State Water Resources Control Board

UNDERGROUND STORAGE TANK (UST) CASE CLOSURE SUMMARY

Lead Agency Information

Lead Agency Name: San Francisco Bay Regional Water Quality Control Board (San Francisco Bay Water Board)	Address: 1515 Clay Street, Suite 1400 Oakland, CA 94612
Case Manager: Mary Snow	Case No.: T10000008550

Case Information

UST Cleanup Fund (Fund) Claim No.: NA	Global ID: T10000008550
Case Name: FAA TRACON (Site)	Site Address: 1029 Grumman Street, Oakland, CA 94621
Responsible Party Port of Oakland Attention: Colleen Liang	Address: 530 Water Street Oakland, CA 94607
Fund Expenditures to Date: None	Number of Years Case Open: 30

GeoTracker Case Record: http://geotracker.waterboards.ca.gov/?gid=T10000008550

Summary

This case has been proposed for closure by the State Water Resources Control Board at the request of the San Francisco Bay Regional Water Quality Control Board, which concurs with closure.

The Low-Threat Underground Storage Tank Case Closure Policy (Policy)[1] contains general and media-specific criteria. Sites that meet Policy criteria are appropriate for closure pursuant to the Policy because they pose a low threat to human health, safety, and the environment. The Site meets all Policy criteria and therefore, case closure is appropriate.

The Site is a former tidal marsh near the eastern shore of Bay Farm Island. It was initially reclaimed with fill material in 1942, with the possibility of additional fill being

[1] https://www.waterboards.ca.gov/board_decisions/adopted_orders/resolutions/2012/rs2012_0016atta.pdf

placed in subsequent years. From 1945 to 1962, the Site was operated by the United States Department of the Navy (Navy) as part of the Naval Auxiliary Air Station (NAAS) Oakland. During this period, the Navy installed four large concrete underground storage tanks (USTs) for aviation fuel. The tanks included one 210,000-gallon tank for JP-3 jet fuel and three 100,000-gallon tanks for 115/145, 91/96, and JP-3 aviation fuels. In 1962, the Navy transferred the property to the Port of Oakland. In 1972, the Federal Aviation Administration (FAA) began leasing the property from the Port of Oakland and subsequently redeveloped the site, constructing the current facility and its associated infrastructure.

The Site is currently occupied by the FAA's Terminal Radar Approach Control (TRACON) facility. The FAA TRACON facility functions as a radar-based air traffic control center responsible for managing aircraft during approach and departure phases for Bay Area airports. The area where the USTs are located now serves as a secured, paved parking lot within the TRACON facility grounds.

In December 1972, the UST tops were demolished, and the tanks were backfilled with clean, wet sand. In 1995, surface ruptures were observed in the parking lot directly above the UST locations. The ruptures were attributed to differential settlement between the surrounding artificial fill and the underlying UST structures. In 2002 and 2005 the U.S. Army Corps of Engineers (USACE) completed two soil and groundwater investigations at the Site. During these investigations, the USACE identified petroleum impacts to shallow soil and groundwater in the vicinity of the USTs. Soil sampling indicated that remaining impacts to soil are weathered and limited in extent.

When the Site was under Navy operation, aboveground storage tanks (ASTs) were also present and petroleum hydrocarbon releases associated with these ASTs also contributed to soil and groundwater impacts. A Site Cleanup Program case has been opened AOC 21 - Aviation Lube Oil Storage (Tanks 11-1 and 11-2), T10000008542, to address the petroleum contamination unrelated to the USTs at the Site. Closure of the UST Cleanup case FAA TRACON, T10000008550, will not impact the Site Cleanup Program case for non-UST petroleum constituents; the AOC 21 - Aviation Lube Oil Storage (Tanks 11-1 and 11-2) case will remain open until the San Francisco Bay Regional Water Quality Control Board has determined that appropriate cleanup has been conducted for the non-petroleum constituents.

From 2005 to 2018, a network of three monitoring wells were intermittently monitored. A 2016 Ultra-Violet Optical Screening Tool survey suggested the potential presence of residual free product in the vicinity of the USTs; however, no free product was observed during the most recent groundwater monitoring event in 2018. Additionally, groundwater monitoring indicates that the remaining petroleum hydrocarbon contamination plume is stable and measures less than 1,000 feet in length. Furthermore, water quality objectives have been achieved or nearly achieved in all of the monitoring wells.

The remaining petroleum constituents are limited, stable, and decreasing and further assessment will not alter the conceptual site model significantly. Remaining petroleum

constituents associated with the case do not pose a significant risk to human health, safety, or the environment under current conditions and property use.

Rationale for Closure Under the Policy

- General Criteria – Site **MEETS ALL EIGHT GENERAL CRITERIA** under the Policy.
- Groundwater Media-Specific Criteria – Site Meets Criteria 1**, Class 5**. The regulatory agency determines, based on an analysis of site-specific conditions that under current and reasonably anticipated near-term future scenarios, the contaminant plume poses a low threat to human health and safety and to the environment and water quality objectives will be achieved within a reasonable time frame.
- Petroleum Vapor Intrusion to Indoor Air – Site Meets **Criteria 2 (c)**. As a result of controlling exposure through the use of mitigation measures or through the use of institutional or engineering controls, the regulatory agency determines that petroleum vapors migrating from soil or groundwater will have no significant risk of adversely affecting human health.
- Direct Contact and Outdoor Air Exposure – Site meets **Criteria 3 (a)**. Maximum concentrations of petroleum constituents in soil from confirmation soil samples are less than or equal to those listed in Table 1 of the Policy.

Recommendation for Closure
The corrective action conducted for this case ensures that any residual petroleum constituents associated with the case pose a low threat to human health, safety, and the environment. The corrective action was consistent with chapter 6.7 of division 20 of the Health and Safety Code, implementing regulations, applicable state policies for water quality control, and applicable water quality control plans. As such, case closure is recommended.

FAA TRACON, T10000008550
1029 Grumman Street, Oakland

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3/18/2026
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04/10/2026
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