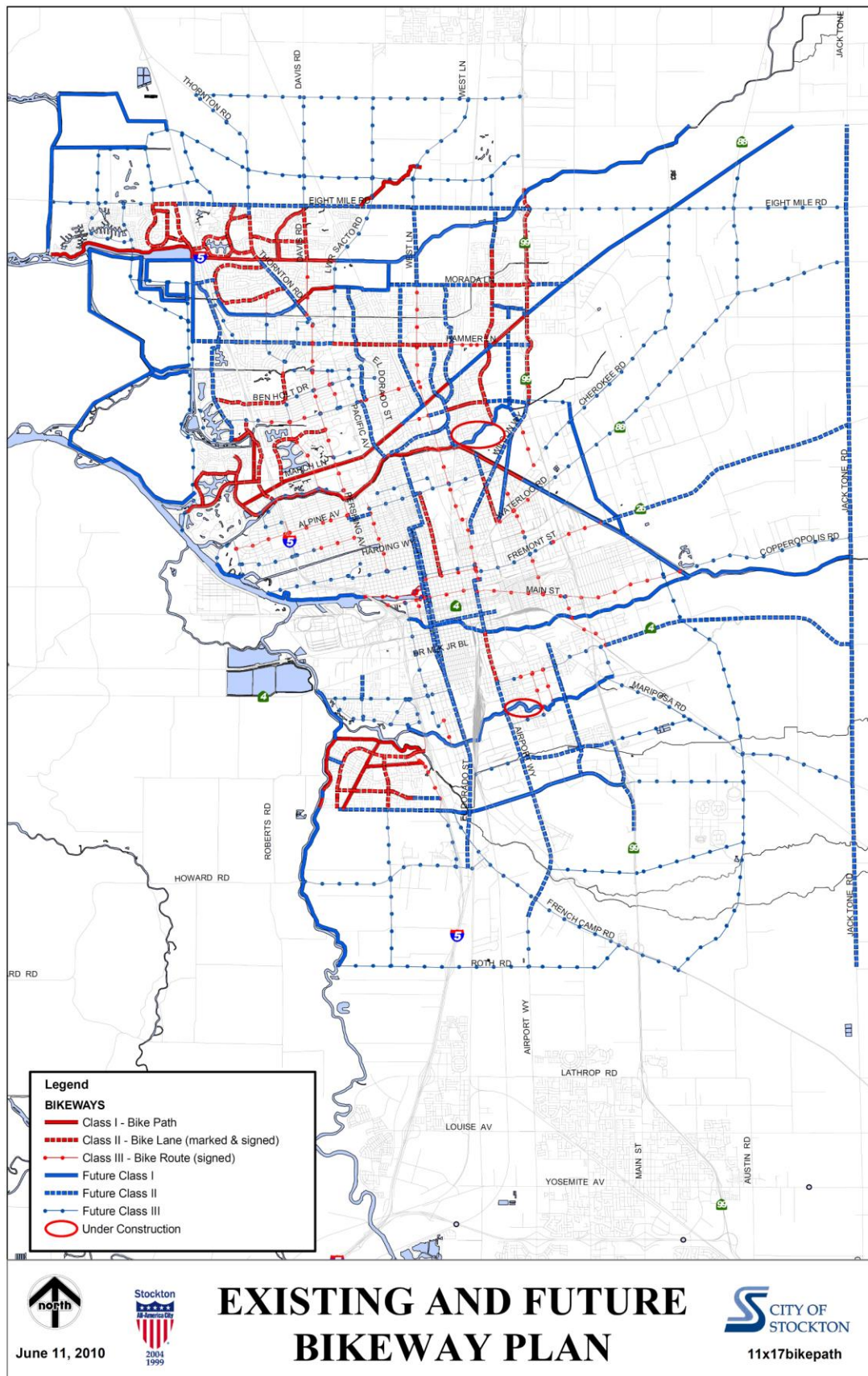
Existing and future bicycle facilities in the Stockton area are shown on **Figure 4**. Along the project site frontage, a future Class I facility is shown along Sperry Road/Arch Airport Road. A future Class II facility is shown on Airport Way.

### **Public Transportation**

The San Joaquin Regional Transit District (SJRTD) is the primary provider of public transportation service in San Joaquin County, providing services to the Stockton metropolitan area, as well as inter-city, inter-regional, and rural transit service. SJRTD provides fixed-route, flexible fixed-route, and dial-a-ride services in Stockton (San Joaquin Regional Transit District 2016). Each service is described in more detail below.

- Stockton Metropolitan Area Fixed Route Service operates 40 fixed routes within the Stockton metropolitan area, and seven Saturday and Sunday routes.
- Intercity Fixed Route Service is provided by a route between Stockton and the Lodi Station in downtown Lodi connecting with Lodi Grapeline, Calaveras Transit, Delta Breeze, Sacramento South County Transit (SCT)/LINK buses.
- Interregional Commuter Service is a subscription commuter bus service. A total of eight routes connect San Joaquin County to Sacramento, the San Francisco Bay Area, and the Bay Area Rapid Transit (BART) system.





## EXISTING AND FUTURE BIKEWAY PLAN

Source: City of Stockton 2010

KD Anderson & Associates, Inc.  
Transportation Engineers

4793-05 LT 10/24/2016

Airport Way & Sperry Road Convenience Center Project Traffic Impact Study

figure 4



- SJRTD operates two Dial-a-Ride services. General Public Dial-A-Ride is a curb-to-curb service in areas not currently being served by RTD or other local transportation providers. Passengers are required to use other public transportation options currently available in their area. Stockton Metro Area Dial-A-Ride (SMA-ADA) is a curb-to-curb service operating within Stockton Metropolitan Area for passengers with an Americans with Disabilities Act (ADA) Certification.
- Hopper Service is a deviated fixed-route service connecting Stockton, Tracy, Lodi, Manteca, Ripon, and Lathrop. The Metro Hopper provides eight routes. The County Hopper provides four routes.

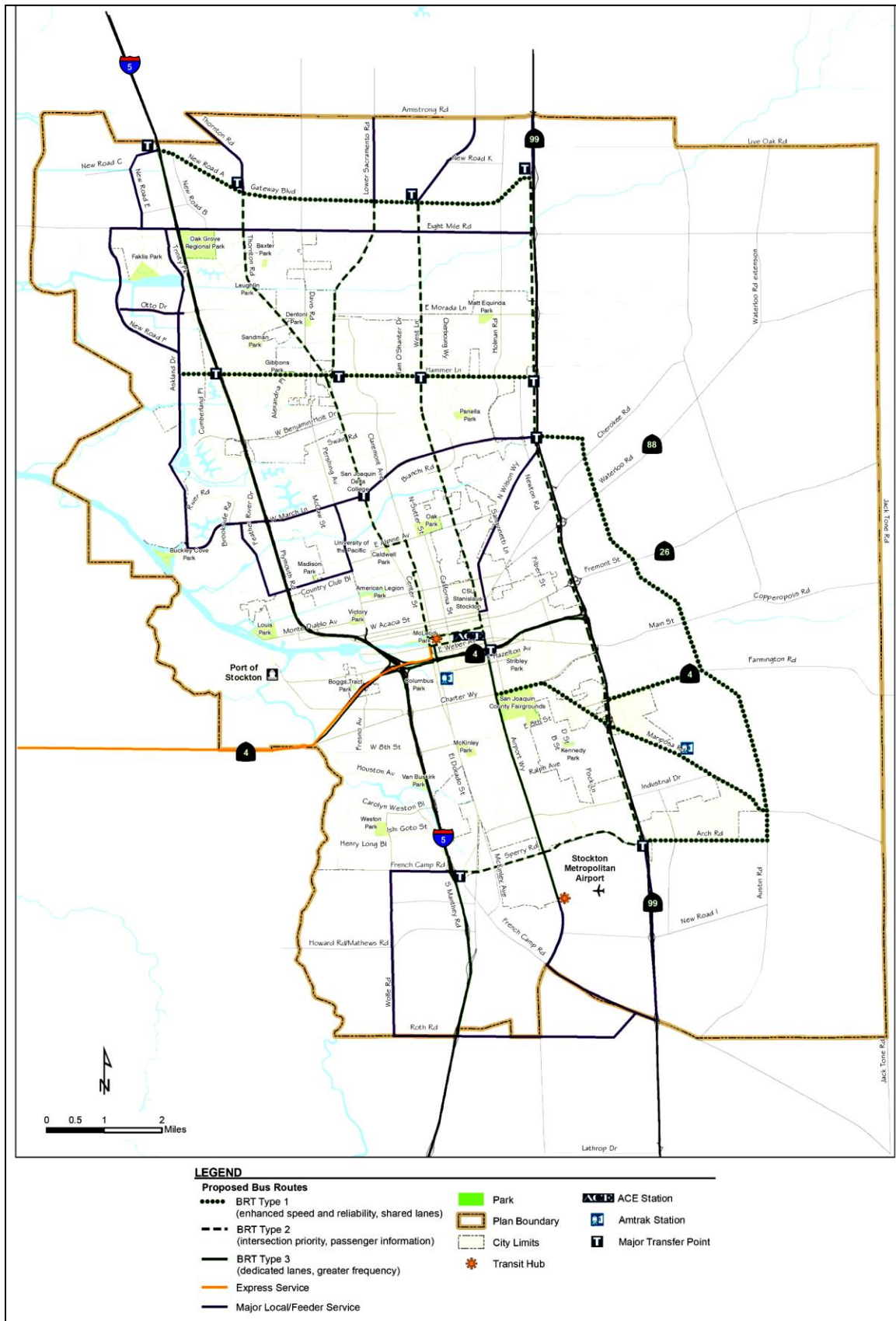
The following is a description of existing SJRTD transit service in the vicinity of the project site (San Joaquin Regional Transit District 2016):

- Currently, route number 51 operates along El Dorado Street, in a north-south direction just over a mile west of the project site.
- Currently, route number 85 operates along Arch Airport Road and B Street, approximately two-thirds of a mile east of the project site.

**Figure 5** shows the future transit system presented in the City of Stockton General Plan (City of Stockton 2007). In the vicinity of the project site, **Figure 5** shows future bus rapid transit (BRT) Type 2 service along Sperry Road/Arch Airport Road, and BRT Type 3 service along Airport Way.

### **Carpooling and Vanpooling**

Commute Connection is a Regional Rideshare Agency and a program of SJCOG. Commute Connection is an employer-based Travel Demand Management (TDM) program serving the three northern regions of the San Joaquin Valley: San Joaquin County since 1978, Stanislaus County since 1987 and Merced County since 2010. The program is designed to help commuters make the transition from driving alone to a convenient ridesharing option such as carpooling, vanpooling, bicycling/walking or riding transit. The program includes free services such as commuter ridematching, Guaranteed Ride Home and Employer Services. (Commute Connection 2016)



## 2035 STOCKTON GENERAL PLAN FUTURE TRANSIT NETWORK

Source: City of Stockton 2007a

## **Park and Ride Facilities**

Park and Ride lots are free parking facilities for commuters to use as a convenient meeting place for carpools, transit, and vanpools. Park and Ride lots in the Stockton area are listed below (Commute Connection 2016).

- The Calvary First Church on Kelley Drive north of Hammer Lane lot provides a transit connection to the SJRTD Inter-Regional Bus. The lot provides 40 parking spaces and a bicycle locker.
- The Lifesong Church, 3034 Michigan Avenue lot provides a transit connection to the SJRTD Inter-Regional Bus. The lot provides 45 parking spaces.
- The I-5 at Benjamin Holt Drive; Marina Shopping Center lot provides a transit connection to the SJRTD Inter-Regional Bus. The lot provides 45 parking spaces.
- The Super Walmart Center, Hammer Lane and Sampson Street lot provides 50 parking spaces.
- The Morada Ranch Shopping Center lot is at SR 99 and Morada Lane. The lot provides 35 parking spaces.

## **Study Area Intersections**

The traffic-related effects of the proposed project were assessed for this traffic impact study by analyzing traffic operations at intersections that would serve project-related travel. The following intersections were analyzed:

1. Airport Way & Industrial Drive
2. Sperry Road & Performance Drive
3. Airport Way & Sperry Road
4. Arch Airport Road & B Street
5. Airport Way & C.E. Dixon Street

The locations of the study intersections are presented in **Figure 2**. The numbers listed above correspond to the intersection numbers on **Figure 2**.

As noted earlier in the *Proposed Land Uses and Access* section of this traffic impact study, access to the project site would be provided by three driveways. Traffic operation of the access locations were analyzed as three study intersections under development conditions that included the proposed project:

6. Sperry Road & West Project Driveway
7. Sperry Road & East Project Driveway
8. Airport Way & South Project Driveway

The locations of these three project site driveways are shown in **Figure 2** and **Figure 3**.

### **Study Area Roadway Segments**

In addition to analyzing intersections, the traffic-related effects of the proposed project on roadway segments were assessed for this traffic impact study. Major roadways adjacent to the project site that would serve as access routes were analyzed.

The following roadway segments were analyzed under all study scenarios:

1. Sperry Road - Performance Drive to Airport Way
2. Airport Way – Sperry Road to C.E. Dixon Street

### **Methodology**

The following is a description of methods used in the analysis presented in this traffic impact study.

**Intersection Level of Service Analysis Procedures.** Level of service (LOS) analysis provides a basis for describing existing traffic conditions and for evaluating the significance of project-related traffic impacts. Level of service measures the quality of traffic flow and is represented by letter designations from A to F, with a grade of A referring to the best conditions, and F representing the worst conditions. The characteristics associated with the various LOS for intersections are presented in **Table 1**.

Level of service at both signalized and unsignalized intersections was analyzed using methods presented in the *Highway Capacity Manual*. *Highway Capacity Manual* methods were used to provide a basis for describing traffic conditions and for evaluating the significance of project traffic impacts. As specified by City of Stockton staff, methods from the *Highway Capacity Manual 2000* (Transportation Research Board 2000) were used to analyze local roadway intersections. As specified in the *City of Stockton Transportation Impact Analysis Guidelines* (City of Stockton 2003), the Traffix software analysis package was used to analyze local roadway intersections.

The lengths of vehicle queues were also analyzed for this traffic impact study. Methods presented in the *Highway Capacity Manual 2000* were used to analyze queuing. 95<sup>th</sup> percentile queue length values are presented in this traffic impact study. The calculation of vehicles queues are shown in the LOS calculation worksheets presented in the technical appendix. The results are summarized at the end of each set of LOS calculation worksheets.

Worksheets and output reports for the calculation of LOS and vehicles queues are presented in the technical appendix.

**Table 1. Level of Service Definitions - Intersections**

<b>Level of Service</b>	<b>Signalized Intersections</b>	<b>Unsignalized Intersections</b>
A	Uncongested operations, all queues clear in a single-signal cycle.  Delay $\leq 10.0$ seconds/vehicle	Little or no delay.  Delay $\leq 10$ seconds/vehicle
B	Uncongested operations, all queues clear in a single cycle.  Delay $> 10$ seconds/vehicle and $\leq 20$ seconds/vehicle	Short traffic delays.  Delay $> 10$ seconds/vehicle and $\leq 15$ seconds/vehicle
C	Light congestion, occasional backups on critical approaches.  Delay $> 20$ seconds/vehicle and $\leq 35$ seconds/vehicle	Average traffic delays.  Delay $> 15$ seconds/vehicle and $\leq 25$ seconds/vehicle
D	Significant congestions of critical approaches but intersection functional. Cars required to wait through more than one cycle during short peaks. No long queues formed.  Delay $> 35$ seconds/vehicle and $\leq 55$ seconds/vehicle	Long traffic delays.  Delay $> 25$ seconds/vehicle and $\leq 35$ seconds/vehicle
E	Severe congestion with some long standing queues on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements. Traffic queue may block nearby intersection(s) upstream of critical  Delay $> 55$ seconds/vehicle and $\leq 80$ seconds/vehicle	Very long traffic delays, failure, extreme congestion.  Delay $> 35$ seconds/vehicle and $\leq 50$ seconds/vehicle
F	Total breakdown, stop-and-go operation.  Delay $> 80$ seconds/vehicle	Intersection blocked by external causes.  Delay $> 50$ seconds/vehicle
Source: Transportation Research Board 2000.		

**Signal Warrants Procedures.** Traffic signal warrants are a series of standards which provide guidelines for determining if a traffic signal is appropriate. Signal warrant analyses are typically conducted at intersections of uncontrolled major streets and stop sign-controlled minor streets. If one or more signal warrants are met, signalization of the intersection may be appropriate. However, a signal should not be installed if none of the warrants are met, since the installation of signals would increase delays on the previously-uncontrolled major street, resulting in an undesirable increase in overall vehicle delay at the intersection. Signalization may also increase the occurrence of particular types of accidents. Therefore, if signals are installed where signal warrants are not met, the detriment of increased accidents and overall delay may be greater than the benefit in traffic operating conditions on the single worst movement at the intersection. Signal warrants, then, provide an industry-standard basis for identifying when the adverse effect on the worst movement is substantial enough to warrant signalization.

For the traffic analysis conducted for this traffic impact study, available data are limited to a.m. and p.m. peak hour volumes. Thus, unsignalized intersections operating at poor LOS were evaluated using the Peak Hour Warrant (Warrant Number 3) from the California Department of Transportation document *California Manual on Uniform Traffic Control Devices* (California Department of Transportation 2014). This warrant was applied where the minor street experiences long delays in entering or crossing the major street for at least one hour of the day. The Peak Hour Warrant itself includes several components. Some of the components involve comparison of traffic volumes and vehicle delay to a series of standards. Another component involves comparison of traffic volumes to a nomograph.

Even if the Peak Hour Warrant is met, a more detailed signal warrant study is recommended before a signal is installed. The more detailed study should consider volumes during the eight highest hours of the day, volumes during the four highest hours of the day, pedestrian traffic, and accident histories.

Signal warrant analysis worksheets for all stop sign-controlled intersections are presented in the technical appendix.

**Roadway Segment Level of Service Analysis Procedures.** Roadway segment LOS was analyzed for this traffic impact study based on methods used in the City of Stockton General Plan analysis (Henry and Morgan pers. comm.). These methods set maximum daily traffic volume thresholds for each LOS designation. The thresholds are shown in **Table 2**.

As shown in **Table 2**, the roadway segment LOS analysis method sets separate thresholds for:

- different types of facilities (i.e., freeways, arterials, and collectors);
- different number of lanes; and
- different area types (i.e., new versus existing).



**Table 2. City of Stockton General Plan Roadway Segment Level of Service Thresholds**

Facility Class	Lanes	Area Type	LOS A	LOS B	LOS C	LOS D	LOS E
Freeway	4	All Areas	27,600	45,200	63,600	77,400	86,400
	6	All Areas	41,400	67,800	95,400	116,100	129,600
	8	All Areas	55,200	90,400	127,200	154,800	172,800
	10	All Areas	69,000	113,000	159,000	193,500	216,000
Arterial	2	Existing	8,400	9,300	11,800	14,700	17,200
	2	New	10,000	11,100	14,000	17,500	20,600
	4	Existing	18,600	20,600	26,000	32,500	38,200
	4	New	23,300	25,800	32,600	40,700	47,900
	6	Existing	28,800	32,000	40,300	50,400	59,300
	6	New	33,300	37,000	46,600	58,300	68,600
	8	Existing	38,100	42,300	53,300	66,600	78,400
	8	New	41,100	45,700	57,600	72,000	84,700
Collector	2	Existing	6,400	7,100	9,000	11,300	13,200
	2	New	6,400	7,100	9,000	11,300	13,200
	4	Existing	17,600	19,600	24,700	30,900	36,300
	4	New	21,100	23,500	29,600	37,000	43,500
<p>Source: Stockton General Plan Draft Environmental Impact Report (City of Stockton 2006).</p> <p>Note: The Stockton General Plan does not provide thresholds for local roads.</p>							

As described in Henry and Morgan pers. comm.,

“Thresholds for arterials and collectors were based on Highway Capacity Manual calculations and were developed in conjunction with City staff. The arterial thresholds distinguish between roads in the existing urbanized area and those in new development areas; because arterials in new development areas can be designed to higher standards, with medians, exclusive turn lanes, and controlled access from adjacent uses, the capacities are higher than those in previously-developed areas. Thresholds for freeways were based on Highway Capacity Manual procedures relating levels of service to vehicle density ranges.”

As specified in Henry and Morgan pers. comm., the “Existing” area is generally located between I-5 and SR 99, south of Eight Mile Road.

**Travel Forecasting.** As part of the General Plan Update process, the City of Stockton developed a series of travel demand forecasting simulation models (City of Stockton 2004b). Several different travel models were developed to simulate different background conditions. Travel models of the following two conditions were used to develop forecasts of future year traffic volumes for this traffic impact study:

- Existing Plus Approved Projects (EPAP), and
- 2035 Conditions with the Updated General Plan Preferred Alternative.

The travel model for the Updated General Plan Preferred Alternative was updated for analysis of the most recent Stockton Public Facility Fee (PFF) Projects program. This updated travel model is the version used in this traffic impact study.

The current version of the City’s travel model produces forecasts of daily traffic volumes. The forecasts of daily volumes generated by the City’s travel model are adequate for use in the analysis of roadway segment LOS, and are used for daily volume forecasts in this traffic impact study. However, the daily volumes generated by the traffic model are not, by themselves, adequate for use in the peak hour LOS analysis of study intersections.

Two methods were used to develop forecasts of future year peak hour intersection turning movement traffic volumes for this traffic impact study:

**Method #1** was used at existing intersections that would not have legs added to the intersection in the future, and would not experience substantial unbalanced increases in traffic volumes (substantial increases in traffic volumes on some legs of the intersection, but not on other legs of the intersection). At these intersections, existing turning movement count data are available, and can be increased by application of model-generated growth factors.

**Method #2** was used at new intersections, intersections that would have added legs in the future, or would experience substantial unbalanced increases in traffic volumes. At these intersections, existing turning movement count data are not available, or cannot be validly increased by application of model-generated growth factors.

**Method #1.** In Method #1, daily traffic volumes from the travel models were used to generate growth factors. These growth factors were applied to existing peak hour intersection turning movement traffic volumes. The development of future year intersection turning movement traffic volumes requires that the turning movements at each intersection “balance”. To achieve the balance, inbound traffic volumes must equal the outbound traffic volumes, and the volumes must be distributed among the various left-turn, through, and right-turn movements at each



intersection. The “balancing” of future year intersection turning movement traffic volumes was conducted using methods described in the Transportation Research Board’s (TRB’s) National Cooperative Highway Research Program (NCHRP) Report 255, *Highway Traffic Data for Urbanized Area Project Planning and Design*. The NCHRP 255 method applies the desired peak hour directional volumes to the intersection turning movement volumes, using an iterative process to balance and adjust the resulting forecasts to match the desired peak hour directional volumes.

**Method #2.** Method #1 cannot be applied where existing turning movement traffic volumes for each leg of the intersection are not available. Also, at some intersections, the traffic model forecasts growth factors that are substantially different on each intersection leg. In these cases, the NCHRP 255 method by itself is not able to develop valid “balanced” turning movement forecast. In these cases, Method #2 was applied. Method #2 involves three steps:

- applying peak hour ratios to convert travel model-generated daily volumes into peak hour volumes;
- applying directional ratios to estimate, separately for each peak hour, how many vehicles travel in each direction, and
- applying the NCHRP 255 method to balance intersection turning movement volumes.

Traffic count data from the study area were used to determine the percent of daily traffic that travels during the a.m. peak hour, and during the p.m. peak hour. These measured percentages were applied to the City’s model-estimated daily traffic volume to estimate, separately, a.m. peak hour volumes and p.m. peak hour volumes.

Measured traffic count data from the study area were used to determine the direction of travel in each of the two peak hours. The count data were used to determine the “directional split”, that is, the percent of traffic traveling in one direction as opposed to the other. Eastbound versus westbound directional splits, and northbound versus southbound directional splits, were determined separately for the a.m. peak hour and the p.m. peak hour.

The NCHRP 255 method was then applied to “balance” the directional peak hour traffic volumes at the intersection. In some cases, manual adjustment of the forecasted peak hour volumes was needed to develop reasonable intersection turning movement volumes.

### **Level of Service Significance Threshold**

In this traffic impact study, the significance of the proposed project’s impact on traffic operating conditions is based on a determination of whether resulting intersection or roadway segment LOS is considered acceptable by the City of Stockton. A project’s impact on traffic conditions is considered significant if implementation of the project would result in LOS changing from levels considered acceptable to levels considered unacceptable, or if the project would substantially worsen already unacceptable LOS.

As noted in the *City of Stockton Transportation Impact Analysis Guidelines* (City of Stockton 2003),

“The City of Stockton’s General Plan has a LOS ‘D’ standard for its roadway system. Intersections and roadway segments operating at LOS ‘A’, ‘B’, ‘C’, or ‘D’ conditions are considered acceptable, while those operating at LOS ‘E’ or ‘F’ conditions are considered unacceptable.

“For a City intersection, a transportation impact for a project is considered significant if the addition of project traffic would cause an intersection that would function at LOS ‘D’ or better without the Project to function at LOS ‘E’ or ‘F’.

“For City intersections with a LOS ‘E’ or ‘F’ conditions without the project, a transportation impact for a project is considered significant if the addition of project traffic causes an increase of greater than 5 seconds in the average delay for the intersection.”

Portions of the City’s guidelines do not specifically address significance thresholds for roadway segments. For this traffic impact study, the City’s significance thresholds described above are also applied to roadway segments. As shown in **Table 1** and **Table 2**, LOS at intersections is measured in seconds of delay, while LOS on roadway segments is measured in traffic volume. Therefore, for roadway segments already at LOS E or F, an increase of greater than five seconds of delay cannot be identified. Because roadway segment LOS is measured in traffic volumes, rather than seconds of delay, an increase in traffic volumes is used in this traffic impact study, in lieu of the threshold of five seconds of delay. For this traffic impact study, if a roadway segment operates at LOS E or F without the project, an impact is considered significant if the addition of project traffic causes an increase of greater than five percent in traffic volumes.

This traffic impact study will be used in the preparation of a California Environmental Quality Act (CEQA) environmental document on the proposed project. In this traffic impact study, a project’s impact will be considered significant if:

- the project would result in traffic operating conditions changing from an acceptable LOS to an unacceptable LOS, or
- when LOS without the project is already unacceptable, the project would result in a substantial degradation of traffic operating conditions (e.g., an increase of more than five seconds of delay at an intersection, or an increase of more than five percent in traffic volume on a roadway segment).

### **Existing Intersection Traffic Volumes and Levels of Service**

The following is a description of existing traffic operating conditions at the study intersections.

**Intersection Traffic Volumes.** Intersection turning movement count data at all existing study intersections were collected during the 7:00 a.m. to 9:00 a.m. period, and the 4:00 p.m. to 6:00 p.m. period on Thursday October 6, 2016. Traffic count data collected for this traffic impact study are included in the technical appendix.

**Figure 6** presents the existing lane configurations and existing a.m. peak hour and p.m. peak hour traffic volumes at the existing study intersections.

**Intersection Levels of Service.** **Table 3** presents a.m. peak hour and p.m. peak hour LOS at the five existing study intersections. The worksheets presenting the calculation of LOS are included in the technical appendix.

All five of the study intersections operate at acceptable LOS D or better during both the a.m. peak hour and the p.m. peak hour under Existing conditions. No improvements are needed at these intersections to achieve acceptable LOS.

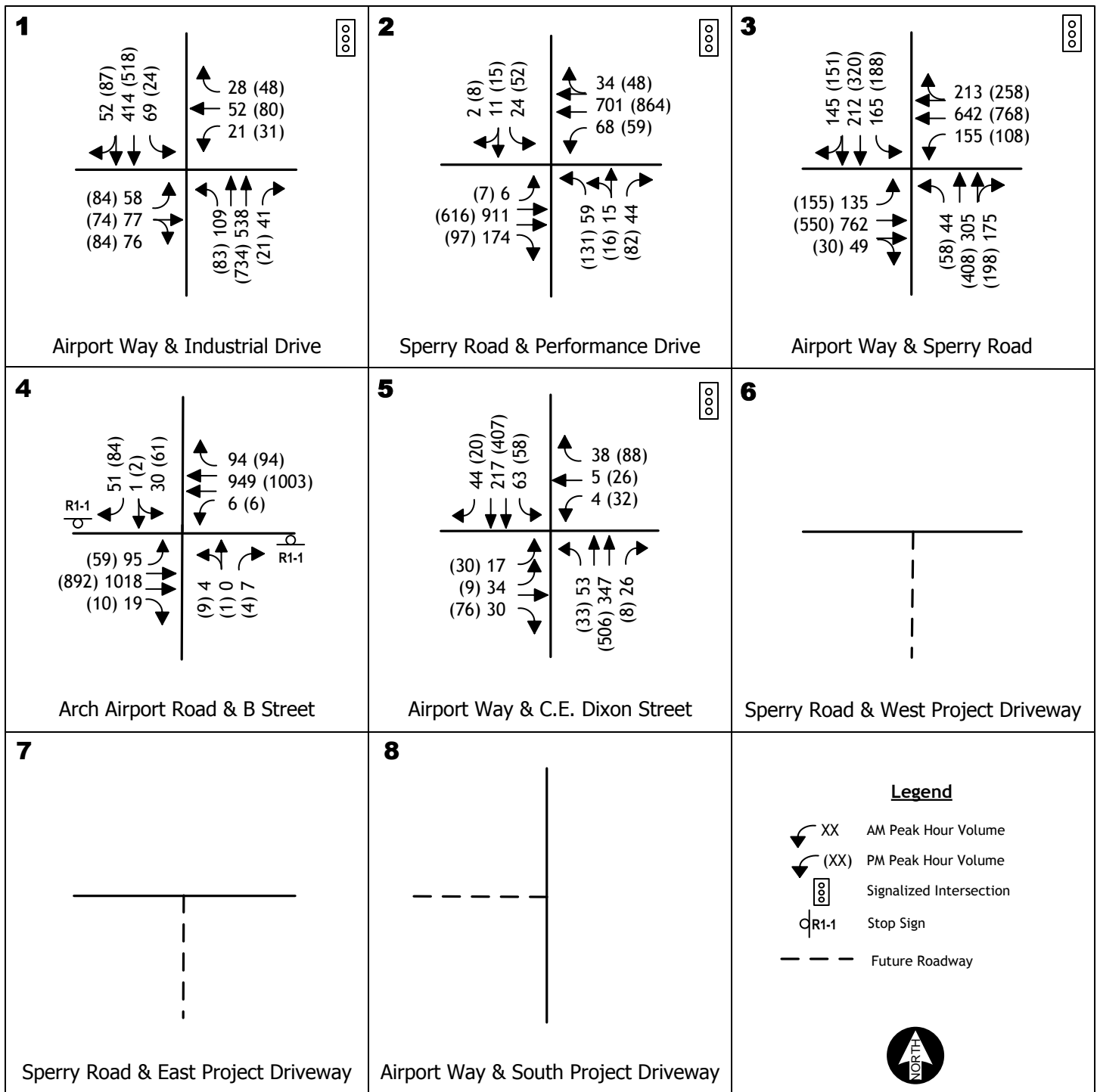
### **Existing Roadway Segment Traffic Volumes and Levels of Service**

The following is a description of existing traffic operating conditions on study roadway segments.

**Roadway Segment Traffic Volumes.** Daily traffic volume count data at the two study roadway segments were collected for 24-hour periods on Thursday October 6, 2016. Traffic count data collected for this traffic impact study are included in the technical appendix.

**Table 4** presents the existing daily traffic volumes for the two study roadway segments.

**Roadway Segment Levels of Service.** **Table 4** presents a summary of existing LOS on the two existing study roadway segments. Both of the study roadway segments operate at acceptable LOS D or better. No improvements are needed on these roadway segments to achieve acceptable LOS.



## EXISTING CONDITIONS

**Table 3. Intersection Level of Service - Existing Conditions**

Study Intersections	Inters. Control	Signal Warrant Met?	AM Peak		PM Peak	
			LOS	Delay	LOS	Delay
1 Airport Way & Industrial Drive	Signal		C	24.9	C	21.9
2 Sperry Road & Performance Drive	Signal		B	10.5	B	15.7
3 Airport Way & Sperry Road	Signal		C	32.8	D	36.1
4 Arch Airport Road & B Street	Unsig	No	A	4.4	B	12.7
5 Airport Way & C.E. Dixon Street	Signal		B	19.6	B	19.8
6 Sperry Road & West Project Driveway	--		--	--	--	--
7 Sperry Road & East Project Driveway	--		--	--	--	--
8 Airport Way & South Project Driveway	--		--	--	--	--
<p>Notes: LOS = Level of Service. "Inters. Control" = Type of intersection control.  "Signal" = Signalized light control. "Unsig" = Unsignalized stop-sign control.  Dashes ( - - ) indicate the intersection would not be present under this scenario.  Delay is measured in seconds per vehicle.  Per City of Stockton guidelines, intersection average delay is reported for all intersections,  including unsignalized intersections.</p>						

**Table 4. Roadway Segment Level of Service -  
Existing Conditions**

Roadway Segment	Number of Lanes	Daily Capacity	Daily Volume	V/C Ratio	Level of Service
1 Sperry Road - Performance Drive to Airport Way	4	38,200	22,624	0.59	C
2 Airport Way – Sperry Road to C.E. Dixon Street	4	38,200	13,800	0.36	A
<hr/> Notes: "V/C Ratio" = volume-to-capacity ratio.					

## EXISTING PLUS APPROVED PROJECTS NO PROJECT CONDITIONS

EPAP No Project conditions represent a near-term future background condition. Development of land uses associated with previously-approved projects are assumed in this condition. This scenario does not include development of the proposed Airport Way & Sperry Road Convenience Center project. The EPAP No Project condition, therefore, serves as the baseline condition used to assess the significance of near-term project-related traffic impacts.

### **Traffic Volume Forecasts**

The City of Stockton Travel Demand Model (City of Stockton 2004b) was used to develop forecasts of background increases in traffic volumes under near-term EPAP conditions. The increases in traffic volumes reflect development of near-term previously-approved projects in Stockton.

A more detailed description of traffic volume forecasting methods is presented in the *Travel Forecasting* section of this traffic impact study. Application of these methods results in the daily traffic volumes presented in **Table 5** and the a.m. peak hour and p.m. peak hour traffic volumes presented in **Figure 7**.

### **Roadway Improvements**

No roadway improvements were assumed for the near-term EPAP No Project conditions. The resulting intersection lane geometrics assumed for EPAP No Project conditions are shown in **Figure 7**.

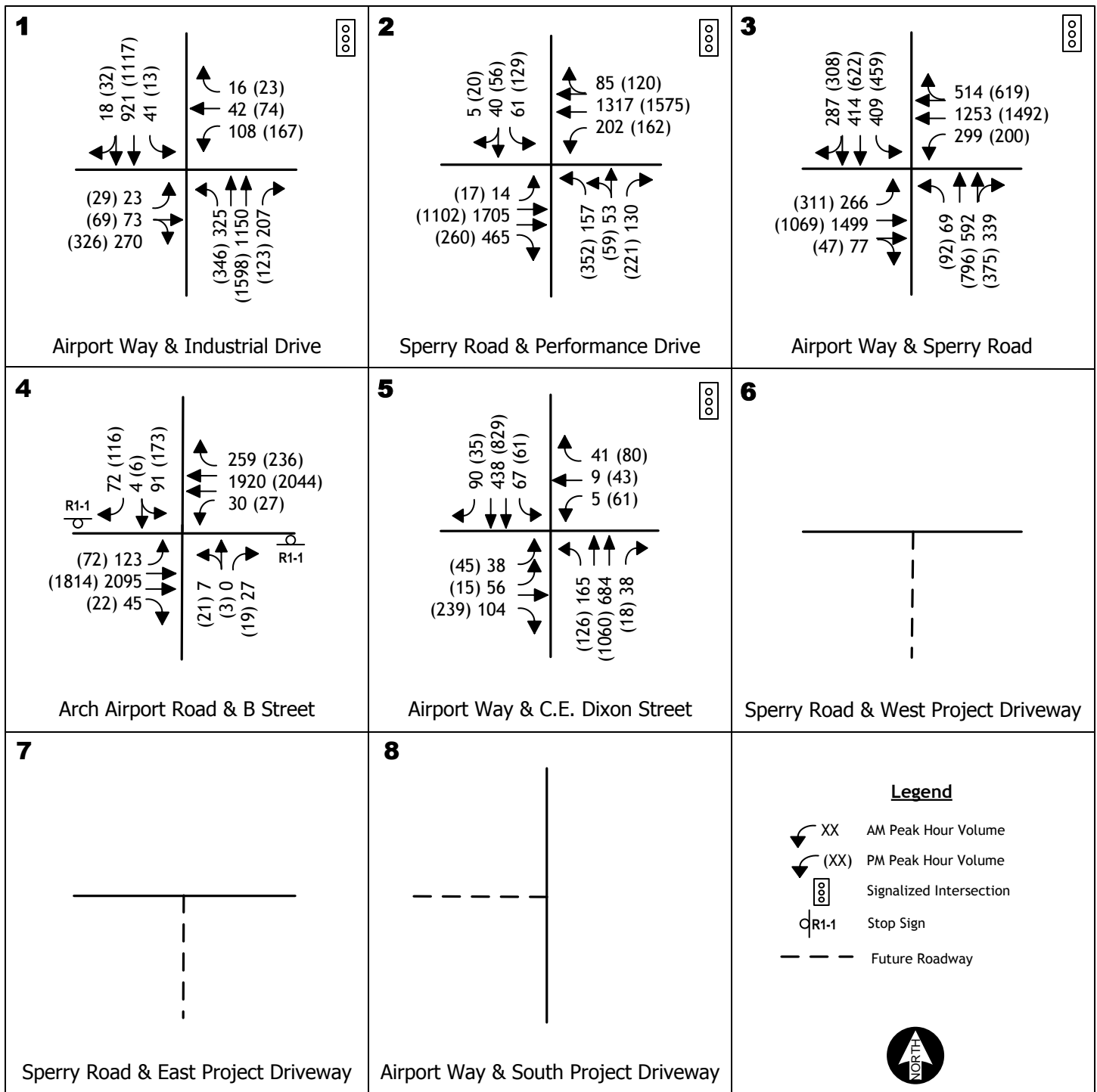
**Maximum Feasible Roadway Improvements.** This traffic impact study identifies traffic operating conditions that would result from background development of land use not related to the proposed project, and would result from development of the proposed project. In some cases, this development would result in unacceptable LOS. If unacceptable LOS is forecasted, feasible mitigation measures needed to achieve acceptable LOS are identified.

For this traffic impact study, maximum feasible sizes of roadway facilities have been established. For intersections, the maximum feasible size is considered to be seven approach lanes on each leg of an intersection. For example, two left-turn lanes, four through lanes, and a right-turn lane (a total of seven lanes) is considered to be the maximum feasible size on an intersection approach. Existing land use development, physical or right-of-way constraints, and the relative benefits of additional roadway improvements in some cases result in a smaller approach being considered the maximum feasible size.

**Table 5. Roadway Segment Level of Service -  
EPAP No Project Conditions**

Roadway Segment		Number of Lanes	Daily Capacity	Daily Volume	V/C Ratio	Level of Service
1	Sperry Road - Performance Drive to Airport Way	4	38,200	33,160	0.87	E
	<i>With Recommended Improvement</i>	6	59,300	33,160	0.56	C
2	Airport Way – Sperry Road to C.E. Dixon Street	4	38,200	19,666	0.51	B
<hr/> Notes: "V/C Ratio" = volume-to-capacity ratio.						





## EXISTING PLUS APPROVED PROJECTS NO PROPOSED PROJECT

### Intersection Traffic Volumes and Lane Configurations

It is technically possible to construct roadway facilities larger than the maximum feasible size applied in this traffic impact study. However, for the following reasons, this traffic impact study considers these sizes to be not feasible.

- **Pedestrian Safety** – The amount of time required by pedestrians to walk across an intersection leg with more than seven approach lanes is considered excessive. The possibility of signal lights changing before pedestrians are able to exit the intersection is considered unacceptably high.
- **Vehicle Safety** – When a vehicle enters an intersection on the yellow light, the amount of time required for this subject vehicle to depart overly-large intersections is considered excessive. The possibility of other vehicles on conflicting movements entering the intersection before the subject vehicle has departed is considered unacceptably high.
- **Intersection Efficiency** – The timing of signal lights may be modified to provide protection for pedestrians and vehicles at overly-large intersections. However, the amount of time needed for pedestrians and vehicles to exit an overly-large intersection becomes excessive. This results in the intersection operating with an unacceptable degree of inefficiency.
- **Engineering Constraints** – Overhead equipment are required to traverse intersection approaches. Equipment includes signal light support structures, power lines, and signs. With larger facilities, the size and resulting cost of these structures and equipment becomes unacceptable.

### **Intersection Levels of Service**

**Table 6** presents the a.m. peak hour and p.m. peak hour LOS at each study intersection under EPAP No Project conditions. The worksheets presenting the calculation of LOS are included in the technical appendix.

Traffic volumes under EPAP No Project conditions would be generally higher than under Existing conditions and, as a result, vehicle delay at study intersections under EPAP No Project conditions would be higher than under Existing conditions.

Under EPAP No Project conditions, LOS at two of the five study intersections would be at acceptable LOS D or better during both the a.m. peak hour and the p.m. peak hour. No improvements are needed at these two intersections to achieve acceptable LOS.

**Table 6. Intersection Level of Service - EPAP No Project Conditions**

Study Intersections	Inters. Control	Signal Warrant Met?	AM Peak		PM Peak	
			LOS	Delay	LOS	Delay
1 Airport Way & Industrial Drive	Signal		D	37.0	E	61.6
With Recommended Improvement	Signal		C	32.5	D	51.4
2 Sperry Road & Performance Drive	Signal		C	24.4	C	31.0
3 Airport Way & Sperry Road	Signal		F	198.2	F	246.8
With Recommended Improvement	Signal		D	47.8	D	42.9
4 Arch Airport Road & B Street	Unsig	Yes	F	Overflow	F	Overflow
With Recommended Improvement	Signal		B	16.3	B	19.8
5 Airport Way & C.E. Dixon Street	Signal		C	21.4	C	25.8
6 Sperry Road & West Project Driveway	--		--	--	--	--
7 Sperry Road & East Project Driveway	--		--	--	--	--
8 Airport Way & South Project Driveway	--		--	--	--	--
<p>Notes: LOS = Level of Service. "Inters. Control" = Type of intersection control.  "Signal" = Signalized light control. "Unsig" = Unsignalized stop-sign control.  Dashes ( - - ) indicate the intersection would not be present under this scenario.  Delay is measured in seconds per vehicle.  Per City of Stockton guidelines, intersection average delay is reported for all intersections,  including unsignalized intersections.</p>						

The following three study intersections would operate at unacceptable LOS under EPAP No Project conditions.

**#1 – Airport Way & Industrial Drive.** Under EPAP No Project conditions, this intersection would operate at LOS D with 37.0 seconds of delay during the a.m. peak hour, and LOS E with 61.6 seconds of delay during the p.m. peak hour. LOS E is considered unacceptable. The following improvement is recommended:

- Split the eastbound combined through/right-turn lane into an exclusive eastbound through lane and an exclusive eastbound-to-southbound right-turn lane.

With this recommended improvement, this intersection would operate at LOS C with 32.5 seconds of delay during the a.m. peak hour and LOS D with 51.4 seconds of delay during the p.m. peak hour. LOS C and D are considered acceptable.

The worksheets presenting the calculation of LOS with recommended improvements are included in the technical appendix.

**#3 – Airport Way & Sperry Road.** Under EPAP No Project conditions this intersection would operate at LOS F with 198.2 seconds of delay during the a.m. peak hour, and LOS F with 246.8 seconds of delay during the p.m. peak hour. LOS F is considered unacceptable. The following improvement is recommended:

- Widen the intersection approaches to include the following:

Southbound approach:

- two exclusive left-turn lanes,
- one exclusive through lane, and
- one combined through/right-turn lane.

Westbound approach:

- one exclusive left-turn lane,
- three exclusive through lanes, and
- one “free” right-turn lane.

Northbound approach:

- one exclusive left-turn lane,
- two exclusive through lanes, and
- one exclusive right-turn lane.

Eastbound approach:

- two exclusive left-turn lanes,
- two exclusive through lanes, and
- one combined through/right-turn lane.

With this recommended improvement, this intersection would operate at LOS D with 47.8 seconds of delay during the a.m. peak hour and LOS D with 42.9 seconds of delay during the p.m. peak hour. LOS D is considered acceptable.

**#4 – Arch Airport Road & B Street.** Under EPAP No Project conditions, this intersection would operate at LOS F with “overflow” conditions during both the a.m. peak hour and p.m. peak hour. LOS F is considered unacceptable. “Overflow” conditions indicate demand volume exceeds capacity, resulting in an unstable and unmeasurable amount of vehicle delay.

The following improvements are recommended:

- Signalize the intersection.
- Set the north / south approaches to split phasing.

No changes to the lane geometrics at this intersection would be required.

As noted earlier in the *Study Area Roadways* section of this traffic impact study, signalization of this intersection is in the *SJCOG 2017 Federal Transportation Improvement Program* (San Joaquin Council of Governments 2016).

With this recommended improvement, this intersection would operate at LOS B with 16.3 seconds of delay during the a.m. peak hour and LOS B with 19.8 seconds of delay during the p.m. peak hour. LOS B is considered acceptable.

**Roadway Segment Levels of Service**

**Table 5** presents a summary of LOS on the two study roadway segments under EPAP No Project conditions. The roadway segment of Airport Way from Sperry Road to C.E. Dixon Street would operate at acceptable LOS B. No improvements are needed on this roadway segment to achieve acceptable LOS. The following roadway segment would operate at unacceptable LOS.

**Sperry Road – Performance Drive to Airport Way.** Under EPAP No Project conditions, this roadway segment would operate at LOS E. LOS E is considered unacceptable. The following improvement is recommended:

- Widen Sperry Road – Performance Drive to Airport Way to six lanes (three in each direction).

This improvement is consistent with the recommended improvement for the intersection of Airport Way & Sperry Road under EPAP No Project conditions, which includes three westbound through lanes and three eastbound through lanes.

With implementation of this recommended improvement, Sperry Road between Performance Drive and Airport Way would operate at LOS C with a 0.56 volume-to-capacity (v/c) ratio. This LOS is considered acceptable.

## EXISTING PLUS APPROVED PROJECTS PLUS AIRPORT WAY & SPERRY ROAD CONVENIENCE CENTER PROJECT IMPACTS

The development of the Airport Way & Sperry Road Convenience Center project would result in vehicle traffic to and from the project site. The amount of additional traffic on a particular section of the street network is dependent upon three factors:

- Trip Generation, the number of new trips generated by the project,
- Trip Distribution, the direction of travel for the new traffic, and
- Trip Assignment, the specific routes used by the new traffic.

### **Trip Generation**

Development of the Airport Way & Sperry Road Convenience Center project would generate new vehicle trips and potentially affect traffic operations at the study intersections. The number of vehicle trips that are expected to be generated by development of the proposed project has been estimated using typical trip generation rates that have been developed based on the nature and size of project land uses.

Data compiled by the Institute of Transportation Engineers (ITE) and presented in the publication *Trip Generation, 9<sup>th</sup> Edition Manual* (Institute of Transportation Engineers 2012) is the primary source of trip generation rates.

The trip generation rates used in this traffic impact study are presented in **Table 7**. The trip generation rates are applied to the amount of project-related land uses. The resulting trip generation estimates are presented in **Table 8**.

As shown in **Table 8**, the trip generation estimate has been adjusted to reflect pass-by trips to the commercial site, drawn from the flow of background (not project-related) traffic.

The pass-by trip adjustment was made using methods specified in the ITE document *Trip Generation Handbook, 2<sup>nd</sup> Edition* (Institute of Transportation Engineers 2004), and the Caltrans document *Guide for the Preparation of Traffic Impact Studies* (California Department of Transportation 2002). The *Trip Generation Handbook* specifies the methods used in applying pass-by adjustments.

As shown in **Table 8**, the proposed project would generate an estimated 1,660 vehicle trips per day, with 126 trips during the a.m. peak hour and 135 trips during the p.m. peak hour.

**Table 7. Trip Generation Rates for Airport Way & Sperry Road Convenience Center Project**

Land Use Category and ITE Land Use Code	Independent Variable	Vehicle Trip Rates						
		AM Peak Hour				PM Peak Hour		
		Daily	In	Out	Total	In	Out	Total
Quick Service Restaurant (ITE 934 - Fast-Food Restaurant with Drive-Through Window)	1,000 Sq. Ft	496.12	23.16	22.26	45.42	16.98	15.67	32.65
am/pm Convenience Store (ITE 946 - Gasoline/Service Station with Convenience Market and Car Wash)	Vehicle Fueling Positions	152.84	6.04	5.80	11.84	7.07	6.79	13.86
<p>Notes: Totals may not equal the sum of the components due to rounding. Source: Institute of Transportation Engineers 2012.</p>								



**Table 8. Trip Generation Estimates for Airport Way & Sperry Road Convenience Center Project**

Land Use Category and ITE Land Use Code	Amount of Land Use	Vehicle Trips						
		Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Quick Service Restaurant (ITE 934 - Fast-Food Restaurant with Drive-Through Window)	2.308 1,000 Sq. Ft	1,145	53	51	105	39	36	75
am/pm Convenience Store (ITE 946 - Gasoline/Service Station with Convenience Market and Car Wash)	16 Vehicle Fueling Positions	2,445	97	93	189	113	109	222
Unadjusted Subtotal		3,590	150	144	294	152	145	297
Pass-By Trip Reductions								
Quick Service Restaurant (ITE 934 - Fast-Food Restaurant with Drive-Through Window)		-561	-26	-25	-51	-20	-18	-38
am/pm Convenience Store (ITE 946 - Gasoline/Service Station with Convenience Market and Car Wash)		-1,369	-60	-58	-117	-63	-61	-124
Adjusted Total		1,660	64	61	126	69	66	135
Notes: Totals may not equal the sum of the components due to rounding. Pass-by percentages based on Institute of Transportation Engineers 2012, and Caltrans 2002.								

## **Trip Distribution**

Project-related trips were geographically distributed over the study area roadway network. The distribution of trips is based on the relative attractiveness or utility of possible destinations. Trip distribution percentages applied in this traffic impact study are presented in **Table 9**.

The City's travel demand model (City of Stockton 2004b) was used to estimate trip distribution percentages. The travel demand model is considered to be a valid source for the trip distribution percentages because it directly addresses:

- the location of destinations of project-related trips,
- the magnitude of land uses that would attract project-related trips, and
- the quality of access to the destinations via the roadway network.

This traffic impact study includes analysis of scenarios based on two different background development conditions:

- Existing Plus Approved Projects (EPAP), and
- 2035 General Plan Cumulative Conditions.

The City's travel demand model for each of these two scenarios was used to estimate trip distribution percentages. Background (non-project) land uses are assumed to be different in each of the two travel demand models. The different land uses result in different geographic distributions of travel. As a result, the trip distribution percentages are different for each of the two background development conditions. **Table 9** presents the trip distribution percentages for each of the two background development scenarios.

A "select link" analysis was conducted using each of the two travel demand models to determine the geographic distribution of project-related travel. The select link analysis identifies vehicle trips associated with the project site, and identifies the direction of travel to and from the project site. Adjustment of the raw results from the travel demand models, where needed, was applied.

The trip distribution methodology described above was developed in consultation with City of Stockton staff. Raw, pre-adjustment, traffic model results used in the development of trip distribution percentages are presented in the technical appendix.

**Table 9. Trip Distribution Percentages**

Direction of Travel	Existing Plus Approved Projects Background	Cumulative Background
West on Industrial Drive	5	6
North on Airport Way	22	14
East on Industrial Drive	3	1
West on Sperry Road	38	28
North on Performance Drive	1	1
South of Sperry Road and West of Airport Way	2	1
North on B Street	2	2
East on Arch Airport Road	14	18
South on B Street	--	1
South on Airport Way	12	26
East on C.E. Dixon Street	1	2
	<hr/>	<hr/>
<b>TOTAL</b>	100	100
<hr/> <p>Source: City of Stockton 2004b and KD Anderson &amp; Associates.  Note: All values rounded to the nearest whole percentage. Dashes ( "--" ) indicate value is less than one percent.</p>		

### Trip Assignment

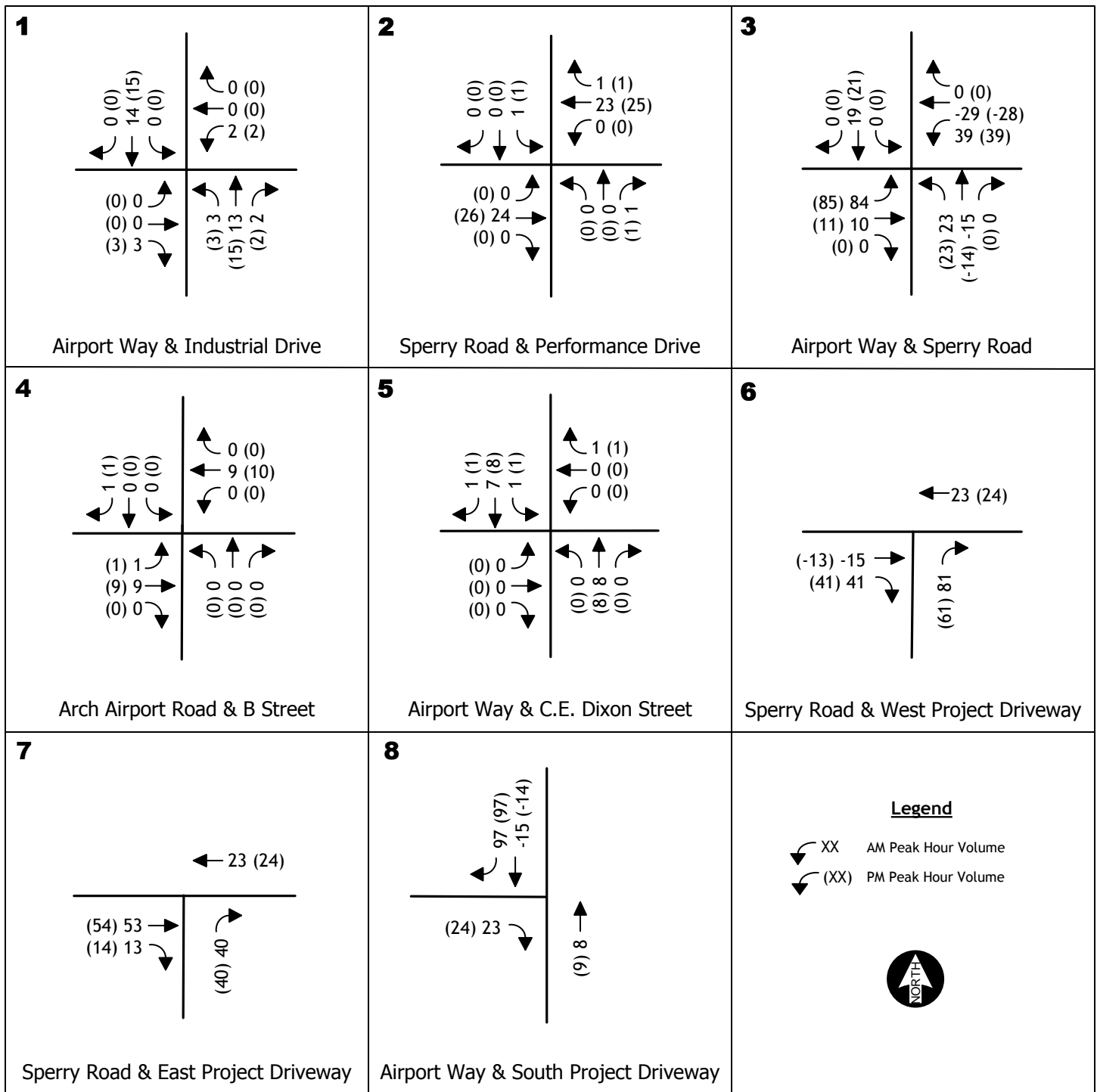
Traffic that would be generated by the proposed project was added to EPAP No Project volumes. **Figure 8** displays the project-related-only traffic volumes for each study intersection in the a.m. peak hour and p.m. peak hour. **Figure 9** displays the resulting EPAP Plus Airport Way & Sperry Road Convenience Center project traffic volumes anticipated for each study intersection in the peak hours.

**Table 10** displays daily traffic volumes for study roadway segments under EPAP Plus Airport Way & Sperry Road Convenience Center project conditions.

**Table 10. Roadway Segment Level of Service -  
EPAP Plus Project Conditions**

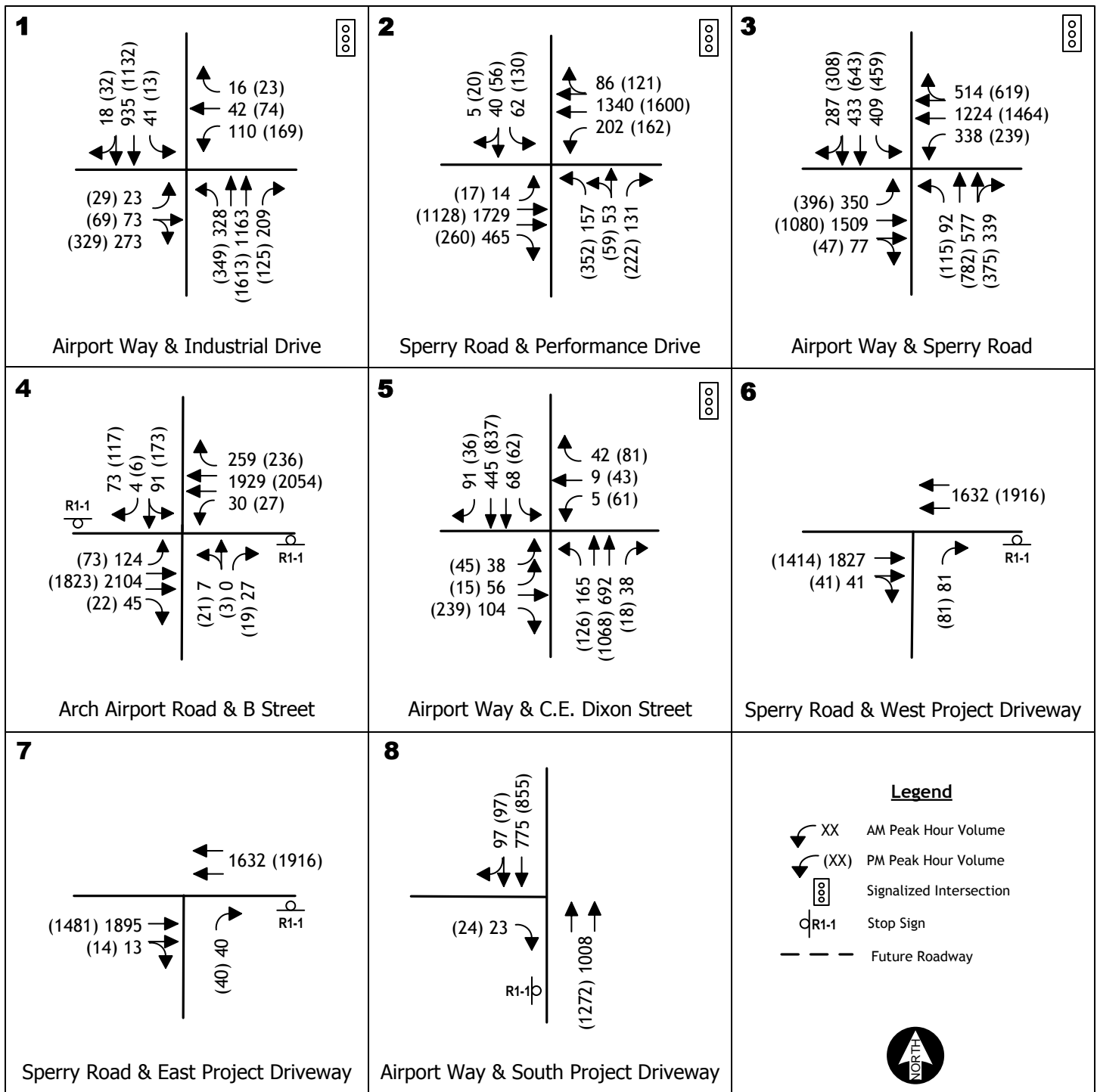
Roadway Segment	Number of Lanes	Daily Capacity	Daily Volume	V/C Ratio	Level of Service
1 Sperry Road - Performance Drive to Airport Way	4	38,200	33,825	0.89	E
2 Airport Way – Sperry Road to C.E. Dixon Street	4	38,200	19,899	0.52	B

Notes: "V/C Ratio" = volume-to-capacity ratio.



## PROJECT RELATED TRIPS

### EXISTING PLUS APPROVED PROJECTS BACKGROUND



## EXISTING PLUS APPROVED PROJECTS PLUS PROPOSED PROJECT

Intersection Traffic Volumes and Lane Configurations

**KD Anderson & Associates, Inc.**  
Transportation Engineers

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Airport Way & Sperry Road Convenience Center Project Traffic Impact Study

figure 9

## **Intersection Levels of Service**

**Table 11** presents the a.m. peak hour and p.m. peak hour LOS at each study intersection under EPAP Plus Airport Way & Sperry Road Convenience Center project conditions. The worksheets presenting the calculation of LOS are included in the technical appendix.

Traffic volumes under EPAP Plus Project conditions would be generally higher than under EPAP No Project conditions and, as a result, vehicle delay at study intersections under EPAP Plus Project conditions would be higher than under EPAP No Project conditions.

Under EPAP Plus Project conditions, LOS at five of the eight study intersections would be at acceptable LOS D or better during both the a.m. peak hour and the p.m. peak hour. This impact is considered to be less than significant. No mitigation measures are required at these five intersections.

The following three study intersections would operate at unacceptable LOS under EPAP Plus Project conditions.

**#1 – Airport Way & Industrial Drive.** Under EPAP Plus Project conditions, this intersection would operate at LOS D with 37.8 seconds of delay during the a.m. peak hour, and LOS E with 63.8 seconds of delay during the p.m. peak hour. LOS E is considered unacceptable. However, the increase in delay from EPAP No Project conditions is not greater than five seconds. Therefore, based on criteria presented in the *Level of Service Significance Threshold* section of this traffic impact study, this impact is considered less than significant and no mitigation measures are required.

**#3 – Airport Way & Sperry Road.** Under EPAP Plus Project conditions, this intersection would operate at LOS F with 211.4 seconds of delay during the a.m. peak hour, and LOS F with 262.7 seconds of delay during the p.m. peak hour. LOS F is considered unacceptable. During both the a.m. peak hour and p.m. peak hour, the increase in delay from EPAP No Project conditions would be greater than five seconds. Therefore, based on criteria presented in the *Level of Service Significance Threshold* section of this traffic impact study, this impact is considered significant. The following mitigation measure is required.

- Widen the intersection approaches to include the following:

### Southbound approach:

- two exclusive left-turn lanes,
- one exclusive through lane, and
- one combined through/right-turn lane.

### Westbound approach:

- one exclusive left-turn lane,
- three exclusive through lanes, and
- one “free” right-turn lane.

Northbound approach:

- one exclusive left-turn lane,
- two exclusive through lanes, and
- one exclusive right-turn lane.

Eastbound approach:

- two exclusive left-turn lanes,
- two exclusive through lanes, and
- one combined through/right-turn lane.

This mitigation measure is the same as the recommended improvement under EPAP No Project conditions.

With this mitigation measure, this intersection would operate at LOS D with 53.0 seconds of delay during the a.m. peak hour and LOS D with 46.6 seconds of delay during the p.m. peak hour. LOS D is considered acceptable. With implementation of this mitigation measure, this impact would be reduced to a less than significant level.

**#4 – Arch Airport Road & B Street.** Under EPAP Plus Project conditions, this intersection would operate at LOS F with “overflow” conditions during both the a.m. peak hour and p.m. peak hour. LOS F is considered unacceptable. “Overflow” conditions indicate demand volume exceeds capacity, resulting in an unstable and unmeasurable amount of vehicle delay.

Under both EPAP No Project and EPAP Plus Project conditions, this intersection would experience LOS F without intersection improvements. Under both conditions, vehicle delay is reported as “overflow”. That is, vehicle delay is not measurable. With LOS F under No Project conditions, the City of Stockton significance threshold requires calculating the project-related increase in vehicle delay to determine the significance of the impact. The City significance threshold defines a significant impact as a project-related increase in delay of more than five seconds. However, because delay is not measurable without intersection improvements, the significance of the impact cannot be determined. To determine the significance of the project-related impact, vehicle delay including EPAP No Project recommended improvements have been compared. Under EPAP No Project conditions, delay would be 16.3 seconds during the a.m. peak hour and 19.8 seconds during the p.m. peak hour. Under EPAP Plus Project conditions, delay would be 16.4 seconds during the a.m. peak hour and 20.1 seconds during the p.m. peak hour. Therefore, the project-related increase in vehicle delay would be 0.1 seconds during the a.m. peak hour and 0.3 seconds during the p.m. peak hour. This increase is not greater than five seconds. Therefore, the project is considered to have a less than significant impact and no mitigation measures are required.



**Table 11. Intersection Level of Service - EPAP Plus Project Conditions**

Study Intersections	Inters. Control	Signal Warrant Met?	AM Peak		PM Peak	
			LOS	Delay	LOS	Delay
1 Airport Way & Industrial Drive	Signal		D	37.8	E	63.8
2 Sperry Road & Performance Drive	Signal		C	24.9	C	31.5
3 Airport Way & Sperry Road	Signal		F	211.4	F	262.7
<i>With Mitigation Measure</i>	<i>Signal</i>		<i>D</i>	<i>53.0</i>	<i>D</i>	<i>46.6</i>
4 Arch Airport Road & B Street	Unsig	Yes	F	Overflow	F	Overflow
<i>With EPAP No Project Recommended Improvement</i>	<i>Signal</i>		<i>B</i>	<i>16.4</i>	<i>C</i>	<i>20.1</i>
5 Airport Way & C.E. Dixon Street	Signal		C	21.3	C	25.9
6 Sperry Road & West Project Driveway	Unsig	No	A	0.7	A	0.5
7 Sperry Road & East Project Driveway	Unsig	No	A	0.3	A	0.2
8 Airport Way & South Project Driveway	Unsig	No	A	0.1	A	0.1
<p>Notes: I-5 = LOS = Level of Service. "Inters. Control" = Type of intersection control.  "Signal" = Signalized light control. "Unsig" = Unsignalized stop-sign control.  Delay is measured in seconds per vehicle.  Per City of Stockton guidelines, intersection average delay is reported for all intersections, including unsignalized intersections.</p>						

## **Roadway Segment Levels of Service**

**Table 10** presents a summary of LOS on the two study roadway segments under EPAP Plus Project conditions. The roadway segment of Airport Way from Sperry Road to C.E. Dixon Street would operate at acceptable LOS B. Therefore, the impact of the proposed project on this roadway segment is considered less than significant and no mitigation measures are required. The following roadway segment would operate at unacceptable LOS.

**Sperry Road – Performance Drive to Airport Way.** Under EPAP Plus Project conditions, the roadway segment Sperry Road from Performance Drive to Airport Way would operate at LOS E. LOS E is considered unacceptable. However, the project would not result in an increase in traffic volume greater than five percent. Therefore, based on criteria presented in the *Level of Service Significance Threshold* section of this traffic impact study, this impact is considered to be less than significant. No mitigation measures are required.

## **Increase In Demand For Transit**

Implementation of the proposed Airport Way & Sperry Road Convenience Center project would result in an increase in demand for public transit service. Currently, there is limited direct public transit service to the project site, with SJRTD route number 51 providing service just over one mile west of the project site, and route number 85 providing service approximately two-thirds of a mile east of the project site. As noted earlier in the *Public Transportation* section of this traffic impact study, the Stockton General Plan indicates future BRT service along both Sperry Road and Airport Way adjacent to the project site.

While development of project-related urban uses would result in an increase in demand, the frequency and proximity of future transit service is not known at this time and, as a result, demand for transit cannot be quantified. However, it is expected that SJRTD can accommodate the additional passengers the project would generate. This is considered a less-than-significant impact. No mitigation measures are required.

## **Increase In Demand For Bicycle and Pedestrian Facilities**

As noted in the *Existing Setting* section of this traffic impact study, bicycle and pedestrian facilities are absent adjacent to the project site. Sidewalks are present approximately one-tenth of a mile west of the project site along Sperry Road, and approximately one-fourth of a mile south of the project site along Airport Way.

While the project site plan indicates future right-of-way dedication, the site plan does not indicate bicycle or pedestrian facilities along the project site frontage. Implementation of the Airport Way & Sperry Road Convenience Center project would result in an increase in demand for bicycle and pedestrian facilities. Therefore, the increase in demand for facilities is considered a significant impact. The following mitigation measure will reduce this impact to less-than-significant level.

- Provide frontage improvements along Sperry Road and Airport Way as required by the City of Stockton at locations required by the City.

## CUMULATIVE NO PROJECT CONDITIONS

Cumulative No Project conditions represent a long-term future background condition. Development of land uses and roadway improvements associated with the City of Stockton General Plan in the year 2035 are assumed in this condition. This scenario does not include development of the Airport Way & Sperry Road Convenience Center project. The Cumulative No Project condition, therefore, serves as the baseline condition used to assess the significance of long-term project-related traffic impacts.

The Cumulative No Project condition assumes implementation of the City of Stockton General Plan. The sources of information on the land use and roadway improvements assumed in the analysis of Cumulative No Project condition are:

- the City of Stockton internet website for the General Plan;
- documentation of the City's travel demand model, in particular the General Plan Update Preferred Alternative 2035 model (City of Stockton 2004b); and
- a previously certified environmental impact report (EIR) for the nearby Tidewater Crossing land use development project (City of Stockton 2008).

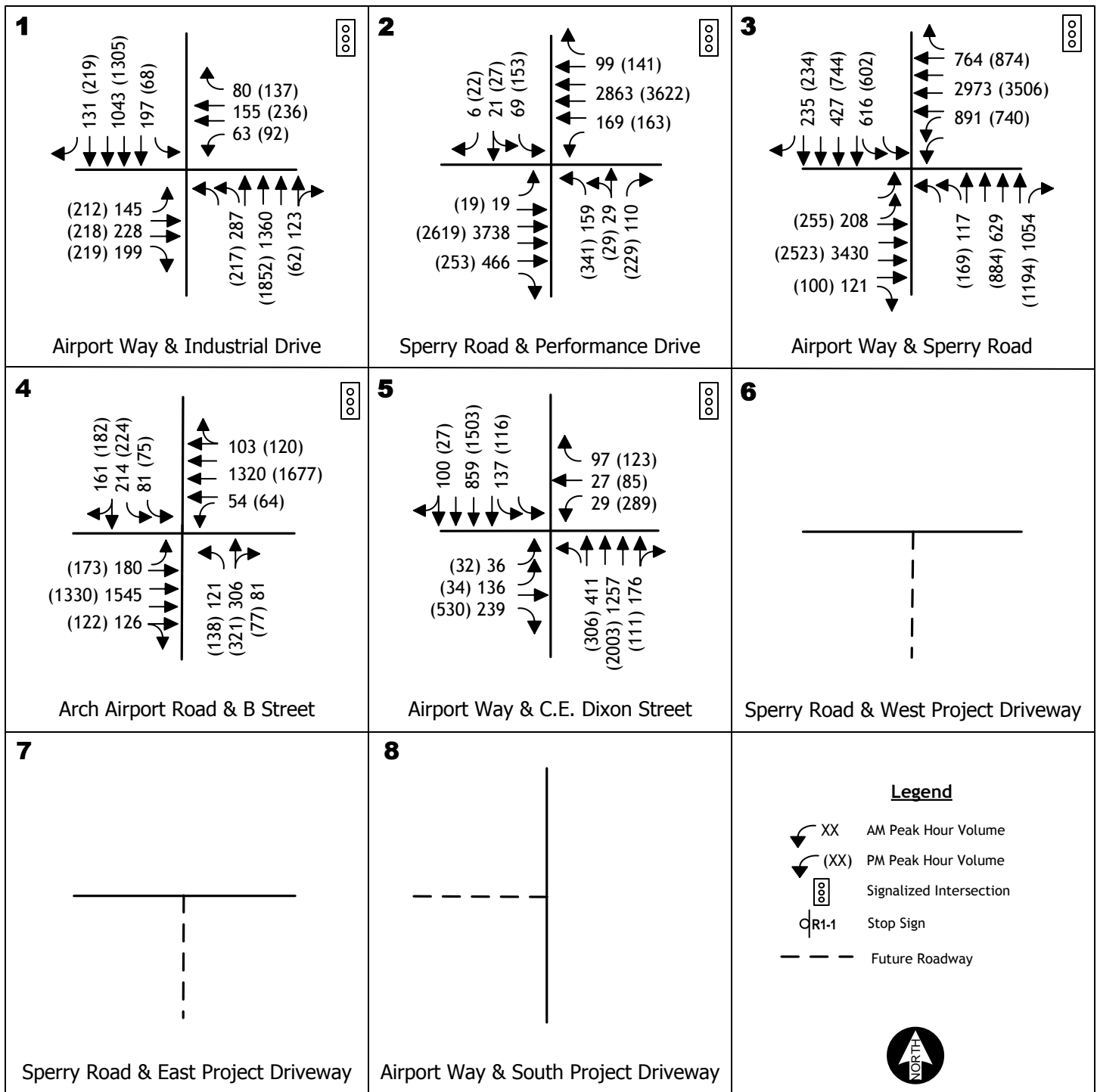
### **Traffic Volume Forecasts**

As previously described in the *Travel Forecasting* section of this traffic impact study, the City of Stockton Travel Demand Model (City of Stockton 2004b) was used to develop forecasts of background increases in traffic volumes under Cumulative No Project conditions. The increases in traffic volumes reflect development of land uses consistent with the City of Stockton General Plan.

Application of the methods described in the *Travel Forecasting* section results in the a.m. peak hour and p.m. peak hour traffic volumes presented in **Figure 10**, and the daily traffic volumes presented in **Table 12**.

### **Roadway Improvements**

The analysis of Cumulative No Project conditions assumes roadway improvements consistent with the City of Stockton General Plan. Roadway network improvements needed to support the additional land use development is also assumed. Intersection lane geometrics at study intersections are consistent with the EIR for the nearby Tidewater Crossing land use development project (City of Stockton 2008). The resulting intersection lane geometrics assumed for Cumulative No Project conditions are shown in **Figure 10**. The resulting number of travel lanes assumed for study roadway segments are shown in **Table 12**.



## CUMULATIVE NO PROJECT

KD Anderson & Associates, Inc.  
Transportation Engineers

Intersection Traffic Volumes and Lane Configurations

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Airport Way & Sperry Road Convenience Center Project Traffic Impact Study

figure 10

**Table 12. Roadway Segment Level of Service -  
Cumulative No Project Conditions**

Roadway Segment	Number of Lanes	Daily Capacity	Daily Volume	V/C Ratio	Level of Service
1 Sperry Road - Performance Drive to Airport Way	8	78,400	46,545	0.59	C
2 Airport Way – Sperry Road to C.E. Dixon Street	8	78,400	23,944	0.31	A
Notes: "V/C Ratio" = volume-to-capacity ratio.					

### **Intersection Levels of Service**

**Table 13** presents the a.m. peak hour and p.m. peak hour LOS at each study intersection under Cumulative No Project conditions. The worksheets presenting the calculation of LOS are included in the technical appendix.

Traffic volumes under Cumulative No Project conditions would be generally higher than under Existing conditions and, as a result, vehicle delay at study intersections under Cumulative No Project conditions would be higher than under Existing conditions.

Under Cumulative No Project condition, LOS at three of the five study intersections would be at acceptable LOS D or better during both the a.m. peak hour and the p.m. peak hour. No improvements are needed at these three intersections.

The following two study intersections would operate at unacceptable LOS under Cumulative No Project conditions.

**#3 – Airport Way & Sperry Road.** Under Cumulative No Project conditions this intersection would operate at LOS F with 227.6 seconds of delay during the a.m. peak hour, and LOS F with 239.9 seconds of delay during the p.m. peak hour. LOS F is considered unacceptable. The following improvement is recommended:

- Convert the northbound-to-eastbound right-turn lane from an exclusive right-turn lane to a “free” right-turn lane.

With this recommended improvement, this intersection would operate at LOS D with 50.6 seconds of delay during the a.m. peak hour and LOS D with 38.0 seconds of delay during the p.m. peak hour. LOS D is considered acceptable.

The worksheets presenting the calculation of LOS with recommended improvements are included in the technical appendix.

**#5 – Airport Way & C.E. Dixon Street.** Under Cumulative No Project conditions this intersection would operate at LOS C with 27.6 seconds of delay during the a.m. peak hour, and LOS E with 73.1 seconds of delay during the p.m. peak hour. LOS E is considered unacceptable. The following improvement is recommended:

- Add a second exclusive westbound-to-southbound left-turn lane.

With this recommended improvement, this intersection would operate at LOS C with 27.2 seconds of delay during the a.m. peak hour and LOS D with 51.6 seconds of delay during the p.m. peak hour. LOS C and D are considered acceptable.

### **Roadway Segment Levels of Service**

**Table 12** presents a summary of LOS on the two study roadway segments under Cumulative No Project conditions. Both roadway segments would operate at acceptable LOS D or better. No improvements are needed on these roadway segments to achieve acceptable LOS.

**Table 13. Intersection Level of Service - Cumulative No Project Conditions**

Study Intersections	Inters. Control	Signal Warrant Met?	AM Peak		PM Peak	
			LOS	Delay	LOS	Delay
1 Airport Way & Industrial Drive	Signal		C	28.9	C	27.2
2 Sperry Road & Performance Drive	Signal		B	16.3	C	24.0
3 Airport Way & Sperry Road	Signal		F	227.6	F	239.9
<i>With Recommended Improvement</i>	<i>Signal</i>		<i>D</i>	<i>50.6</i>	<i>D</i>	<i>38.0</i>
4 Arch Airport Road & B Street	Signal		C	31.8	C	34.3
5 Airport Way & C.E. Dixon Street	Signal		C	27.6	E	73.1
<i>With Recommended Improvement</i>	<i>Signal</i>		<i>C</i>	<i>27.2</i>	<i>D</i>	<i>51.6</i>
6 Sperry Road & West Project Driveway	--		--	--	--	--
7 Sperry Road & East Project Driveway	--		--	--	--	--
8 Airport Way & South Project Driveway	--		--	--	--	--
<p>Notes: LOS = Level of Service. "Inters. Control" = Type of intersection control.  "Signal" = Signalized light control.  Dashes ( - - ) indicate the intersection would not be present under this scenario.  Delay is measured in seconds per vehicle.  Per City of Stockton guidelines, intersection average delay is reported for all intersections,  including unsignalized intersections.</p>						

## CUMULATIVE PLUS AIRPORT WAY & SPERRY ROAD CONVENIENCE CENTER PROJECT IMPACTS

The analysis of the Cumulative Plus Airport Way & Sperry Road Convenience Center project development condition describes long-term traffic operations assuming implementation of both the City of Stockton General Plan and the proposed project. Comparing traffic operations under this condition to traffic operations under Cumulative No Project conditions allows an identification of the long-term project-related effects of the proposed project.

The development of the Airport Way & Sperry Road Convenience Center project would result in vehicle traffic to and from the project site. Methods used to estimate project-related travel have been previously described in the *Existing Plus Approved Projects Plus Airport Way & Sperry Road Convenience Center Project Impacts* section of this traffic impact study. **Figure 11** displays the project-related-only traffic volumes for each study intersection in the a.m. peak hour and p.m. peak hour under long-term Cumulative background conditions. **Figure 12** displays the resulting Cumulative Plus Project traffic volumes anticipated for each study intersection in the peak hours. **Table 14** displays the resulting Cumulative Plus Project roadway segment daily traffic volumes.

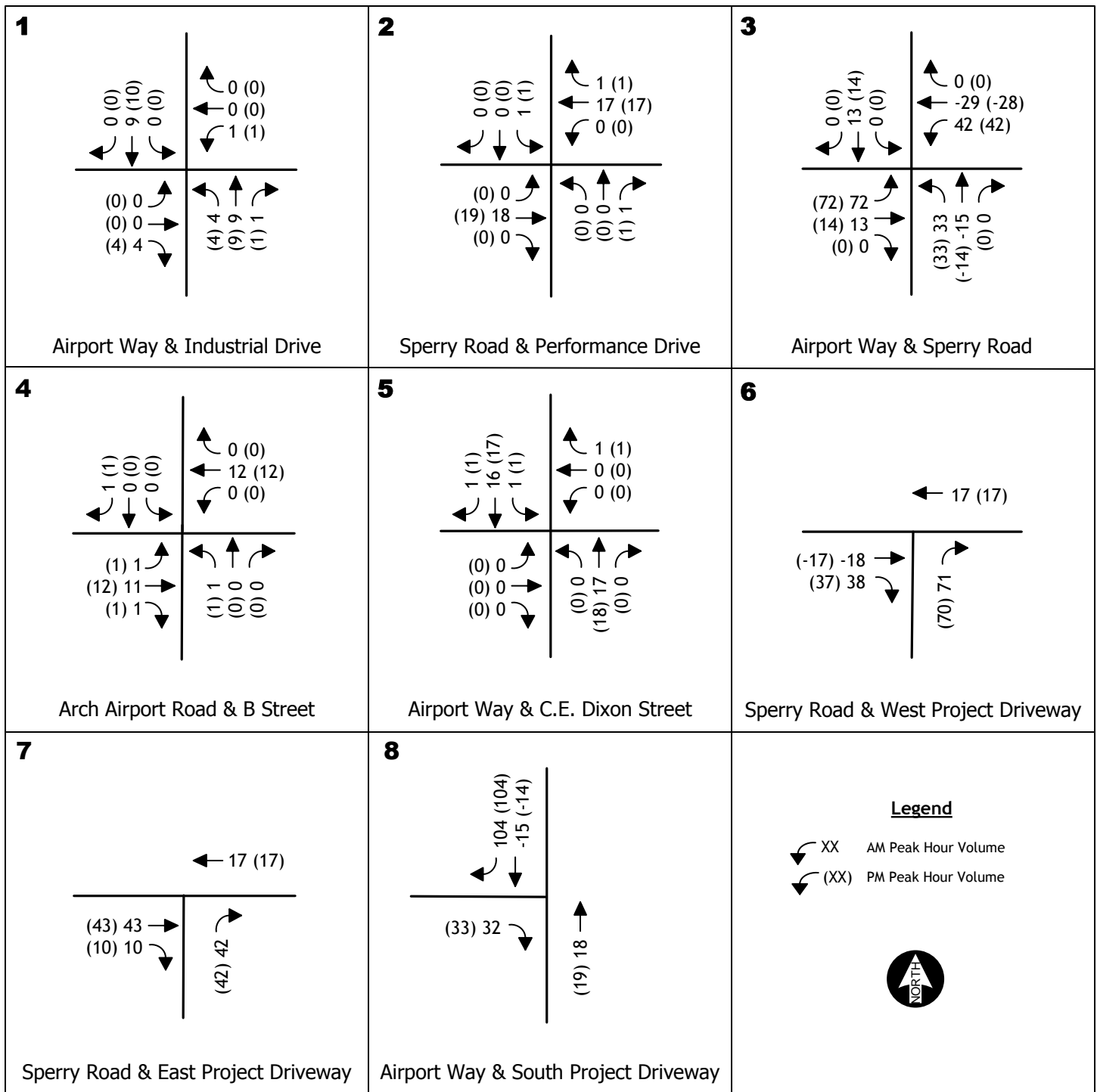
It should be noted that traffic volumes for the Cumulative No Project condition, shown in **Figure 10**, include traffic associated with land uses assumed in the City of Stockton travel model for the project site. To develop the traffic volumes shown in **Figure 12**, project-related vehicle trips shown in **Figure 11** were added to Cumulative background traffic volumes that did not include development of the project site. Background volumes used to develop the values shown in **Figure 12** were developed by removing land uses from the project site in the Cumulative travel model. This approach to developing the traffic volumes shown in **Figure 12** avoids double-counting project-related trips. However, as a result of the approach used, adding project-related travel shown in **Figure 11** to Cumulative No Project traffic volumes shown in **Figure 10** will not result in the Cumulative Plus Project traffic volumes shown in **Figure 12**.

Development of forecasts of future year background traffic volumes has been previously described in the *Cumulative No Project Conditions* section of this traffic impact study.

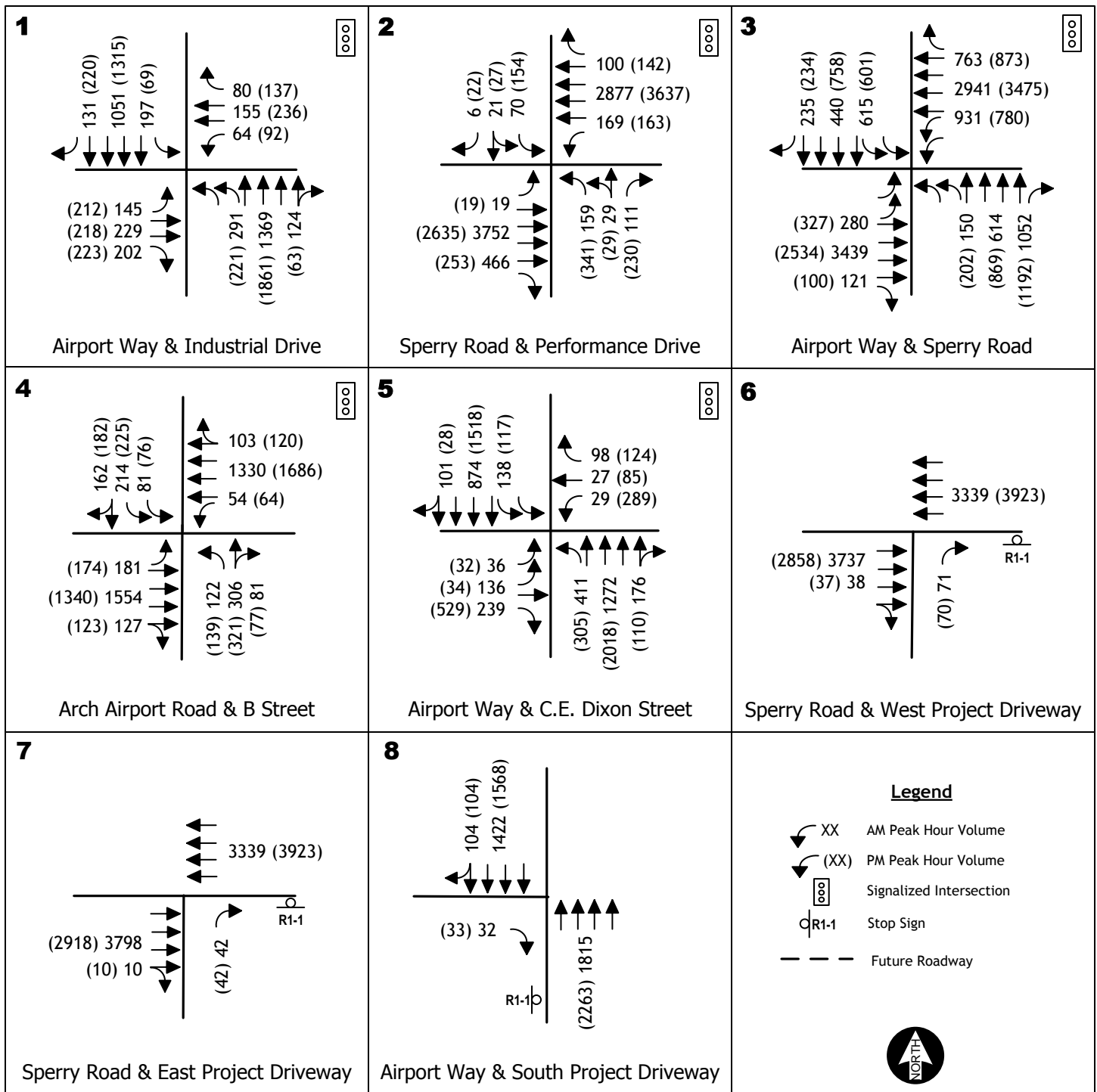
Project-related roadway improvements and future year background roadway improvements assumed in this analysis have been previously described in the *Existing Plus Approved Projects Plus Airport Way & Sperry Road Convenience Center Project Impacts* and the *Cumulative No Project Conditions* sections of this traffic impact study, respectively.

Where mitigation measures are required to reduce significant project-related impacts, a calculation of the project's proportionate share of the cost of mitigation is presented. The methods used to calculate the proportionate share is base on methods presented in the *City of Stockton Transportation Impact Analysis Guidelines* (City of Stockton 2003). The calculation of proportionate share is presented in the technical appendix.





## PROJECT RELATED TRIPS CUMULATIVE BACKGROUND



## CUMULATIVE PLUS PROJECT

### Intersection Traffic Volumes and Lane Configurations

KD Anderson & Associates, Inc.  
Transportation Engineers

4793-05 10/24/2016

Airport Way & Sperry Road Convenience Center Project Traffic Impact Study

figure 12

**Table 14. Roadway Segment Level of Service -  
Cumulative Plus Project Conditions**

Roadway Segment	Number of Lanes	Daily Capacity	Daily Volume	V/C Ratio	Level of Service
1 Sperry Road - Performance Drive to Airport Way	8	78,400	46,988	0.60	C
2 Airport Way – Sperry Road to C.E. Dixon Street	8	78,400	24,386	0.31	A
Notes: "V/C Ratio" = volume-to-capacity ratio.					

### **Intersection Levels of Service**

**Table 15** presents the a.m. peak hour and p.m. peak hour LOS at each study intersection under Cumulative Plus Airport Way & Sperry Road Convenience Center project conditions. The worksheets presenting the calculation of LOS are included in the technical appendix.

Traffic volumes under Cumulative Plus Airport Way & Sperry Road Convenience Center project conditions would be generally higher than under Cumulative No Project conditions and, as a result, vehicle delay at study intersections under Cumulative Plus Project conditions would be higher than under Cumulative No Project conditions.

Under Cumulative Plus Project conditions, LOS at six of the eight study intersections would be at acceptable LOS D or better during both the a.m. peak hour and the p.m. peak hour. No improvements are needed at these six intersections to achieve acceptable LOS.

**#3 – Airport Way & Sperry Road.** Under Cumulative Plus Project conditions, this intersection would operate at LOS F with 234.1 seconds of delay during the a.m. peak hour, and LOS F with 244.1 seconds of delay during the p.m. peak hour. LOS F is considered unacceptable. During the a.m. peak hour, the increase in delay from Cumulative No Project conditions would be greater than five seconds. Therefore, based on criteria presented in the *Level of Service Significance Threshold* section of this traffic impact study, this impact is considered significant. The following mitigation measure is required.

- Convert the northbound-to-eastbound right-turn lane from an exclusive right-turn lane to a “free” right-turn lane.

This mitigation measure is the same as the recommended improvement under Cumulative No Project conditions.

With this mitigation measure, this intersection would operate at LOS D with 54.0 seconds of delay during the a.m. peak hour and LOS D with 40.6 seconds of delay during the p.m. peak hour. LOS D is considered acceptable. With implementation of this mitigation measure, this impact would be reduced to a less than significant level.

**#5 – Airport Way & C.E. Dixon Street.** Under Cumulative Plus Project conditions, this intersection would operate at LOS C with 27.6 seconds of delay during the a.m. peak hour, and LOS E with 73.4 seconds of delay during the p.m. peak hour. LOS E is considered unacceptable. However, the increase in delay from Cumulative No Project conditions is not greater than five seconds. Therefore, based on criteria presented in the *Level of Service Significance Threshold* section of this traffic impact study, this impact is considered less than significant and no mitigation measures are required.

### **Roadway Segment Levels of Service**

**Table 14** presents a summary of LOS on the two study roadway segments under Cumulative Plus Project conditions. Both study roadway segments would operate at acceptable LOS D or better. Therefore, the impact on these roadway segments is considered to be less than significant. No mitigation measures are needed at these roadway segments.

**Table 15. Intersection Level of Service - Cumulative Plus Project Conditions**

Study Intersections	Inters. Control	Signal Warrant Met?	AM Peak		PM Peak	
			LOS	Delay	LOS	Delay
1 Airport Way & Industrial Drive	Signal		C	29.0	C	27.3
2 Sperry Road & Performance Drive	Signal		B	16.4	C	24.1
3 Airport Way & Sperry Road	Signal		F	234.1	F	244.1
With Mitigation Measure	Signal		D	54.0	D	40.6
4 Arch Airport Road & B Street	Signal		C	31.9	C	34.5
5 Airport Way & C.E. Dixon Street	Signal		C	27.6	E	73.4
6 Sperry Road & West Project Driveway	Unsig	No	A	0.3	A	0.2
7 Sperry Road & East Project Driveway	Unsig	No	A	0.1	A	0.1
8 Airport Way & South Project Driveway	Unsig	No	A	0.1	A	0.1
<p>Notes: LOS = Level of Service. "Inters. Control" = Type of intersection control.  "Signal" = Signalized light control. "Unsig" = Unsignalized stop-sign control.  Delay is measured in seconds per vehicle.  Per City of Stockton guidelines, intersection average delay is reported for all intersections,  including unsignalized intersections.</p>						

## REFERENCES

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## **PERSONAL COMMUNICATIONS**

Henry, Matt and Julie Morgan. Fehr & Peers. January 19, 2005 Draft Technical Memorandum to Steve Escobar and Gregg Meissner, City of Stockton. Stockton General Plan – Revised Alternatives Analysis

## **APPENDICES**

**(see Electronic Files)**