

**COMPLETION REPORT
SOIL INSPECTION/SAMPLING PLAN
ATTACHMENT II – ABOVEGROUND STORAGE TANKS ASSOCIATED
WITH EMERGENCY GENERATORS**

**HITACHI GLOBAL STORAGE TECHNOLOGIES, INC.
REDEVELOPMENT PROPERTY
5600 COTTLE ROAD, SAN JOSE, CALIFORNIA**

Prepared for:
Hitachi Global Storage Technologies, Inc.
San Jose, California

Prepared by:
ENVIRON International Corporation
Emeryville, California

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ACRONYMS

1,1-DCE	1,1-Dichloroethene
AST	Aboveground Storage Tank
CalEPA	California Environmental Protection Agency
CCR	Current Conditions Report
CMS	Corrective Measures Study
DJPA	David J. Powers & Associates
DTSC	Department of Toxic Substances Control
EIR	Environmental Impact Report
ESA	Environmental Site Assessment
GPA	General Plan Amendment
GST	Global Storage Technologies
HHRA	Human Health Risk Assessment
IBM	International Business Machines
LQG	Large Quantity Generator
PG&E	Pacific Gas and Electric
PD	Planned Development
R&D	Research and Development
RBTC	Risk-Based Target Concentrations
RCRA	Resource Conservation and Recovery Act
RG	Remedial Goal
RO/DI	Reverse Osmosis/Deionized Water
RWQCB-SF	Regional Water Quality Control Board, San Francisco Bay Region
SI/SP	Soil Inspection/Sampling Plan
TCA	1,1,1-Trichloroethane
TCE	Trichloroethene
US	United States
VOC	Volatile Organic Compound
kV	kilovolt
MW	Megawatt

1.0 INTRODUCTION

ENVIRON International Corporation (ENVIRON), an environmental consulting firm, has prepared this Completion Report on behalf of Hitachi Global Storage Technologies, Inc. (Hitachi GST) for a portion of their property located at 5600 Cottle Road, San Jose, California (“the Site”). Hitachi GST is planning redevelopment activities for this portion of the Site. This Completion Report presents the results of the implementation of the Soil Inspection/Sampling Plan (SI/SP), Attachment II—Aboveground Storage Tanks (ASTs) Associated with Emergency Generators (ENVIRON 2005a), and focuses on six diesel fuel ASTs that have recently been removed from the Site.

1.1 Site Overview

In June 2005, David J. Powers & Associates (DJPA) prepared an Environmental Impact Report (EIR) for the proposed General Plan Amendment (GPA) and Planned Development (PD) Zoning on the approximately 321-acre Hitachi GST Site. The City of San Jose Planning Commission certified the Final EIR on June 6, 2005 (City of San Jose 2005a, 2005b). The Site, which is currently owned by Hitachi GST, was formerly owned and operated by International Business Machines Corporation (IBM). The location of the Site is shown on Figures 1.1 and 1.2. The Site layout prior to redevelopment is shown on Figure 1.3.

Hitachi GST has moved its research and development (R&D) and administrative office operations to a different location in San Jose (3403 Yerba Buena Road). A portion of land has been rezoned and will be sold and redeveloped into a mixed residential, commercial, and recreational open space area. The area to be redeveloped is divided into five Parcels (Parcel O-1 through O-5), as shown on Figure 1.4. In addition, Hitachi GST will be transferring ownership of Endicott Boulevard/Tucson Way, which borders the Site to the north, to the City of San Jose. For the purposes of this report, Parcels O-1 through O-5 and Endicott Boulevard/Tucson Way are hereafter referred to as “the Redevelopment Property”. The Redevelopment Property is approximately 143 acres.

Hitachi GST plans to continue industrial operations (developing and manufacturing of computer storage devices) on the remaining portion of the Site, termed the Core Area. All manufacturing-related activities currently located on Parcels O-1 through O-5 have been moved to the Core Area under the redevelopment plan. The Core Area is also shown on Figure 1.4.

The Hitachi GST Site is a large quantity generator (LQG) of hazardous waste and also maintains a Resource, Conservation and Recovery Act (RCRA) Permit for on-site storage and treatment of hazardous waste. The RCRA Permit encompasses the full 321 acres of the Site. Hitachi GST is working with the California Environmental Protection Agency (CalEPA) Department of Toxic Substances Control (DTSC) to remove the Redevelopment Property from the RCRA Permit.

1.2 Environmental Investigation Objectives

As part of the EIR, ENVIRON prepared a screening human health risk assessment (Screening HHRA) to evaluate the potential impacts on human health for Parcels O-1 through O-5. The overall objective of the Screening HHRA was to identify potential areas within these parcels needing further investigation and/or mitigation prior to redevelopment. To accomplish this objective, the

following steps were completed in the Screening HHRA for Parcels O-1 through O-5: 1) determine the nature of historical operations and chemical use; 2) compile and collect data regarding groundwater, soil gas, and soil conditions; 3) develop risk-based target concentrations (RBTCs) for comparison to groundwater, soil gas and soil data; and 4) compare the RBTCs to the data collected from each parcel to determine areas requiring further investigation or mitigation measures. The RBTCs correspond to the level that would pose a *de minimis* health risk to future on-site populations.

The Screening HHRA was followed by a Draft Current Conditions Report (CCR) (ENVIRON 2005b), which addressed Parcels O-1 through O-5 and Endicott Boulevard/Tucson Way. The Draft CCR plus the letter response to comments received from DTSC on the report (DTSC 2006) constitute the final CCR.

Additional inspection/investigation needed to fill data gaps identified in the Screening HHRA/CCR were addressed in the SI/SP and its associated attachments. The areas to be inspected/investigated were divided into the following nine categories:

Attachment I	Roads/Parking Lots
Attachment II	Aboveground Storage Tanks Associated with Emergency Generators
Attachment III	Buried Concrete Trenches, Building 028J, and Former Waste Vaults 02-04
Attachment IV	Hydraulic Elevators
Attachment V	Former Petroleum Underground Storage Tanks
Attachment VI	Former Orchard Areas
Attachment VII	Endicott Boulevard/Tucson Way
Attachment VIII	Other Remaining Areas
Attachment IX	Soil Gas Evaluation for Parcels O-1 and O-2

This Completion Report presents the results of implementation of Attachment II – Aboveground Storage Tanks Associated with Emergency Generators. The results of the SI/SP inspections/investigations will be used to determine if any mitigation/remediation measures are needed on the Redevelopment Property.

The SI/SP was followed by the Corrective Measures Study (CMS) Report (ENVIRON 2006). The CMS was prepared to address the presence of potential contamination in soil that may be encountered during building demolition and/or earthwork activities within the Redevelopment Property and/or discovered during implementation of the SI/SP. The CMS Report included residential remedial goals (RGs) for soil which were either the minimum residential RBTC or background concentrations.

1.3 Report Organization

This Completion Report is divided into six sections as follows:

Section 1.0 – Introduction: provides an overview of the Site and Redevelopment Property and outlines the report organization.

Section 2.0 – Site Overview: presents an overview of the Site history and surrounding area and summarizes proposed land uses.

Section 3.0 – Areas Recommended for Further Evaluation: summarizes the areas recommended for further inspection/investigation as related to this Completion Report.

Section 4.0 – Soil Inspection/Sampling Plan Implementation: describes in detail the inspections/investigations completed as part of this Completion Report.

Section 5.0 – Conclusions: summarizes inspections/investigations conducted and provides recommendations, if needed, for any follow-up actions.

Section 6.0 – References: includes all references cited in this report.

Supporting data are presented in the attachments to this report. Appendix A includes photographs of the ASTs before and after removal, and Appendix B includes the AST Closure Reports.

2.0 SITE OVERVIEW

2.1 Site History and Operations

The Site is located at 5600 Cottle Road in San Jose, Santa Clara County, California and is approximately 321 acres in size. Prior to 1955, the Site was agricultural land, primarily tree orchards, with associated residences. In 1955, IBM purchased the Site. The Storage Technology Division of IBM owned and operated the Site from 1955 through 2002. IBM designed, developed, and manufactured computer storage devices, including hard disk drives, read/write heads, and disk storage media at the Site. On or about January 1, 2003, Hitachi GST, a new company formed as a result of a strategic combination of IBM and Hitachi's storage technology businesses, bought the Site.

As shown on Figure 1.3, approximately 30 buildings were present on the Site prior to commencement of redevelopment activities in August 2006. On-site buildings were used for a range of activities, including manufacturing, testing, assembly, research, development, wastewater treatment, reverse osmosis/deionized water (RO/DI) production, utilities, chemical storage, other storage, security, offices, and cafeteria. Exterior areas of the Site primarily consisted of landscaped areas, orchards, sidewalks, water fountains, asphalt parking lots, and paved private roads. As discussed below, Hitachi GST plans to continue industrial operations (developing and manufacturing of computer storage devices) on the Core Area.

Two electrical substations located in the central-southeastern portion of the Site provide electricity to the Site. One 115-kilovolt (kV) substation, which contains a 50 megawatt (MW) electrical generator, is owned and operated by Hitachi GST; the other 115-kV substation is owned and operated by Pacific Gas & Electric (PG&E). Facility personnel reported that electricity for the Site is provided by PG&E, and Hitachi GST's generator is only operated for testing, when there is a major Site power outage or when PG&E requests that Hitachi GST provide electrical back up during peak demand periods. As discussed below, both electrical substations will remain.

In the early 1980s, chlorinated hydrocarbons were detected in soil beneath an on-site underground tank farm. Site-wide investigations showed that volatile organic compounds (VOCs), primarily Freon 113, trichloroethene (TCE), 1,1,1-trichloroethane (TCA) and 1,1-dichloroethene (1,1-DCE) were present in groundwater beneath and downgradient of the Site. Subsequently, the Site has undergone extensive remedial action including the remediation of solvent-impacted soil and extraction and treatment of on-site and off-site groundwater. Under an order from the Regional Water Quality Control Board, San Francisco Bay Region (RWQCB-SF) (Order No. R2-2002-0082 – Final Site Cleanup Requirements, as amended by Order No. R2-2007-0004), IBM is obligated to remediate the groundwater (RWQCB-SF 2002, 2007). According to Hitachi GST, on-site groundwater remedial actions are expected to continue for at least 10 years.

2.2 Surrounding Area

The Site is located in a mixed industrial, commercial and residential area near the intersections of Monterey Highway, Blossom Hill Road, and United States (US) Route 101, approximately seven miles southeast of downtown San Jose. Figure 1.2 shows the immediate Site vicinity, which includes the following:

- Cottle Road is located to the west, with a shopping center, other commercial buildings, a hospital/medical center, and a medium-high density residential area beyond.
- IBM Building 025 (formerly part of the Site), which is still owned by IBM, is located to the northwest. This parcel is the proposed location of a future Lowe's Store.
- Parcel O-6 (formerly part of the Site) is located to the northeast. Hitachi GST transferred ownership of Parcel O-6, which is approximately 11 acres, to the City of San Jose in November 2005. The planned land use for this parcel is a future City of San Jose Police Substation.
- Southern Pacific Railroad and Caltrain right-of-way, the Blossom Hill Caltrain Station, and Monterey Highway are located to the north, with medium to medium-low density residential, a commercial shopping area, and US Route 101 beyond.
- Highway 85 and the Cottle Road Light Rail Station are located to the south, with a hospital/medical center, library, and single-family residential area beyond.

2.3 Future Land Use

As previously discussed, Hitachi GST has moved its R&D and administrative office operations to a different location in San Jose (3403 Yerba Buena Road). In turn, most of the R&D and administrative office buildings at the Site (Buildings 010, 012, 018, 026, 028, 028J, and 051) have been demolished. Two buildings, Buildings 009 (office) and 011 (cafeteria), on the Redevelopment Property are considered historically significant and will remain intact.

The Redevelopment Property, which covers approximately 143 acres, has been divided into five "outer" parcels (Parcels O-1 through O-5) and includes Endicott Boulevard/Tucson Way, as shown on Figure 1.4. Following building demolition, rough grading and main utility/roadway installation by Hitachi GST, Parcels O-1 through O-5 will be sold and redeveloped into a mixed residential, commercial, and recreational open space area. In addition, Hitachi GST will be transferring ownership of Endicott Boulevard/Tucson Way and newly constructed public roadways on Parcels O-1 through O-5 to the City of San Jose. Prior to property transfer, Hitachi GST is working with DTSC to remove the Redevelopment Property from the RCRA Permit.

Hitachi GST plans to continue industrial operations (developing and manufacturing of computer storage devices) on the Core Area. The Core Area contains all of the current manufacturing, chemical storage, waste storage, and wastewater treatment buildings/areas on the Site. All activities previously located on Parcels O-1 through O-5 have been moved to the Core Area under the redevelopment plan. There are no current RCRA-permitted sources in the Redevelopment Property. The existing PG&E substation will remain.

3.0 AREAS RECOMMENDED FOR FURTHER EVALUATION

3.1 Aboveground Storage Tank History

According to the Screening HHRA/CCR, six ASTs associated with emergency generators were located on the Redevelopment Property. The locations of the six ASTs are shown on Figure 3.1. Photographs depicting the ASTs before and after removal are included in Appendix A. The following history for each AST was taken from the Screening HHRA and the CCR. In addition, ENVIRON conducted Site visits as part of the Phase I Environmental Site Assessments (ESAs) prepared by ENVIRON in 2003 and 2004.

- Building 010 - Diesel Fuel AST (FT-11). Building 010 had a diesel-powered emergency generator with associated 1,000-gallon diesel fuel AST (FT-11). The emergency generator and AST were located north of Building 010. FT-11 was located within a below-grade epoxy-coated concrete vault, with sufficient secondary containment to contain the contents of the tank. The concrete vault was equipped with a roof to prevent collection of precipitation. Hitachi GST personnel reported that the AST was inspected daily. The vault appeared clean and dry during the Site visit and ENVIRON did not observe evidence of releases from the AST.
- Building 011 - Diesel Fuel AST (FT-12). Building 011 had a diesel-powered emergency generator with associated 1,000-gallon diesel fuel AST (FT-12). The emergency generator and AST were located on the eastern side of Building 011. FT-12 was located within a below-grade epoxy-coated concrete vault, with sufficient secondary containment to contain the contents of the tank. The concrete vault was equipped with a roof to prevent collection of precipitation. Hitachi GST personnel reported that the AST was inspected daily. The vault appeared clean and dry during the Site visit and ENVIRON did not observe evidence of releases from the AST.
- Building 012 - Diesel Fuel AST (FT-13). Building 012 had a diesel-powered emergency generator with an associated 500-gallon diesel fuel AST (FT-13). The emergency generator was located inside Building 012 in the first floor core room. FT-13, which was a double-walled AST, was staged on a concrete pad located outside Building 012 to the south. Hitachi GST personnel reported that the AST was inspected daily. The concrete pad appeared clean and dry during the Site visit and ENVIRON did not observe evidence of releases from the AST.
- Building 026 - Diesel Fuel AST (FT-18). Building 026 had a diesel-powered emergency generator with an associated 2,500-gallon diesel fuel AST (FT-18). The emergency generator and AST were located west of Building 026. FT-18 was located within a below-grade epoxy-coated concrete vault, with sufficient secondary containment to contain the contents of the tank. The concrete vault was equipped with a roof to prevent collection of precipitation. Hitachi GST personnel reported that the AST was inspected daily. The vault appeared clean and dry during the Site visit and ENVIRON did not observe evidence of releases from the AST.
- Building 028 - Diesel Fuel AST (FT-19). Building 028 had a diesel-powered emergency generator with associated 2,000-gallon diesel fuel AST (FT-19). The emergency generator and AST were located near the northwestern corner of Building 028. FT-19 was located within a below-grade epoxy-coated concrete vault, with sufficient secondary containment to contain the contents of the tank. The concrete vault was equipped with a roof to prevent collection of

precipitation. Hitachi GST personnel reported that the AST was inspected daily. The vault appeared clean and dry during the Site visit and ENVIRON did not observe evidence of releases from the AST.

- Building 051 - Diesel Fuel AST (FT-29). Building 051 had a diesel-powered emergency generator with associated 2,000-gallon diesel fuel AST (FT-29). The emergency generator and AST were located within the fenced area for the Building 051 cooling tower. FT-29 was located in a covered area above an epoxy-coated concrete vault with a 7,000-gallon capacity. Hitachi GST personnel reported that the AST was inspected daily. The vault appeared clean and dry during the Site visit and ENVIRON did not observe evidence of releases from the AST.

3.2 Recommendations for Additional Inspection/Investigation

In the SI/SP, the following inspections/investigations were identified for ASTs on the Redevelopment Property:

- An environmental engineer should inspect the area surrounding the diesel fuel AST (Fuel Tank 11 [FT-11]) located north of Building 010 and associated piping once they have been removed. If any indications of leaking are present (cracking, visual staining), soil sampling should be conducted.
- An environmental engineer should inspect the area surrounding the diesel fuel AST (FT-12) and associated piping adjacent to Building 011 once they have been removed. If any indications of leaking are present (cracking, visual staining), soil sampling should be conducted.
- Note: During redevelopment activities on the Site, it was determined that the concrete pad beneath FT-12 at Building 011 would not be removed due to its location within the historical preservation area of the Site. The tank itself, FT-12, was removed.
- An environmental engineer should inspect the area surrounding the diesel fuel AST (FT-13) located outside Building 012 and associated piping once they have been removed. If any indications of leaking are present (cracking, visual staining), soil sampling should be conducted.
- An environmental engineer should inspect the area surrounding the diesel fuel AST (FT-18) and associated piping located west of Building 026 once they have been removed. If any indications of leaking are present (cracking, visual staining), soil sampling should be conducted.
- An environmental engineer should inspect the area surrounding the diesel fuel AST (FT-19) located near the northwestern corner of Building 028 and associated piping once they have been removed. If any indications of leaking are present (cracking, visual staining), soil sampling should be conducted.
- An environmental engineer should inspect the area surrounding the diesel fuel AST (FT-29) located within the fenced area for the Building 051 cooling tower and associated piping once they have been removed. If any indications of leaking are present (cracking, visual staining), soil sampling should be conducted.

4.0 SOIL INSPECTION/SAMPLING PLAN IMPLEMENTATION

4.1 Inspections

As the areas to be inspected required demolition of the former ASTs and associated piping, ENVIRON conducted the inspections of FT-11, FT-12, FT-13, FT-18, and FT-19 in late 2006 and of FT-29 in early 2007. An environmental engineer was present on-site during the demolition of most of the ASTs and associated piping to inspect the underlying soils.

Hitachi GST contracted RDT Environmental Services (RDT) and Safety Kleen Systems, Inc. (Safety Kleen) to conduct tank decontamination, demolition, and/or recycling and stripping of associated tank piping. A Closure Report prepared by RDT and dated January 3, 2007 for FT-12 and FT-13 is provided in Appendix B.I. A Closure Report prepared by Safety Kleen and dated March 7, 2007 for FT-11, FT-18, FT-19, and FT-29 is provided in Appendix B.II. Results from the AST inspections are described below.

4.1.1 Building 010 - Diesel Fuel AST (FT-11)

Ferma Corporation (Ferma), a California certified contractor, removed FT-11, under permit by the City of San Jose, without prior notification to ENVIRON in late November 2006. No staining or cracks were present on the epoxy-coated concrete vault surface beneath FT-11, with the exception of minor surficial staining. Ferma removed the slab on November 29, 2006 and ENVIRON conducted an inspection of the soils in the immediate vicinity of FT-11 and its associated piping on the same day. A photograph of the former location of the FT-11 following removal of the tank and slab is included in Appendix A. No indications of leaking were present (visual staining, odors). Since the presence of diesel fuel was not suspected at the FT-11 location, no soil sampling was warranted.

4.1.2 Building 011 - Diesel Fuel AST (FT-12)

No staining or cracks were present on the epoxy-coated concrete vault surface beneath FT-12, when the AST was removed, under permit by the City of San Jose, on November 3, 2006. A photograph of the concrete slab following removal of FT-12 is provided in Appendix A. Hitachi GST has determined that the concrete pad beneath former FT-12 at Building 011 would not be removed due to its location within the historical preservation area of the Site. Since the presence of diesel fuel was not suspected at the FT-12 location, no soil sampling was warranted.

4.1.3 Building 012 - Diesel Fuel AST (FT-13)

No staining or cracks were present on the epoxy-coated concrete vault surface beneath FT-13, when the AST was removed, under permit by the City of San Jose, on November 3, 2006. A photograph of the concrete slab following removal of FT-13 is provided in Appendix A. Ferma removed the slab on April 3, 2007 and ENVIRON conducted an inspection of the soils in the immediate vicinity of former FT-13 and its associated piping on the same day. A photograph of the former location of FT-13 following removal of the slab

is included in Appendix A. No indications of leaking were present (visual staining, odors). Since the presence of diesel fuel was not suspected at the FT-13 location, no soil sampling was warranted.

4.1.4 Building 026 - Diesel Fuel AST (FT-18)

No staining or cracks were present on the epoxy-coated concrete vault surface beneath FT-18, with the exception of minor surficial staining, when the AST was removed, under permit by the City of San Jose, on November 16, 2006. A photograph of the former location of FT-18 following removal of the tank and slab is included in Appendix A. No indications of leaking were present (visual staining, odors) in soils in the immediate vicinity of FT-18 or its associated piping when the concrete slab was removed and inspected on November 30, 2006. Since the presence of diesel fuel was not suspected at the FT-18 location, no soil sampling was warranted.

4.1.5 Building 028 - Diesel Fuel AST (FT-19)

No staining or cracks were present on the epoxy-coated concrete vault surface beneath FT-19, with the exception of minor surficial staining, when the AST was removed, under permit by the City of San Jose, on November 16, 2006. No indications of leaking were present (visual staining, odors) in soils in the immediate vicinity of FT-19 or its associated piping when the concrete slab was removed and inspected on December 5, 2006. A photograph of the former location of FT-19 following removal of the tank and slab is included in Appendix A. Since the presence of diesel fuel was not suspected at the FT-19 location, no soil sampling was warranted.

4.1.6 Building 051 - Diesel Fuel AST (FT-29)

Ferma removed FT-29, under permit by the City of San Jose, without prior notification to ENVIRON in late January 2007. No staining or cracks were present on the concrete vault surface beneath FT-29, when ENVIRON conducted an inspection during the week of January 29, 2007. A photograph of the former location of FT-29 following removal of the tank is included in Appendix A. On April 17, 2007, Ferma removed the slab beneath former FT-29. No staining or odors were noted in the soil beneath the slab in the vicinity of the former tank or piping. A photograph of the soil after removal of the slab is included in Appendix A. Since the presence of diesel fuel was not suspected at the FT-29 location, no soil sampling was warranted.

5.0 CONCLUSIONS

The results of implementation of the SI/SP indicate that no evidence of spills or releases occurred in association with the six ASTs that were removed from the Redevelopment Property. No further evaluations or investigations are recommended for these six former AST locations.

6.0 REFERENCES

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