PUBLIC REVIEW DRAFT ENVIRONMENTAL IMPACT REPORT

FOR THE

CARMAX AUTO SUPERSTORE

Stockton, CA

November 14, 2018

Prepared for:

City of Stockton Department of Community Development 345 N. El Dorado Street Stockton, CA 95202

Prepared by:

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

BaseCamp Environmental

PUBLIC REVIEW DRAFT ENVIRONMENTAL IMPACT REPORT

FOR THE

CARMAX AUTO SUPERSTORE

Stockton, CA

November 14, 2018

Prepared for:

City of Stockton Department of Community Development 345 N. El Dorado Street Stockton, CA 95202

Prepared by:

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

<u>CITY OF STOCKTON</u> <u>PUBLIC NOTICE OF AVAILABILITY</u> <u>DRAFT ENVIRONMENTAL IMPACT REPORT</u> (Pursuant to Public Resources Code Sections 21092 and 21092.3 and Cal. Code of Regulations Title 14, Section 15087)

The City of Stockton Community Development Department has completed, independently reviewed and analyzed the following Environmental Impact Report:

Draft Environmental Impact Report (DEIR) SCH #2018082046 for the CarMax Auto Superstore Project (P17-0551). The project applicant proposes to develop a CarMax automobile sales and service facility on an approximately 7.3-acre site at the southwest corner of Maranatha Drive and Hammer Lane, in the unincorporated area of San Joaquin County adjacent to the City of Stockton. The proposed CarMax dealership would include an outdoor vehicle sales display area, a vehicle staging and service area, including a car wash, a sales structure, a structure for presentation of cars to their new owners, and parking areas for customers and employees.

The CarMax site would be annexed to the City, pre-zoned in conjunction with the annexation, and then developed under City land use jurisdiction. The proposed annexation and related actions would include an additional 3.3 acres of land located immediately east of the CarMax site and south of Maranatha Drive. No significant and unavoidable environmental effects were identified through preparation of this EIR.

A copy of the Draft EIR may be reviewed and/or obtained at the following addresses:

- <u>http://www.stocktonca.gov/eir</u>
- Community Development Department Planning and Engineering Division 345 North El Dorado Street Stockton, CA 95202

Any written comments on this document must be received at this same address or at <u>kanoa.kelley@stocktonca.gov</u> no later than <u>December 31, 2018.</u> Please send a legible, signed letter including your printed name, address and phone number where you may be contacted. Further information may be obtained by contacting the City Planning and Engineering Division at (209) 937-7564.

A community meeting to discuss the project will be held at **Cesar Chavez High School, 2929 Windflower Ln, on Nov. 27 from 6-8 p.m. in the library**.

> DAVID KWONG, DIRECTOR COMMUNITY DEVELOPMENT DEPARTMENT

TABLE OF CONTENTS

Page

INTR	ODUCT	TION, SUMMARY, AND PROJECT DESCRIPTION			
1.0	Intro	Introduction			
	1.1	Project and EIR Overview	1-1		
	1.2	Project Background	1-1		
	1.3	EIR Requirements and Intended Uses	1-2		
	1.4	CEQA Procedures for the EIR	1-3		
2.0	Sumr	Summary			
	2.1	Project Description	2-1		
	2.2	Environmental Impacts and Mitigation Measures	2-1		
	2.3	Significant Unavoidable Effects/Areas of Controversy	2-1		
	2.4	Summary of Alternatives	2-2		
	2.5	2.5 Summary of Other CEQA Issues			
3.0	Project Description		3-1		
	3.1	Project Location	3-1		
	3.2	Project Objectives	3-1		
	3.3	Project Details	3-1		
		3.3.1 Annexation and Other Land Use Actions	3-1		
		3.3.2 CarMax Development	3-2		
		3.3.3 Parcel 2 Development	3-5		
	3.4	Permits and Approvals	3-5		

ENVIRONMENTAL ISSUES

4.0	Aesth	etics/Visual Resources	4-1
5.0	Agrice	ultural Resources	5-1
6.0	Air Q	uality	6-1
7.0	Biolog	gical Resources	7-1
8.0	Cultur	al Resources	8-1
9.0	Geolo	gy and Soils	9-1
10.0	Green	house Gas Emissions	10-1
11.0	Hazar	ds and Hazardous Materials	11-1
12.0	Hydro	logy and Water Quality	12-1
13.0	Land	Use and Planning	13-1
14.0	Miner	al Resources	14-1
15.0	Noise		15-1
16.0	Popula	ation and Housing	16-1
17.0	Public	Services and Recreation	17-1
18.0	Transportation		18-1
19.0	Tribal	Cultural Resources	19-1
20.0	Utilities and Service Systems		20-1
CUM	JLATIV	/E IMPACTS, ALTERNATIVES, AND OTHER CEQA ISSUES	
21.0	Cumu	lative Impacts	21-1
	21.1	Introduction to Cumulative Impacts	21-1
	21.2	Cumulative Impacts of Project	21-2
22.0	Altern	atives	22-1
	22.1	Selection of Alternatives	22-1
	22.2	Alternatives Not Considered in Detail	22-4
	22.3	Alternatives Considered in Detail	22-7
	22.4	Environmentally Superior Alternative	22-8
23.0	Other	CEQA Issues	23-1

	23.1 Growth-Inducing Impacts		23-1
	23.2 Irreversible Environmental Commitments		23-1
	23.3	Energy Consumption and Conservation	23-2
SOUR	CES		
24.0	4.0 Sources		24-1
	24.1	References Cited	24-1
	24.2	Persons Consulted	24-5
	24.3	EIR Preparers	24-6

APPENDICES (LOCATED ON CD, INSIDE BACK COVER)

- A. Notice of Preparation and NOP Comments
- B. Lighting Plan, CarMax Development
- C. Air Quality Modeling Results
- D. Biological Resource Reports
- E. Cultural Resource Reports
- F. Geotechnical Report
- G. Phase I Environmental Site Assessment
- H. Noise Analysis, CarMax Pleasanton
- I. Traffic Impact Analysis
- J. AB 52 Notification

LIST OF FIGURES

1-1.	Regional Map	1-4
1-2.	Vicinity Map	1-5
1-3.	USGS Map	1-6
1-4.	Assessor's Parcel Map	1-7
1-5.	Aerial Photo	1-8
3-1.	Proposed Annexation	3-6
3-2.	Site Plan, CarMax Development	3-7
3-3.	Building Elevations, CarMax Development	3-8
3-4.	Landscaping Plan, CarMax Development	3-9
12-1.	Flood Hazard Area	12-8
13-1.	Stockton General Plan Designations	13-5
13-2.	County Zoning Designations	13-6
18-1.	EPAP Plus Project Traffic Volumes and Land Configurations	18-11
21-1.	Cumulative Plus Project Traffic Volumes and Land Configurations	21-12

LIST OF TABLES

2-1.	Summary of Impacts and Mitigation Measures	2-4
3-1	Required Permits and Approvals for Project	3-5
6-1.	National and California Ambient Air Quality Standards	6-4
6-2.	SJVAB Attainment Status with Federal and State Ambient Air Quality Standards	6-5
6-3.	SJVAPCD Significance Thresholds	6-8
6-4.	Project Air Pollutant Emissions	6-8
9-1.	Modified Mercalli Intensity Scale	9-3
10-1.	Project GHG Emissions	10-6
15-1.	Maximum Allowable Noise Exposure for Noise-Sensitive Land Uses	15-3
16-1.	Population of Stockton, San Joaquin County, and California	16-1
18-1.	Existing Roadway Segment Level of Service	18-2
18-2.	LOS on Roadway Segments under EPAP Conditions	18-8
21-1.	LOS on Roadway Segments under Cumulative Conditions	21-10
22-1.	Comparison of Alternatives to the Proposed Project Impacts	22-7
23-1.	Annual Energy Consumption of Project	23-4

ACRONYMS AND ABBREVIATIONS USED IN THIS DOCUMENT

AB	Assembly Bill
APN	Assessor's Parcel Number
ARB	California Air Resources Board
BMP	Best Management Practice
BTU	British Thermal Unit
CAA	Federal Clean Air Act
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
CALGreen	California Green Building Standards Code
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CCAA	California Clean Air Act
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFR	Code of Federal Regulations
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	carbon monoxide
$\rm CO_2$	carbon dioxide
CO ₂ e	carbon dioxide equivalent
COSMUD	City of Stockton Municipal Utilities Department
CRHR	California Register of Historical Resources
CUPA	Certified Unified Program Agency
dB	decibel
dBA	A-weighted decibel
DTSC	California Department of Toxic Substances Control
DWR	California Department of Water Resources
EBMUD	East Bay Municipal Utility District
EIR	Environmental Impact Report
EPA	U.S. Environmental Protection Agency
EPAP	Existing Plus Approved Projects
ESA	Environmental Site Assessment
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
GAMAQI	Guide for Assessing and Mitigating Air Quality Impacts
GHG	greenhouse gas
GWh	gigawatt-hour

HRA	Health Risk Assessment
IPCC	Intergovernmental Panel on Climate Change
ISR	Indirect Source Rule
ITMM	Incidental Take Minimization Measure
kV	kilovolt
kWh	kilowatt-hour
LAFCO	Local Agency Formation Commission
L _{dn}	Day-Night Average Level
Leq	equivalent noise level
LOS	Level of Service
mgd	million gallons per day
mph	miles per hour
MRZ	Mineral Resource Zone
MS4	municipal separate storm sewer system
NAHC	Native American Heritage Commission
NO _x	nitrogen oxide
NOA	Notice of Availability
NOP	Notice of Preparation
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
PG&E	Pacific Gas and Electric Company
PM	particulate matter
PM _{2.5}	particulate matter less than 2.5 micrometers in diameter
PM_{10}	particulate matter less than 10 micrometers in diameter
RCMP	Regional Congestion Management Plan
ROG	reactive organic gases
RPS	Renewables Portfolio Standard
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 Habitat Conservation and Open Space Plan
SJRTD	San Joaquin Regional Transit District
SJVAB	San Joaquin Valley Air Basin
SJVAPCD	San Joaquin Valley Air Pollution Control District
SR	State Route
SVCP	Sierra Valley Cultural Planning
SWMP	Storm Water Management Plan
SWQCCP	Storm Water Quality Control Criteria Plan
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board

TAC	toxic air contaminant
UCMP	University of California Museum of Paleontology
USA	Underground Service Alert
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
VMT	vehicle miles traveled

1.0 INTRODUCTION

1.1 PROJECT AND EIR OVERVIEW

This document is an Environmental Impact Report (EIR) that analyzes the potential environmental impacts of the proposed CarMax Auto Superstore project, hereinafter referred to as the "project." This EIR was prepared in accordance with the California Environmental Quality Act (CEQA) and generally follows the analysis sequence of the latest Environmental Checklist in CEQA Guidelines Appendix G. CarMax, a national car dealership, is the project applicant. The City of Stockton is the CEQA lead agency for this project.

The EIR evaluates the potential environmental effects of the project, which is the development of a CarMax automobile sales dealership and service facility on an approximately 7.3-acre site at Hammer Lane and Maranatha Drive that is adjacent to the City of Stockton but is currently in the unincorporated area of San Joaquin County (Figures 1-1 through 1-5). The dealership site, together with an adjacent 3.3-acre site south of Maranatha Drive (referred to in this document as Site 2), are both on a parcel proposed for annexation to the City, along with the rights-of-way of the segment of Maranatha Drive adjacent to the parcel and a portion of East Hammer Lane along the project frontage. The project requires discretionary approvals from the City of Stockton consisting of Design Review, Pre-Zoning, and authorization to apply for Annexation, along with a Land Development Permit to be granted after the discretionary approvals. All these activities constitute the CarMax Auto Superstore project.

1.2 PROJECT BACKGROUND

The project site, which is presently within the jurisdiction of San Joaquin County, contained a residence from approximately 1910 until the early 1980s. The site was used as a walnut orchard from the late 1930s through the mid-2000s. Until recently, there were remnant, unmaintained orchard trees that have since been removed. The project site is currently vacant.

The northeastern portion of the City of Stockton has developed progressively from the vicinity of the Union Pacific Railroad east toward State Route (SR) 99 from the 1980s through the present. Major urban development projects approved during the 1980s and 1990s, and subsequent infill, resulted in today's largely urban landscape in the area. Such projects included the Stockton Auto Center, Morada Lane, Blossom Ranch, Morada Ranch, and the Christian Life Center which included the church grounds and an adjacent single-family residential subdivision.

From 2003 to 2008, the City was considering an urban development proposal known as the Origone Ranch Specific Plan (ORSP), which included the project site. The proposed ORSP covered approximately 390 acres of undeveloped land south of Hammer Lane between Holman Road and SR 99. It proposed commercial development of lands along Hammer Lane and Maranatha Drive, including the project site. The processing of the ORSP applications was halted during the 2008-2010 recession and remained inactive; recently, the ORSP applications were withdrawn from City consideration.

Prior to submittal of the applications for the current project, Hammer Petroleum, LLC and SCG Properties applied to San Joaquin County and subsequently received approval of an amendment to the San Joaquin County General Plan and a rezoning, for an approximately 14.9-acre parcel that included the project site, Site 2, the Maranatha Drive right-of-way, and a site east of Maranatha Drive for a proposed development that included an AM/PM fueling station and two restaurants (AM/PM project). The County granted approval on February 23, 2016, but the approval was challenged in court. The approval was upheld in Superior Court but was reversed upon appeal by the Third District Court of Appeals on March 2, 2018 (Case No. C084422). The Appellate Court directed the trial court to grant the appellants' petition and ordered the County to set aside the General Plan amendment and rezoning approvals for the parcel.

Based on the County's General Plan amendment and rezoning approvals, Hammer Petroleum, LLC had subsequently submitted an application to the County for approval of the AM/PM project on 4.3 acres located immediately south of Hammer Lane and east of Maranatha Drive. The AM/PM project proposed development of a fueling station and convenience market with a car wash, a Sonic quick-serve restaurant, and a Black Bear Restaurant. However, because of the Appellate Court decision, processing of this application was temporarily suspended by the County, along with preparation of a separate EIR. At this time, the project application process remains suspended. The AM/PM project is not part of the proposed project analyzed in this EIR, but it is one of the projects considered in the cumulative impact analysis in Chapter 21.0 of this EIR.

The project applicant, CarMax, had previously applied to San Joaquin County for approval of a Tentative Parcel Map that would formally divide the dealership site, Site 2, and the Maranatha Drive right-of-way from the 4.3 acres proposed for development as part of the AM/PM project. Following the Appellate Court decision discussed above, the County Tentative Parcel Map application was withdrawn and is no longer under County consideration.

1.3 EIR REQUIREMENTS AND INTENDED USES

CEQA, passed in 1970, requires that public agencies document and consider 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 related or closely-related activities that involve public agency approvals or funding. The proposed project, including the annexation, pre-zoning, site approvals, and proposed development, is considered a project as defined by CEQA.

This EIR has been prepared in accordance with the requirements of CEQA and the State CEQA Guidelines (Title 14, Chapter 3 of the California Code of Regulations). The CEQA Guidelines contain advisory and mandatory requirements for the application of CEQA to development projects. The City of Stockton is the "lead agency" for the proposed project. As defined in the CEQA Guidelines, the lead agency is the public agency that carries out a project or that has the greatest responsibility for supervising or approving a project if two or more agencies are involved. Since the City has the primary approval authority over the project, it is the lead agency for CEQA purposes. The San Joaquin Local Agency Formation Commission (LAFCO) has the authority to approve annexations; under CEQA, it is considered a "responsible agency" that would consider the information in this EIR in its project deliberations.

An EIR is intended to inform decision-makers and the public about the potentially significant adverse environmental effects of the proposed project, and to recommend mitigation measures that

would reduce or avoid these effects. The EIR includes consideration of cumulative impacts, growth-inducing impacts, irreversible environmental effects, and alternatives to the proposed project.

1.4 CEQA PROCEDURES FOR THE EIR

On August 20, 2018, the City circulated a Notice of Preparation (NOP) inviting comments from interested agencies and the public as to environmental concerns that should be considered in the EIR. The NOP comment period closed on September 20, 2018. Appendix A contains the NOP and comments submitted to the City.

With the release of the Public Review Draft EIR and accompanying Notice of Availability (NOA), regulatory agencies and members of the public can comment on the adequacy of the environmental review during a 45-day review period. After the close of the public review period, the City is obligated to provide written responses to the comments received, and these responses will be published in a Final EIR.

The Final EIR must be considered by City decision-makers prior to a decision on the project. Before the City can approve the plan, it must first certify that the Final EIR was completed in compliance with the provisions of CEQA, that the City has reviewed and considered the information in the Final EIR, and that the Final EIR reflects the independent judgment of the City on the environmental impacts of the project. The City is also required to make specific findings related to each of the significant effects identified in the EIR. If the project involves any significant and unavoidable environmental effects, the CEQA findings will need to include a Statement of Overriding Considerations. Assuming mitigation measures have been included in the Final EIR, the City also must adopt a Mitigation Monitoring and Reporting Program that will ensure the mitigation measures are implemented.

In accordance with CEQA Guidelines Section 15163(c), this EIR is available for public review and comment on the dates specified in the NOA, located inside of the cover of this document. Any comments or questions regarding this EIR should be submitted to the City at the following address before the close of the public review period:

City of Stockton Community Development Department Attention: Kanoa Kelley, Assistant Planner 345 N. El Dorado Street Stockton, CA 95202







BaseCamp Environmental

Figure 1-2 VICINITY MAP



BaseCamp Environmental

Figure 1-3 USGS MAP





Figure 1-4 ASSSESSOR PARCEL MAP



BaseCamp Environmental

Figure 1-5 AERIAL PHOTO

2.0 SUMMARY

2.1 PROJECT DESCRIPTION

The project applicant proposes to develop a CarMax automobile sales and service facility on an approximately 7.3-acre site in the unincorporated area of San Joaquin County adjacent to the City of Stockton. The proposed CarMax dealership would include an outdoor vehicle sales display area, a vehicle staging and service area, including a car wash, a sales structure, a structure for presentation of cars to their new owners, and parking areas for customers and employees.

The CarMax site would be annexed to the City, pre-zoned in conjunction with the annexation, and then developed under City land use jurisdiction. The proposed annexation and related actions would include an additional 3.3 acres of land located immediately south of the CarMax site and south of Maranatha Drive, referred to as Site 2, and the Maranatha Drive and East Hammer Lane rights-of-way.

The City is responsible for all the local government approvals associated with the project, except for the annexation, which would be approved by San Joaquin LAFCO. LAFCO policy requires that the City pre-zone the annexation area before it can act on the annexation request; the City would pre-zone the area as Commercial, General (CG). No development of Site 2 is proposed at this time, but the potential environmental effects of future commercial development that could occur on Site 2 once it is annexed to the City are considered in this EIR.

2.2 ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

The potentially environmental effects of the project are summarized in Table 2-1 at the end of this chapter, along with mitigation measures proposed to minimize these effects when required. Table 2-1 provides an indication of the significance of impacts, both before and after application of mitigation measures. As documented herein, with proposed mitigation measures, all the potential environmental effects of the project would be reduced to a level that is less than significant.

2.3 SIGNIFICANT UNAVOIDABLE EFFECTS/AREAS OF CONTROVERSY

No significant and unavoidable environmental effects were identified through preparation of this EIR.

The City is aware of concerns expressed by a neighboring property owner regarding the potential environmental effects of the project on its property, including consistency with land use plans and ordinances, traffic, and cumulative impacts. Issues raised by that concerned party are addressed in this EIR, and they have been determined to be less than significant or would be less than significant with implementation of mitigation measures.

2.4 SUMMARY OF ALTERNATIVES

Chapter 22.0, Alternatives, identifies and discusses a range of reasonable alternatives to the project, including the "no project" alternative. The alternatives addressed in detail include:

- No Project/No Development
- Alternative Commercial Land Use

The <u>No Project/No Development</u> alternative is defined as the continuation of existing conditions on the project site, which means the site is to remain undeveloped. This alternative would involve no action on the part of the City of Stockton, LAFCO, or other agencies. Selection of this alternative would eliminate all of the significant environmental effects of the project. However, the continuation of the undeveloped state of the project site does not fulfill any of the basic objectives of the proposed project, and it would be inconsistent with the designation of the City of Stockton and San Joaquin County General Plans, which anticipate urban development. Also, undeveloped land may have adverse fire hazard impacts.

The <u>Alternative Commercial Land Use</u> alternative would allow land uses consistent with the Stockton General Plan Commercial designation of the project site other than the proposed project. It would not realize the project objective of development of a car sales facility, but it could realize the objectives of additional revenues for the City and the improvement of Maranatha Drive and Site 2. Environmental impacts would be the same as the proposed project, although depending on the commercial land use, traffic impacts could be reduced, along with attendant air quality and noise impacts. Alternative land use plans are unlikely to avoid or substantially reduce the significant environmental effects of the project.

2.5 SUMMARY OF OTHER CEQA ISSUES

Chapter 23.0, Other CEQA Issues, discusses the potential growth-inducing impacts of the project. Project impacts on population and housing would be less than significant, as the project is unlikely to induce population growth; employees would be drawn from the existing City and County populations. Infrastructure already exists near the project site to which the project can connect; no major utility lines need to be extended. Because of this, the project would not have a growth-inducing impact.

Chapter 23.0 also discusses irreversible environmental commitments, including energy consumption for project construction and operations. The project would involve the irreversible commitment of construction materials to the construction of buildings, parking spaces, and supporting infrastructure. Construction materials would not be used in highly significant or unusual quantities when compared to similar projects and would be obtained from existing commercial sources. Commitment of the project site to urban uses would involve an essentially irreversible loss of open space and the potential biological and agricultural resource values associated with it. However, as discussed in the EIR, these impacts would be less than significant.

Project construction would consume substantial amounts of energy in grading, development of buildings and site improvements, and installation of utilities and street improvements. Required conformance with air quality mitigation programs, including provision of required construction mitigation and compliance with the Indirect Source Rule (see Chapter 6.0, Air Quality), would result in reductions in energy expenditures associated with project construction. Because of the

relatively flat topography of the site, the project would not require any extraordinary grading requirements such as leveling hills or the import or export of substantial qualities of fill.

As described in Chapter 23.0, Other CEQA Issues, project operations are estimated to consume a total of 664,100 kilowatt-hours of electricity and 1,180,250 cubic feet of natural gas annually. Development on the project site would be required to comply with the adopted California Energy Code, which would reduce annual electricity and natural gas consumption. Along with compliance with the Renewables Portfolio Standard targets, project energy usage would consume a smaller amount of fossil fuels. The project would not consume energy in a manner that is wasteful, inefficient or unnecessary.

Potontial Impact	Significance Before	Mitigation Managemen	Significance After
Potential Impact	Mitigation	Miligation Measures	Mitigation
4.0 AESTHETICS AND VISUAL RESOURCES			
Impact AES-1: Scenic Vistas. There are no scenic vistas available from the project site, so the project would have no impact.	NI	None required.	-
Impact AES-2: Scenic Resources. There are no scenic resources on the project site, so the project would have no impact.	NI	None required.	-
Impact AES-3: Visual Character and Quality. New structures, landscaping and site improvements would be designed and constructed to meet the aesthetic standards of the City of Stockton as encapsulated in its design review process and adopted City design standards. Compliance with these standards would minimize project impacts.	LS	None required.	-
Impact AES-4: Light and Glare. Lighting would be installed on site that currently has none. Stockton Development Code Section 16-32.070 requires that all lights must be shielded to direct light and glare towards the ground. Compliance with the City code would minimize light and glare impacts.	LS	None required.	-
5.0 AGRICULTURAL RESOURCES			
Impact AG-1: Conversion of Farmland. The project site is classified as Farmland of Local Importance, which is not Farmland as defined by the CEQA Guidelines.	LS	None required.	-
Impact AG-2: Agricultural Zoning and Williamson Act. The project site is zoned AU-20 (Agriculture-Urban Reserve), which holds land for future urban development. The project site is not under a Williamson Act contract.	LS	None required.	-
Impact AG-3: Indirect Conversion of Agricultural Lands. The project is in an area designated for urban development; urban infrastructure has been extended to the project vicinity. The project would not involve any activity that would indirectly convert agricultural land to non-agricultural uses.	NI	None required.	-

	Significance Before		Significance After
Potential Impact	Mitigation	Mitigation Measures	Mitigation
6.0 AIR QUALITY			
Impact AIR-1: Air Quality Plans and Standards. Project emissions would not exceed SJVAPCD significance thresholds, thereby being consistent with adopted air quality plans.	LS	None required.	-
Impact AIR-2: Violation of Air Quality Standards. Project emissions would not exceed SJVAPCD significance thresholds. Dust emissions would be reduced through the required implementation of SJVAPCD Regulation VIII, and future development would be subject to SJVAPCD's Indirect Source Rule.	LS	None required.	-
Impact AIR-3: Exposure of Sensitive Receptors to Pollutants. Residential area 250 feet from site is unlikely to be exposed to high pollutant concentrations. CO concentrations at street intersections unlikely to have effect on health. Fuel tanks and dispensers would be subject to SJVAPCD rules that limit emissions from these sources.	LS	None required.	-
Impact AIR-4: Odors. Odors limited to the automobile service facility. Such emissions would be localized and would dissipate rapidly.	LS	None required.	-
7.0 BIOLOGICAL RESOURCES			
Impact BIO-1: Special-Status Species and Habitats. Project development would involve the potential for incremental impacts on foraging habitat for Swainson's hawk and burrowing owl and some potential for nesting impacts.	PS	BIO-1: The developer shall apply to the San Joaquin Council of Governments (SJCOG) for coverage under the San Joaquin County Multi-Species Open Space and Habitat Conservation Plan (SJMSCP). The project site will be inspected by the SJMSCP biologist, who will recommend any Incidental Take Minimization Measures (ITMMs) set forth in the SJMSCP should be implemented. The project applicant shall pay the required SJMSCP fee, if any, and be responsible for the implementation of the specified ITMMs.	LS
		BIO-2: Any tree that needs to be removed to facilitate development of the project site shall be felled outside of the general bird nesting season, which is February 1 through August 31. If tree removal is proposed during the bird nesting season, a nesting bird	

Potontial Impact	Significance Before	Mitigation Measures	Significance After
- otentiai mipact	Mitigation	Milgaton Measures	Mitigation
		survey shall be conducted by a qualified biologist prior to tree removal. If active nests are found, tree removal shall be delayed until the young have fledged.	
Impact BIO-2: Riparian and Other Sensitive Habitats. No riparian areas or sensitive vegetation communities were identified on the project site.	NI	None required	-
Impact BIO-3: Waters of the U.S. and Wetlands. No wetlands or Waters of the U.S. were identified on the project site.	NI	None required.	-
Impact BIO-4: Fish and Wildlife Habitats. The presence of trees and shrubs on the project site as well as potential foraging habitat to the east of the project site may attract migratory birds. Otherwise, no impacts would occur on migratory corridors or nesting habitats.	PS	Implement Mitigation Measures BIO-1 and BIO-2.	LS
Impact BIO-5: Local Biological Requirements. A Heritage Tree (oak) protected by Stockton Municipal Code Chapter 16.130 was identified on the project site. Compliance with Municipal Code would reduce impacts to a level that would be less than significant.	LS	None required	-
Impact BIO-6: Habitat Conservation Plans. Project would participate in the San Joaquin County Multi-Species Open Space and Habitat Conservation Plan	LS	None required.	-
8.0 CULTURAL RESOURCES			
Impact CULT-1: Historical and Archaeological Resources. Study of the project site revealed isolated prehistoric artifacts, but more substantive sites in the vicinity have been recorded. Also, it is possible that unknown cultural resources may be uncovered during project construction.	PS	CULT-1: All construction personnel shall receive brief "tailgate" training by a qualified archaeologist in the identification of paleontological resources, buried cultural resources, including human remains, and protocol for notification should such resources be discovered during construction work.	LS
		CULT-2: If any subsurface historical or paleontological resources are encountered during construction of the CarMax project or future development of Site 2, all construction activities in the vicinity of the encounter shall be immediately halted until a qualified archaeologist, or paleontologist as appropriate, can examine these materials,	

Potential Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		evaluate their significance and, if significant, recommend further measures that would reduce potential effects to a less than significant level, consistent with the requirements of CEQA. The Stockton Community Development Department shall be immediately notified in the event of a discovery, and the developer shall be responsible for retaining qualified professionals, implementing recommended mitigation measures and documenting mitigation efforts in written reports to the Community Development Department, consistent with the requirements of CEQA and the CEQA Guidelines.	
		Also, implementation of Mitigation Measures TCR-1 through TCR- 4.	
Impact CULT-2: Paleontological Resources and Unique Geological Features. The project site does not contain unique geological features any known paleontological resources; however, project construction could unearth paleontological materials of unknown significance.	PS	Implementation of Mitigation Measure CULT-2	LS
Impact CULT-3: Human Burials. CEQA Guidelines Section 15064.5(e) describes the procedure to be followed when human remains are uncovered in a location outside a dedicated cemetery. Additional mitigation is described for treatment of Native American remains.	PS	Implementation of Mitigation Measure TCR-3.	LS
9.0 GEOLOGY AND SOILS			
Impact GEO-1: Faulting and Seismicity. There are no active or potentially active faults within or near the project site. The project site would be exposed to seismic shaking, but compliance with the adopted Uniform Building Code would minimize seismic hazards to a level that would be less than significant. Liquefaction on the project site is considered unlikely.	LS	None required.	-
Impact GEO-2: Other Geologic Hazards. The project site is not prone to landslide hazards or subsidence. The soils underlying the project site have not been identified as inherently unstable or prone to failure.	NI	None required.	-

Potential Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Impact GEO-3: Soil Erosion. Project construction activities would loosen the soil, leaving it exposed to potential water and wind erosion. Project would be required to comply with City controls as set forth in its MS4 program.	PS	Implementation of Mitigation Measure HYDRO-1	LS
Impact GEO-4: Expansive Soils. Project site soils have high shrink-swell potential, but design and construction features recommended in the project geotechnical report would minimize impacts.	LS	None required.	-
10.0 GREENHOUSE GAS EMISSIONS			
Impact GHG-1: Project GHG Emissions. Operational GHG emissions would be reduced by project features and compliance with regulations.	LS	None required.	-
Impact GHG-2: Consistency with Applicable Plans and Policies. Project would comply with GHG reduction objectives of the Stockton Climate Action Plan.	LS	None required.	-
11.0 HAZARDS AND HAZARDOUS MATERIA	LS		
Impact HAZ-1: Hazardous Material Transportation, Use, and Storage. Project would involve the use of automotive fuels and fluids that may be considered hazardous. Compliance with applicable local, state, and federal regulations would minimize impacts.	LS	None required.	-
Impact HAZ-2: Hazardous Material Releases. Project construction and operations create a potential for hazardous material releases. The required SWPPP and other typical contractor practices shall minimize construction impacts. Compliance with applicable local, state, and federal regulations would minimize operational impacts.	LS	None required.	-
Impact HAZ-3: Hazardous Material Sites. No hazardous material sites were identified on or adjacent to project site.	LS	None required.	-
Impact HAZ-4: Airport and Airstrip Hazards. There are no airports or airstrips near the project site.	NI	None required.	-

Potential Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Impact HAZ-5: Interference with Emergency Vehicle Access and Evacuations. Neither project construction nor operations would require closure or any major restriction on use of adjacent streets.	LS	None required.	-
Impact HAZ-6: Wildfire Hazards. Project is in an urbanized area, and thus in an area of low wildfire hazard.	LS	None required.	-
12.0 HYDROLOGY AND WATER QUALITY			
Impact HYDRO-1: Surface Water Resources and Quality. No surface water resources are on or near the project site. Construction activities could loosen soils that could eventually enter surface waters, but mitigation would reduce impacts to less-than-significant levels.	PS	 HYDRO-1: The developer shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) for the project and file a Notice of Intent 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 developer shall incorporate an Erosion Control Plan consistent with all applicable provisions of the SWPPP within the site development plans. The developer shall submit the SWRCB Waste Discharger's Identification Number to the City prior to approval of development or grading plans. HYDRO-2: The developer shall submit storm water management plans for the project that shall include construction erosion and sedimentation controls as well as post-construction Best 	LS
		Joaquin SWQCCP. The project SWQCCP will be subject to the review and approval of the Stockton Municipal Utilities Department.	
		HYDRO-3: The developer shall execute a Maintenance Agreement with the City for stormwater BMPs prior to receiving a Certificate of Occupancy. The developer 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-4: The developer shall comply with all requirements of, and pay all associated fees as required by, the City's Storm Water Management Program as set forth in its NPDES Storm Water Permit.	

	Significance Before		Significance After
Potential Impact	Mitigation	Mitigation Measures	Mitigation
Impact HYDRO-2: Groundwater Resources. Project would not directly draw from groundwater nor would it significantly affect recharge.	LS	None required.	-
Impact HYDRO-3: Drainage Patterns and Runoff. Project would alter existing drainage patterns and runoff volumes, but project features and connection to existing City storm drainage system would reduce impacts.	LS	None required.	-
Impact HYDRO-4: Flood Hazards. The project site is not located within a FEMA-designated flood zone (100-year floodplain). The probability of flooding from dam or levee failure is low.	LS	None required.	-
Impact HYDRO-5: Seiche, Tsunami, and Mudflows. The project site would not be subject to seiche, tsunami, or mudflow hazards.	NI	None required.	-
13.0 LAND USE AND PLANNING			
Impact LU-1: Division of Communities. The area surrounding the project site is a combination of vacant parcels, agricultural uses, and residential and commercial development along Hammer Lane and Maranatha Drive. This does not constitute a community that could be divided by the project. The proposed project would not separate any similar land uses from one another.	NI	None required.	-
Impact LU-2: Conflict with Applicable Plans, Policies, and Regulations. The project site would be pre-zoned by City of Stockton for commercial uses, which would make project consistent with Stockton General Plan and zoning upon annexation. Project would not conflict with LAFCO policies preserving agricultural land.	LS	None required.	-
14.0 MINERAL RESOURCES			
Impact MIN-1: Access to Mineral Resources. There are no identified mineral resources areas on the project site.	NI	None required.	-

Potential Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
15.0 NOISE			
Impact NOISE-1: Exposure to Noise Levels in Excess of Standards. Future development of the project site would be commercial, which is a land use less sensitive to noise. Nearest noise-sensitive land use is more than 500 feet northeast of the carwash, the main noise-generating facility on the project site. Noise generated by CarMax development is expected to meet City of Stockton noise standards.	LS	None required.	-
Impact NOISE-2: Permanent Increases in Noise Levels. While there would be a permanent increase in noise levels, they would occur in a less noise-sensitive area and would meet City noise standards.	LS	None required.	-
Impact NOISE-3: Temporary Increases in Noise Levels. Project construction noise could affect nearby residences. Mitigation would minimize noise impacts.	PS	NOISE-1: Temporary noise impacts resulting from project construction shall be minimized by restricting hours of operation by noise-generating equipment to 7:00 a.m. to 10:00 p.m. Monday through Friday, and to 7:00 a.m. to 6:00 p.m. on Saturday and Sunday when such equipment is to be used near noise-sensitive land uses, and by requiring residential type mufflers where applicable.	LS
Impact NOISE-4: Groundborne Vibrations. Earth-moving equipment may generate some groundborne vibrations, but not at levels perceptible by sensitive receptors.	LS	None required.	-
Impact NOISE-5: Airport and Airstrip Noise. The project site is not located near any airports or airstrips.	NI	None required.	-
16.0 POPULATION AND HOUSING			
Impact POP-1: Inducement of Population Growth. While the commercial development would provide employment opportunities, these opportunities would be limited in number and are expected to be filled mainly by existing residents.	LS	None required.	-
Impact POP-2: Displacement of Housing and People. The project site is vacant.	NI	None required.	-

Potential Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
17.0 PUBLIC SERVICES AND RECREATION			
Impact SERV-1: Fire Protection Service. New or expanded facilities would not likely be required, but Public Facility Fees will be paid. Project construction would involve new fire risk during the construction period. Mitigation would minimize this impact.	PS	SERV-1: The developer shall incorporate access, water supply and other fire suppression and emergency access/response needs in the proposed project design and shall provide for adequate fire control during construction in coordination with the Fire Department.	LS
Impact SERV-2: Police Protection Services. New or expanded facilities would not likely be required, but Public Facility Fees will be paid. Project construction would involve crime opportunities during the construction period. Mitigation would minimize this impact.	PS	SERV-2: The developer shall coordinate with the Stockton Police Department as required to establish adequate security and visibility of the construction site. Measures that the Police Department may require include, but are not limited to, secured fencing around the project site, a licensed uniformed security guard present when the project site is not active, or video surveillance 24 hours per day.	LS
Impact SERV-3: Schools. The project involves commercial development, which does not directly generate new student load, but new commercial development is responsible for the payment of school impact fees.	LS	None required.	-
Impact SERV-4: Parks and Recreational Services. The project would not involve any direct effects on parks or recreational facilities, nor would it generate a demand for new or expanded recreational facilities or services.	LS	None required.	-
Impact SERV-5: Other Public Facilities. The project would not generate additional demand for library and courthouse services, and therefore would not require new or expanded facilities.	LS	None required.	-
18.0 TRANSPORTATION			
Impact TRANS-1: Traffic Volumes and Flow. Under Existing Plus Approved Projects conditions, intersections and roadway segments affected by the project operate at LOS above minimally acceptable City of Stockton standards.	LS	None required.	-
Impact TRANS-2: Congestion Management Program. The project would have no significant impact on Regional Congestion Management Program facilities in the area.	LS	None required.	-

Potential Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Impact TRANS-3: Air Traffic. The project site is not near a public airport. The project would not affect air traffic at Stockton Metropolitan Airport.	LS	None required.	-
Impact TRANS-4: Safety Hazards and Emergency Access. The traffic impact study did not identify any traffic hazards that would result from the project. Project construction would involve routine but potential traffic hazards, but contractors will be required to provide traffic safety control as warranted. Access to the CarMax site would be provided by two driveways off Maranatha Avenue, which would provide adequate access for emergency vehicles.	LS	None required.	-
Impact TRANS-5: Non-Motor Vehicle Transportation. Project would install pedestrian facilities and would not interfere with existing bus routes or future bicycle plans.	LS	None required.	-
19.0 TRIBAL CULTURAL RESOURCES			
Impact TCR-1: Tribal Cultural Resources. Project construction could uncover buried tribal cultural resources.	PS	TCR-1: The developer shall retain a qualified professional archaeologist and a representative of the Northern Valley Yokuts to monitor ground disturbing activities within the project site.	LS
		TCR-2: The professional archaeologist and/or Yokut tribal representative shall provide a brief pre-construction training to key excavation crew members as to the cultural resources sensitivity of the site to buried cultural resource materials that could be encountered, potential signs of historic and prehistoric use, and the responsibility to stop work and report suspected finds.	
		TCR-3: In the event that construction encounters evidence of human burial or scattered human remains, construction in the vicinity of the encounter shall be immediately halted. The developer and/or contractor shall immediately notify the County Coroner, the Stockton Community Development Department, and the Yokut tribal representative. Other federal and State agencies shall be notified as required.	
		The developer will be responsible for compliance with the requirements of CEQA as to human remains as defined in CEQA Guidelines Section 15064.5, with California Health and Safety Code	

Potential Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		Section 7050.5, and as directed by the County Coroner. If the human remains are determined to be Native American, the County Coroner shall notify the Native American Heritage Commission (NAHC), and the NAHC will notify and appoint a Most Likely Descendant. The Most Likely Descendant will work with the archaeologist to decide the proper treatment of the human remains and any associated funerary objects.	
		TCR-4: In the event that other tribal cultural resources are encountered during project construction, all construction activities in the vicinity of the encounter shall be immediately halted until the qualified archaeologist and/or tribal representative(s) can examine the materials and determine their "uniqueness" or significance as tribal cultural resources as defined by CEQA. The archaeologist and/or Yokut tribal representative shall recommend mitigation measures needed to reduce potential effects to a level that is less than significant. The developer will be responsible for retaining the archaeologist and Yokut tribal representative and for implementing their recommendations in a written report to the Stockton Community Development Department with a copy to the Yokut tribal representative.	
20.0 UTILITIES AND SERVICE SYSTEMS			
Impact UTIL-1: Wastewater Services and Facilities. City has adequate capacity at its treatment plant to accommodate project. Existing sewer lines are in abutting roadway.	LS	None required.	-
Impact UTIL-2: Water Services and Facilities. City has adequate water supplies for project. Existing water lines are in abutting roadway.	LS	None required.	-
Impact UTIL-3: Stormwater Services and Facilities. Existing storm water collection lines are in abutting roadway. Storm drainage facilities would be required to conform to Stockton storm water management plans and standards.	LS	None required.	-
Impact UTIL-4: Solid Waste. The project would not generate a substantial demand for solid waste services. Existing landfills in the County would have adequate capacity to accommodate project solid waste. The project would comply with applicable	LS	None required.	-

Potential Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
federal, state and local statutes and regulations related to solid waste.			
Impact UTIL-5: Energy and Communications Systems. existing electrical, natural gas, telephone, and cable television lines are available in the vicinity of the project site, and the Stockton Municipal Code requires the extension of services to any area annexed during the term of the franchise.	LS	None required.	-
21.0 CUMULATIVE IMPACTS			
The project would not involve a considerable contribution to a cumulatively significant environmental effect in any of the areas of concerns discussed in this chapter.	NC	None required.	

Note: PS = Potentially Significant, LS = Less than Significant, NI = No Impact, CC = Cumulatively Considerable, NC = Not Cumulatively Considerable

3.0 PROJECT DESCRIPTION

3.1 PROJECT LOCATION

The approximately 7.3-acre CarMax site is located at the southwest corner of the existing intersection of Hammer Lane and Maranatha Drive in the northeast portion of the Stockton metropolitan area. The CarMax site, which is approximately 0.25 miles west of the SR 99 freeway, is in the San Joaquin County unincorporated area, adjacent to the City of Stockton (Figures 1-1 through 1-5).

The CarMax site consists of a portion of Assessor's Parcel Number (APN) 130-030-12. The overall proposed project site addressed in this EIR is the proposed annexation area, which includes the entire APN 130-030-12 and the right-of-way for the segments of East Hammer Lane and Maranatha Drive abutting the APN.

The project site is within Township 2 North, Range 6 East, Mt. Diablo Baseline and Meridian in an un-sectioned portion of the Lodi South U.S. Geological Survey (USGS) 7.5-minute quadrangle map. The approximate latitude of the site is 38°01'12" North, and the approximate longitude is 121°16'53" West. The approximate elevation of the site is 27 feet above mean sea level.

3.2 PROJECT OBJECTIVES

The primary objective and underlying purpose of the project is the construction and operation of a retail commercial facility providing automobile sales and related services. Other related objectives include the provision of additional vehicle purchase options for local residents, creation of employment opportunities, and generation of additional revenue for the City.

Stockton General Plan Goal LU-4 encourages commercial development that maximizes regional shopping opportunities where their economic viability can be sustained. The project would be consistent with this goal, as several other auto dealerships are in the northeast Stockton area where the project is proposed. The objective of including Maranatha Drive in the project is to be consistent with San Joaquin LAFCO policies related to annexation of streets and rights-of-way, which is that a city reasonably assumes the burden of providing adequate roads to the properties that are annexed.

3.3 PROJECT DETAILS

3.3.1 Annexation and Other Land Use Actions

The proposed project includes the annexation of approximately 13.26 acres into the City of Stockton (Figure 3-1). The annexation area includes APN 130-030-12, which consists of the CarMax site (7.3 acres) and the remaining portion of the APN hereinafter referred to as "Site 2" (3.3 acres), plus the right-of-way of the segment of Maranatha Drive abutting APN 130-030-12 and a section of

Hammer Lane fronting the project site approximately 401 feet long and 37 feet wide. City action related to the annexation would be to approve submittal of an annexation application to the San Joaquin LAFCO. The LAFCO would be responsible for approval of the annexation.

The project includes a request that the City pre-zone the project site CG, Commercial General. The CG zoning district (Stockton Development Code Section 16.20.020) allows a wide range of retail commercial and service uses as permitted uses, including the proposed CarMax project. Numerous other commercial uses may be approved with administrative or Planning Commission use permits. Pre-zoning would require a recommendation for approval from the Stockton Planning Commission and final approval by the City Council. Pre-zoning would take effect upon annexation of the site.

In conjunction with the annexation and pre-zone approval requests, the City will also consider development plans for the CarMax site under a Land Development Permit in accordance with Stockton Development Code Chapter 16.136. Design review of the CarMax development also would occur, in accordance with Stockton Development Code Chapter 16.120.

3.3.2 CarMax Development

<u>Car Dealership</u>

Upon annexation, the project proposes to develop a CarMax automobile sales and service facility. Figure 3-2 shows the proposed site plan, while Figure 3-3 shows the proposed building elevations. The proposed CarMax development would occupy 7.3 acres, of which 6.2 acres would be developed and 1.1 acres would be reserved for later expansion. No specific plans for this later expansion have been prepared at this time.

The proposed dealership would consist of a sales building and an outdoor vehicle sales display area, which would occupy approximately the northern third of the site. The central portion of the site would consist of a sales staging and vehicle service area, which would be connected to the sales structure by a presentation structure. Total square footage of building area for the development would be 18,824 square feet.

The sales display area would include sales and service structures approximately 10,000 square feet in floor area and an outdoor parking area for up to 290 vehicles. The vehicle sales staging and service area would include a service building of approximately 6,150 square feet, a 936-square foot car wash and vehicle circulation areas. The sales and service areas would be joined by an approximately 1,700 square foot presentation structure, which would provide a shaded presentation area where buyers can inspect vehicles in any weather.

Circulation and Parking

The project would provide a total of 237 parking spaces, including 151 spaces for customer and employee parking. Seven spaces would be designated for handicapped parking. Vehicle access to the site would be from two new driveways along Maranatha Drive. The northern 30-foot wide driveway for customers and employees would be located approximately 390 feet south of Hammer Lane. An on-site "pork chop" barrier would limit turning movements at this location to right-in and right-out only. A second driveway 30 feet in width, approximately 725 feet south of Hammer Lane, would provide access for truck deliveries as well as for customers and employees. An on-site area for truck parking and circulation would be in the southern portion of the site.
Development of the CarMax site will include the completion of the west side of Maranatha Drive, which was partially completed in conjunction with the construction of the SR 99/Hammer Lane interchange. Improvements added by the project would include additional pavement, curb, gutter and sidewalk.

External pedestrian access to the site would be provided from an existing sidewalk on Hammer Lane along the northern border of the project. The project would include the construction of new sidewalk, curb and gutter along the west side of Maranatha Drive. Internal pedestrian walks would also be constructed in front of and around proposed buildings. The site is designed to encourage people to freely move around to shop the vehicles on display and get cars in and out of sale display spaces for test drives.

<u>Utilities</u>

Utility service for the project, including sewer, water and storm drainage would be provided by the City of Stockton from existing lines near the site, as discussed in more detail below. Regulated electrical, gas and communication utilities would be extended to the site from existing facilities along Hammer Lane.

The CarMax project would include the extension of 6-inch sanitary sewer line to the site and proposed structures from an existing 12-inch line located in Hammer Lane near the northwest corner of the site. On-site 6-inch collection lines would transport wastewater to the point of connection. In addition, the project will construct a new 8-inch sanitary sewer line in Maranatha Drive in accordance with the requirements of the City of Stockton Municipal Utilities Department (COSMUD) as specified in its will-serve letter. This line will be used in the future to transmit wastewater from the project to a future collection system that will eventually be constructed to serve anticipated future development of the area south of the project site. When this future wastewater collection system is constructed, the project would be disconnected from the Hammer Lane line.

A 12-inch potable water service would be extended to Maranatha Drive and south along the project site frontage from an existing 12-inch line in Hammer Lane located approximately 250 feet east of Maranatha Drive. Water service to the project site would be obtained from an 8-inch water line that would connect to the Maranatha Drive line at two points, forming a loop. Fire hydrants along Maranatha Drive would be served from the 12-inch line in Hammer Lane.

In accordance with the will-serve letter from COSMUD, storm water drainage shall be detained on site and discharged off-peak until City storm water capacity is available. Storm drainage from the site would flow to vegetated bioretention swales located along most of the perimeter of the site. The swales would be engineered to provide required storm water detention, filtration through an 18-inch soil layer and collection in a gravel layer and perforated pipe system. The pipe system would flow to the Hammer Lane frontage of the site where it will connect to an existing maintenance hole on an interim basis. Upon installation of storm drainage improvements for future development south of the project site, the temporary connection to Hammer Lane facilities shall be removed, and drainage shall be redirected to the Maranatha Drive facilities. Storm drainage from Maranatha Drive will be collected to a buried 48-inch detention pipe, which would discharge to proposed storm drain lines in Maranatha Drive and existing City lines in Hammer Lane.

Other CarMax Development Features

The overall lighting plan, specifications for the proposed fixtures, and the site lighting levels to be achieved with the proposed lighting plan are shown in Appendix B. Area lighting in the sales area along the Hammer Lane frontage would consist of triple area fixtures on 24-foot poles, regularly spaced at approximately 50 feet throughout the interior of the sales area. Double area fixtures of the same type would be located on 24-foot poles along the perimeter of the sales area, also at a spacing of approximately 50 feet. Lighting of the areas adjacent to the proposed structures would be lighted with wall-mounted fixtures (Mirada Wall Sconce).

Illumination levels in the sales area would average approximately 23 foot-candles with a range of 5.3 to 33.3 foot-candles. In the sales staging, lighting would average about 7 foot-candles and about 5 foot-candles in the employee parking and rear lot areas. Lighting levels would drop off to a few foot-candles near the site boundaries. Predicted lighting levels along the adjoining Hammer Lane sidewalks would average about one foot-candle. More specific information on illumination levels is shown in Appendix B.

The site perimeter would be enclosed by a steel guard rail on wooden posts. An above-ground fuel storage/dispensing facility would be in the southeast corner of the staging/service area. It is estimated that the volume of gasoline to be pumped annually would be up to 100,000 gallons. The perimeter area and parking area would be landscaped with trees, shrubs and other vegetation, as shown on Figure 3-4.

Construction

Construction of the CarMax project would involve removal of existing site vegetation, grading and excavation as required to accommodate the proposed new buildings and site improvements, including drainage. Trees on the project site include one oak tree and regrowth of numerous remnant orchard trees previously removed from the site; all trees would be removed during construction. Chapter 7.0, Biological Resources, discusses potential environmental effects related to tree removal.

The project would be graded and recompacted as required to establish desired subgrades for proposed aggregate base and pavement, which would be imported and placed on the site. Building, signage and light standard foundations, storm water bioretention facilities and underground utility lines would be excavated where needed. Construction of buildings, site improvements and landscaping would proceed as sequenced by the contractor, in accordance with plans and specifications approved by the City. Project construction would be accomplished using conventional equipment.

The project would include the construction of frontage improvements along Maranatha Drive within the City right-of-way, including additional pavement width and concrete curb and gutter. Maranatha Drive improvements will include wastewater, water and storm drainage lines that will eventually be connected to future infrastructure required to serve planned urban development of lands to the south of the site. Other off-site improvements associated with the CarMax project would include the extension of a new water main to Maranatha Drive from an existing main in Hammer Lane located just east of the site. The project would include construction of temporary wastewater and storm drainage lines from the CarMax site to existing lines in Hammer Lane. The southernmost portion of the CarMax site is designated for future expansion. Construction in this area is not addressed in this document and may be subject to additional CEQA review.

3.3.3 Site 2 Development

As discussed above, the project would include the annexation and pre-zoning of the 3.3-acre Site 2. There are no existing plans for development of Site 2 at this time, but annexation and pre-zoning of the site would facilitate future commercial development. For the purposes of CEQA, the potential environmental effects of Site 2 development are accounted for in this EIR.

The project traffic study assumed that approximately 0.8 acres of Site 2 is potential right-of-way for the future extension of Maranatha Drive, leaving 2.5 acres of developable land. It further assumed a typical retail building floor-area ratio of 0.25; therefore, approximately 27,000 square feet of commercial floor area could be constructed on Site 2. This amount of development was considered in the traffic, air quality, and noise modeling information presented in the EIR analysis of these issues. No construction details are available for future development of Site 2; these details would vary with the type of development approved for this site in the future.

3.4 PERMITS AND APPROVALS

Table 3-1 provides a summary of permits and approvals that would be required for the project. These approvals are described in detail in Section 3.3.1 above.

Agency	Permit/Approval
City of Stockton, City Council	Certification of Final Environmental Impact Report, adoption of CEQA findings and mitigation monitoring program
	Authorization to file application for annexation of the project site.
	Approval of Pre-zoning
	Design Review approval
City of Stockton, Planning Commission	Recommendations to the City Council on the above matters, except annexation
	Land Development Permit approval
Local Agency Formation Commission (LAFCO) of San Joaquin County	Approval of Annexation (upon City request)

TABLE 3-1REQUIRED PERMITS AND APPROVALS FOR PROJECT







Figure 3-3 CARMAX CONCEPTUAL ELEVATIONS



4.0 AESTHETICS AND VISUAL RESOURCES

ENVIRONMENTAL SETTING

Aesthetics/Visual Resource Background

The aesthetic value assigned to a resource varies significantly from person to person, depending on that person's ideas and perceptions. This makes aesthetic and visual resource impacts among the more complex environmental impacts to assess. Despite the inherent difficulties, methods for assessing aesthetic values have been defined. Although this analysis will not attempt a quantitative measurement of aesthetic values, it will provide a qualitative assessment of the key functions associated with aesthetics and visual resources. In general, the value of visual/aesthetic resources of a geographic area from a particular visual perspective is a function of the following:

- 1) Landscape character
- 2) Distance between the affected landscape and viewer
- 3) Number and sensitivity of viewers

Landscape character may be defined as distinctive, common, or minimal. "Distinctive" landscapes include those with unusual topography or vegetation, or unique or aesthetically pleasing design or landscaping elements in the case of urban landscapes. "Common" landscapes have elements, whether natural or urban, that are prevalent and relatively uniform in the analysis area. "Minimal" landscapes include extensive areas of very repetitive or uninteresting elements, as well as areas highly disturbed by development activities.

The sensitivity of potential viewer areas may range from low to high, depending on the nature and expectations of users and the duration of use of the area. Areas of high sensitivity would include recreation sites and scenic routes. Areas of moderate sensitivity would include residential areas of common character but involving long exposure times. Areas of low sensitivity would include high-volume and/or high-speed travel corridors through urbanized areas.

Aesthetic/Visual Resources on Project Site and in Vicinity

The project site and vicinity, including Site 2 south of Maranatha Drive, are vacant lands populated with grasses, weeds andw occasional trees. The site supported dozens of remnant orchard trees, which were removed recently. An abandoned agricultural well, a pad-mounted transformer, and a minor amount of fill dirt as well as some trash and debris are in the northern portion of the site.

Views of the project site as well as of the adjacent parcel to the east are available from the adjoining sections of Hammer Lane and Maranatha Lane. Foreground views that include these lands are relatively featureless, flat and vacant urban property covered with grasses and weeds; vegetation is regularly mowed to minimize fire risk. The project site has been used in the recent past for a homeless encampment, but evidence of this use has been removed. Middle-ground

views over the site and adjacent properties include the adjacent Home Depot commercial development to the west, more distant walnut orchards on the Origone Ranch property to the south, and the buildings and fencing of the Front Line Soldier Church and the one.Ethics Community School to the east. Distance views are not available from the site or nearby areas. As a result, there are no scenic vistas available from the site and vicinity. There are no scenic resources located on or in the immediate vicinity of the site. Views of other lands in the project vicinity from Hammer Lane and Maranatha Drive include retail commercial west of the site on both sides of Hammer Lane, a vacant commercial property northwest of the intersection and an existing single-family, primarily single-story residential subdivision to the northeast of the intersection; this subdivision in enclosed by a six-foot masonry wall, which inhibits views of lands outside the subdivision boundary.

Hammer Lane is the principal arterial road passing through the project area and offers the most direct foreground views of the project site. The site is located immediately east of a strip of primarily commercial development extending along both sides of the street for more than three miles. Views along Hammer Lane are dominated by the streetscape features of this 8-lane arterial street that connects Interstate 5 with SR 99. East of Pacific Avenue, use of private lands along Hammer Lane is commercial, including several shopping centers, with broad parking areas located along the street frontage. Views along this segment of Hammer Lane include several car dealerships; the Stockton Auto Mall, just off Hammer Lane 0.4 miles west of the site includes approximately eight additional car dealerships and backlots.

The project site and surrounding streets do not offer scenic vistas due to surrounding urban development and remnant orchards. There are no existing designated state scenic roads or highways in the project vicinity (Caltrans 2015). The County has designated 26 local scenic highways, but none are in the project vicinity (San Joaquin County 2016a).

Lighting Environment

The primary existing sources of night lighting in the project area are street lights, traffic signals, and parking area lighting and signage in adjoining commercial areas. An existing lighted outdoor advertising sign is located on private property immediately north of Hammer Lane, opposite the project site. The project site is un-lighted at present.

Existing street lighting at the project site consists of four existing pole-mounted street lights, one at each corner of the Hammer Lane/Maranatha Drive intersection. There are no existing street lights along the site frontage on Hammer Lane, and one pole-mounted light on the opposite (north) side of Hammer near the existing outdoor advertising sign. The east side of Maranatha Drive north of Hammer Lane is lighted with pole-mounted fixtures at a spacing of approximately 220 feet. Street lighting is also provided along the north side of Hammer Lane east of Maranatha Drive, both along the street frontage and from the existing raised median, where dual fixtures are spaced every 230 feet.

Based on light monitoring at and near the project site, light levels immediately under the existing street light fixtures is in the range of 5 lux, which dims to 1-2 lux within 100 feet from each fixture. Lighting in the commercial parking areas adjoining Hammer Lane range from approximately 15 lux in the relatively dimly-lighted portion of the Home Depot site adjacent to the project site, to nearly 50 lux near the light poles in the Wal-Mart parking area west of Holman Road. Relatively intensive lighting of the Wal-Mart parking lot dims from 50 lux near the light poles to about 6 lux at the back of the Hammer Lane sidewalk – a distance of more than 60 feet.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Significance Thresholds

According to Appendix G of the CEQA Guidelines, a project may have a significant impact on the environment if it would:

- 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, or
- d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

Impact AES-1: Scenic Vistas

The project proposes the construction and potential future expansion of a car dealership and unspecified general commercial development on the project site, which is to be pre-zoned for commercial purposes. There is no evidence to suggest that structures to be located on these sites would be any greater in height than other nearby existing retail buildings, or commercial development that could be anticipated to occur in the future. There are, in any event, no scenic vistas in the project vicinity; the project would have no adverse impact on scenic vistas.

Level of Significance: No impact

Mitigation Measures: None required

Impact AES-2: Scenic Resources

As described in the Environmental Setting, there are no scenic resources on the project site. The site consists of vacant parcels containing grasses, weeds, and a few trees, along with some trash and debris. No scenic resources have been identified near the site. The project would have no impact on scenic resources.

Level of Significance: No impact

Mitigation Measures: None required

Impact AES-3: Visual Character and Quality

The proposed CarMax dealership is located on land currently designated by the City's General Plan for continuation of commercial development along Hammer Lane. The northern 200 feet of the proposed auto dealership adjacent to Hammer Lane, and the western portion of the project, would consist of an outdoor auto sales lot. The sales lots would be plainly visible to motorists on Hammer Lane and Maranatha Drive, day and night. The auto sales lots would be illuminated to

an average of about 23 foot-candles, as described in Chapter 3.0, Project Description. Other lighting would include signage and lower-intensity lighting of parking and vehicle staging areas.

The CarMax project would include two buildings connected by a covered drive-through presentation area for sales and service totaling approximately 17,900 square feet of the site. The appearance of these buildings is illustrated in architectural elevations shown in Figure 3-4. The project would include a 936-square foot car wash and other vehicle preparation facilities, which would be located within a walled staging/service area and not visible from off-site. The materials and architectural design of the project would be subject to design review by the City in accordance with Stockton Development Code Chapter 16.120. The purpose of the design review is to ensure that new development is of high-quality, is compatible and harmonious with surrounding properties and the City in general and is aesthetically pleasing and functionally organized.

Site 2 is not proposed for development at this time but would be annexed to the City of Stockton and pre-zoned CG in conjunction with the project. Development of this site could involve any of the range of commercial land uses allowable under the CG zoning, as detailed in Chapter 3.0, Project Description. Site 2 development would also be subject to City design review in accordance with the Stockton Development Code. From an aesthetic standpoint, this site can reasonably be assumed to be developed with indoor retail commercial or service uses common along the Hammer Lane commercial corridor.

The project, including both CarMax, future CarMax expansion, and potential future development of Site 2, would eliminate existing views of undeveloped lands adjacent to Hammer Lane and Maranatha Drive and replace these views with new commercial buildings, parking areas and signage. Planned commercial development would contribute to and be consistent with the existing urban commercial character of the Hammer Lane corridor. New structures, landscaping and site improvements will be designed and constructed to meet the aesthetic standards of the City of Stockton as encapsulated in its design review process and adopted City design standards. Based on the design requirements of the Stockton Development Code, the project can be expected to result in high-quality development that is compatible and harmonious with surrounding properties and is aesthetically pleasing and functionally organized. As a result, project impacts on visual character and quality are considered less than significant.

Level of Significance: Less than significant

Mitigation Measures: None required

Impact AES-4: Light and Glare

The CarMax project would involve new lighting of the presently-unlighted site. As shown in Appendix B, the primary proposed lighting systems in the sales display area adjacent to Hammer Lane would consist of Mirada LED triple-fixture area lights mounted on 24-foot poles distributed throughout the area at a spacing of approximately 50 feet. As discussed in Chapter 3.0, Project Description, these systems would produce internal light levels averaging 23 lux. Lighting along the site perimeter would consist of double Mirada LED fixtures on 24-foot poles oriented toward the interior of the site; similar systems would be wall-mounted around the building perimeters. Specifications for the proposed lighting systems and resulting lighting levels throughout the project site, including lighting levels at and immediately outside the project site, are shown in an enlarged version of the lighting plan shown in Appendix B.

Lighting that occurs outside the project site boundary can be referred to as "spill" light. Predicted spill light levels around the site perimeter would range mostly from 0.5 to 1.0 lux or less, reaching a predicted maximum of 2.9 to 4.2 lux on the Hammer Lane sidewalk area just outside the site boundary. Predicted lighting levels would drop off further in the street area, beyond the sidewalk. Spill light levels of 0.5 to 1.0 lux would be well below the lighting levels associated with existing and probable future Hammer Lane street lights along the site boundary. The maximum predicted spill light level of 2.9 to 4.2 lux near the Hammer Lane/Maranatha Drive intersection would be below the existing street light level of about 5 lux in this area. Spill light levels would drop off further with distance from the site. At a minimum distance of 250 feet from the site, spill light at the perimeter of the nearby residential area would not be detectible.

Direct views of the LED light sources within the proposed fixtures could be considered glare, depending on distance and the degree to which light fixtures are shielded. Direct views of the LED units would be obtainable from off-site areas that offer a relatively high-angle view of the underside of the light fixtures. However, from the nearest portions of the residential area northeast of the site, underside visibility of the fixtures would be very limited. The closer traffic signal lights at Hammer Lane/Maranatha Drive and street lights along Hammer Lane and Maranatha Drive are visually prominent from the residential area due to their proximity and relative high angle of view; the area lighting fixtures on the project site, however, are a minimum of 250 feet away; from an eye height of five feet, the angle of view to the closest of the project site fixtures would be just five degrees above the horizon. Low angle and distance would greatly limit the potential for glare.

The Stockton Municipal Code includes controls on light and glare from new lighting facilities in Section 16-32.070 Light and Glare. This section requires that all lights must be shielded to direct light and glare towards the ground. New lighting established by the project as well as future CarMax expansion and development of Site 2 would be in an area planned for commercial use, installed per City standards, and would be consistent with other commercial development in the project vicinity. Overall, project impacts related to light and glare are considered less than significant.

Level of Significance: Less than significant

Mitigation Measures: None required

5.0 AGRICULTURAL RESOURCES

ENVIRONMENTAL SETTING

Agriculture has been and continues to be an important part of the economy in San Joaquin County. Approximately 88.4% of the county's land area is farms (U.S. Department of Agriculture 2014). As of 2016, grapes, milk, almonds, milk, walnuts, and cattle and calves were the top five agricultural products (San Joaquin County Agricultural Commissioner's Office 2017). The general trend in agriculture has been toward less acreage harvested, but higher product values.

The project site and surrounding areas have historically been used for agriculture. In recent years, urban development has displaced much of the agriculture in the area, including commercial development up to the west boundary of the site. The project site is currently a vacant parcel that has not been in active agricultural use since 2005 at the latest. It is designated in the Stockton General Plan for commercial use. The proposed project is adjacent to existing commercial property to the west, commercially designated property to the north across Hammer Lane, land designated by the County for urban uses to the east of Maranatha Drive, and existing urban-density, single-family residences to the north and east.

Important Farmland

The Important Farmland Maps, prepared by the California Department of Conservation as part of the 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.

As of 2016, the most recent year of available data, the total amount of Important Farmland in San Joaquin County was 615,075 acres – approximately 67.4% of the total acres inventoried in the county. The 2016 Important Farmland acreage represents an approximately 3.6% decline from the Important Farmland acreage in 1990. (California Department of Conservation 2014, 2016a). According to the 2016 Important Farmland Map of San Joaquin County, the project site is designated as Farmland of Local Importance (California Department of Conservation 2016b).

REGULATORY FRAMEWORK

Williamson Act

The Land Conservation Act of 1965, commonly known as the Williamson Act, was enacted to preserve farmland in California. Under the Williamson Act, a contract is executed between landowners and local governments to voluntarily restrict development on property in exchange for

lower property tax assessments based on the existing agricultural land use. Contracts are entered for a 10-year period and can be terminated only by a nonrenewal or cancellation. Additional features of the Williamson Act program include the requirement that contracted parcels be in designated "agricultural preserves" of at least 100 acres in size to encourage the concentration of enrolled land; and annual state payments ("subventions") to participating local governments as partial reimbursement for the loss of local property tax revenue.

A change in the Williamson Act in 1998 allows for the creation of a Farmland Security Zone. To create a Farmland Security Zone, a landowner enters into a contract for a minimum of 20 years. In exchange, the landowner receives an assessment on the property based on 65% of either its Williamson Act valuation or its Proposition 13 valuation, whichever is lower.

In San Joaquin County, there were 298,455 acres of prime agricultural land under Williamson Act contract in 2015, and 140,943 acres of non-prime agricultural land. In addition, there were 51,032 acres of prime agricultural land in a Farmland Security Zone, and 9,224 acres of non-prime agricultural land. The acreage has been decreasing in recent years because of non-renewals; in 2014 and 2015, contracts were not renewed for a total of 6,806 acres (California Department of Conservation 2016c). None of the land within the project site is under a Williamson Act contract.

Agricultural Land Use Policies

In urbanizing areas, urban development and farmlands can be in conflict. New urban residents, for example, may find noise, dust, pesticide overspray or residues objectionable, generating complaints, and new urban populations can result in increased trespass, theft and vandalism on farmlands. Both the City of Stockton and San Joaquin County have adopted Right-to-Farm Ordinances. They require owners and builders to notify their successors-in-interest of the potential for conflicts with and effects of agricultural activities on urban development, and the ordinances specify that typical agricultural practices shall not be considered a nuisance. These ordinances serve to protect farmers from nuisance complaints, although trespass and vandalism may continue.

Issues regarding conversion of agricultural lands to urban uses, and mitigation measures for such conversion, are the subject of ongoing dialogue in San Joaquin County and the City of Stockton. After completing a nexus study, the City of Stockton adopted an Agricultural Lands Mitigation Program in 2007. The program applies to projects that would convert to a non-agricultural use agricultural lands that are Prime Farmland, Farmland of Statewide Importance, and Unique Farmland, as defined on the most recent Important Farmland Maps published by the California Department of Conservation. The mitigation program currently requires that projects provide "agricultural mitigation land" - land encumbered by an agricultural conservation easement - on a 1:1 basis for each acre of important agricultural land converted by the project. The mitigation program provides that agricultural mitigation lands will be dedicated to a qualifying management entity such as the Central Valley Farmland Trust. Alternatively, projects may pay the City's established Agricultural Land Mitigation Fee, which is used to acquire conservation easements on agricultural land. The fee would be collected by the City, held in a dedicated account, and then expended by the City to acquire agricultural mitigation land or to pay for the monitoring and administrative costs of the program. The fees may also be transferred to a qualifying entity for the same purpose.

Mitigation of agricultural land conversion losses has also been provided, to a degree, through the county-wide adoption of the San Joaquin County Multi-Species Habitat Conservation Plan (SJMSCP) and its local adoption by the City of Stockton. The SJMSCP requires the payment of a per-acre fee for loss of wildlife habitat, which in central San Joaquin County is largely integral with

agricultural use. One important use of SJMSCP fees is the acquisition of conservation easements on agricultural land to maintain their biological habitat values, as well as to preserve the agricultural use of these lands.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Significance Thresholds

According to Appendix G of the CEQA Guidelines, a project may have a significant impact on the environment if it would:

- 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, to non-agricultural use,
- Conflict with existing zoning for agricultural use or a Williamson Act contract, or
- Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use.

Recent revisions to CEQA Guidelines Appendix G encourage the analysis of project impacts on forestry resources. There are no designated forest lands (i.e., National Forest lands, State forests, or lands zoned for timber production) on the project site or within the County. Therefore, impacts on forestry resources will not be analyzed in this EIR.

Impact AG-1: Conversion of Farmland

As noted above, the project site is not in agricultural use. Development of the project site would convert it to urban commercial use. According to the Farmland Mapping and Monitoring Program, the site is classified as Farmland of Local Importance, which does not fall within the three categories of concern described above. The project would not convert Farmland, as defined by the CEQA Guidelines, to non-agricultural land. It also would not be subject the Agricultural Lands Mitigation Program of the City. Project impacts would be less than significant.

Level of Significance: Less than significant

Mitigation Measures: None required

Impact AG-2: Agricultural Zoning and Williamson Act

The project site is currently zoned by San Joaquin County as AU-20 (Agriculture-Urban Reserve). The AU zone is intended to retain in agriculture those areas planned for future urban development in order to facilitate compact, orderly growth and to assure the proper timing and economical provision of services and utilities. The AU zone is not intended to preserve long-term agricultural use. The proposed land use and pre-zoning would be consistent with the intention of the AU zone, which provides for future urban development. The project site is not under a Williamson Act contract. Project impacts related to these issues would be less than significant.

Level of Significance: Less than significant

Mitigation Measures: None required

Impact AG-3: Indirect Conversion of Agricultural Lands

The project site is adjacent to and north of lands that are used for agricultural purposes. The 2016 Important Farmland Map of San Joaquin County indicates that these lands, part of the Origone Ranch area, are classified as Prime Farmland. However, the project site is in an area designated for urban development and largely developed; all lands adjacent to the site are designated for commercial development by the City. Urban infrastructure has been extended to the project vicinity in anticipation of development of surrounding lands, such as the Maranatha Drive/SR 99 frontage road that passes along the project site. The Origone Ranch area is within the City's Sphere of Influence and proposed 10-year planning horizon, as set forth in the City's final draft of its Municipal Service Review (City of Stockton 2018a). The project would not involve any activity that would indirectly convert agricultural land to non-agricultural uses. The project would have no impact on indirect conversion of agricultural lands.

Level of Significance: No impact

Mitigation Measures: None required

6.0. AIR QUALITY

This chapter analyzes impacts on air quality, specifically as they relate to pollutants regulated by federal and State Clean Air Acts. Greenhouse gases (GHGs), gases that trap heat generated by the sun, are regulated separately from other air pollutants. Chapter 10.0, Greenhouse Gas Emissions, discusses the potential environmental impacts of the project as they relate to GHG emissions.

ENVIRONMENTAL SETTING

The project site is located within the northern portion of the San Joaquin Valley Air Basin (SJVAB). The Air Basin is bounded generally by the Coast Ranges to the west and the Sierra Nevada and foothills to the east. The prevailing winds are from the west and north, a result of marine breezes that enter the Air Basin primarily through the Carquinez Strait but also through the Altamont Pass. Surrounding topography results in weak air flow, which makes the Air Basin highly susceptible to pollutant accumulation over time (SJVAPCD 2015b). Summers are hot and dry, and winters are cool. Most of the annual precipitation falls from November through April. The Stockton area enjoys more than 260 days of sunshine annually, but fog and intermittently stormy weather reduce the amount of sunshine during the winter months. Inversions occur frequently during fall and early winter (SJVAPCD 2015b).

The SJVAB has been identified by the California Air Resources Board (ARB) as impacted by air pollution transported from the San Francisco Bay Area and Broader Sacramento Air Basins (ARB 1993). The basin is also a contributor of air pollution to the Broader Sacramento, Mountain Counties, South Central Coast, Southeast Desert, and Great Basin Valley Air Basins. As a pollutant contributor, the SJVAB is subject to special mitigation requirements of the California Clean Air Act (CCAA).

Air Pollutants

Pollutants of concern for development projects typically include the following:

- <u>Carbon Monoxide (CO)</u>. The primary source of CO emissions in the vicinity is from the combustion of petroleum fuel, particularly from automobiles. Because of its ability to readily combine with hemoglobin and displace oxygen in the human body, high levels of CO can produce hazardous conditions, especially for elderly people or individuals with respiratory ailments, including fatigue, headache, confusion, and dizziness.
- <u>Ozone</u>. Ozone is not directly produced by automobile fuel combustion; rather, it is a secondary pollutant that is formed from reactive organic gases (ROG) and nitrogen oxides (NO_x) in the presence of sunlight. Automobile emissions represent the principal source of these pollutants. Ozone causes eye irritation and respiratory function impairment. It also damages natural ecosystems, agricultural crops, and manmade materials such as rubber and plastics. To control ozone pollution, it is necessary to control emissions of ROG and NO_x.
- <u>Particulate Matter and Fine Particulate Matter (PM₁₀ and PM_{2.5})</u>. Particulates include any solid matter suspended in air. Standards are applied to particulates 10 micrometers in

diameter or less (PM_{10}) , because these particles (when inhaled) are not filtered out prior to reaching the lungs, where they can aggravate respiratory diseases. Particulates originate from automobile traffic, urban construction, grading, farm tilling, and other activities that expose soil and dust. Dry summer conditions and daily winds can increase particulate concentrations.

Separate standards have been established for particulate matter that is 2.5 micrometers or less in size ($PM_{2.5}$), sometimes referred to as "fine particulate matter." The $PM_{2.5}$ standards reflect health concerns related to respiration of smaller particles. Fine particulates include sulfates, nitrates, organics, ammonium and lead compounds originating from some activities in urban areas.

In 2010, the most recent year for which data are available, approximately 408 tons of ROG and 363 tons of NO_x were emitted each day from sources in the San Joaquin Valley Air Basin. Also, approximately 284 tons of PM_{10} , of which 77 tons were $PM_{2.5}$, were emitted daily. Areawide sources account for most of the ROG and particulate matter emissions. Emissions from areawide sources may be either from small individual sources, such as residential fireplaces, or from widely distributed sources that cannot be tied to a single location, such as consumer products and dust from unpaved roads. Most of the NO_x and CO emissions were caused primarily by mobile sources; i.e., motor vehicles (ARB 2013).

Toxic Air Contaminants

A category of pollutants that are of concern is toxic air contaminants (TACs). TACs are noncriteria pollutants that cause or may cause cancer or other serious health effects, such as chronic eye, lung or skin irritation, reproductive effects or birth defects, neurological and reproductive disorders, or adverse environmental and ecological effects. The State's Air Toxics Inventory (2008) includes more than 250 substances considered TACs. They include such substances as volatile organic compounds, chlorinated hydrocarbons, asbestos, dioxin, toluene, gasoline engine exhaust, particulate matter emitted by diesel engines, and metals such as cadmium, mercury, chromium, and lead compounds, among many others. Other examples include benzene, which is found in gasoline.

Diesel particulate matter (diesel PM) is designated by the State of California as a TAC. Diesel PM is of concern because it is a potential source of both cancer and non-cancer health effects, and because it is present at some concentration in all developed areas of the state. The ARB has identified diesel PM as a major contributor to ambient cancer risk levels; while diesel PM accounts for only about 4% of air toxic emissions in the state, it accounted for more than 70% of the 2000 cancer risk associated with outdoor ambient levels of all TACs (ARB, 2006). The ARB has estimated that cancer risks from diesel particulate average 500 cancer cases per million population statewide. These general risks can be elevated with proximity to the source.

REGULATORY FRAMEWORK

<u>Federal</u>

Federal air quality regulation stems from the Federal Clean Air Act (CAA), as amended. The CAA requires the U.S. Environmental Protection Agency (EPA) to establish the air quality standards for criteria pollutants, known as the National Ambient Air Quality Standards, as shown in Table 6-1. The CAA establishes six criteria pollutants: ozone, carbon monoxide, particulate matter, nitrogen

dioxide and sulfur dioxide. The primary standards are designed to protect human health, based on EPA medical research and specific concentration thresholds derived therefrom. Secondary standards are intended to protect the public welfare from effects such as visibility reduction, soiling, nuisance, and other forms of damage.

Regions of the country are classified with respect to their attainment or nonattainment of these standards. The federal CAA requires the states to submit a State Implementation Plan for nonattainment areas. The State Implementation Plans are reviewed and approved by the EPA, subject to a determination of their adequacy in demonstrating how the federal standards will be achieved. The corresponding attainment/nonattainment designations for the SJVAB are presented in Table 6-2 below.

<u>State</u>

California Clean Air Act

The California Clean Air Act (CCAA) provides the planning framework for California air quality. The CCAA establishes the State's own set of ambient air quality standards for criteria pollutants, known as the California Ambient Air Quality Standards (see Table 6-1). The state standards are generally more stringent than the corresponding federal standards; in addition, the state standards cover other pollutants besides the six criteria pollutants of the CAA. Responsibility for implementation of the CCAA requirements, and for preparation of the State Implementation Plan under the CAA, rests with the ARB; the local air pollution or air quality management districts are responsible for preparation of the Air Quality Attainment Plan, which are input to the State Implementation Plan.

Areas where state and/or federal ambient air quality standards are exceeded are considered "nonattainment" areas and are subject to more intensive air quality management and more stringent regulation. Table 6-2 shows the attainment status of the SJVAB for state and federal standards. For ozone, the SJVAB is designated Nonattainment/Extreme by the federal government and Nonattainment/Severe by the state. Both the state and federal governments classify the basin as Nonattainment for fine particulate matter ($PM_{2.5}$). The state also classifies the basin as Nonattainment for particulate matter (PM_{10}). Except for the Fresno urbanized area, the SJVAB is in attainment of, or unclassified for, carbon monoxide and other applicable standards. The CCAA requires areas that are designated nonattainment to achieve a 5% annual reduction in emissions until the standards are met.

Air Pollutant	Averaging Time	California Standards	Primary National Standards ¹	Secondary National Standards ²	
Ozone	1 Hour	0.090 ppm			
	8 Hour	0.070 ppm	0.070 ppm 0.070 ppm		
PM_{10}	24 Hour	50 μg/m ³	150 μg/m ³		
	Annual Mean	20 μg/m ³	20 μg/m ³		
PM _{2.5}	24 Hour		35 μg/m ³	35 µg/m ³	
	Annual Mean	12 μg/m ³	2 μg/m ³ 12 μg/m ³		
Carbon Monoxide	1 Hour	20 ppm	35 ppm		
	8 Hour	9 ppm	9 ppm		
Nitrogen Dioxide	1 Hour	0.18 ppm	100 ppb		
	Annual Mean	0.030 ppm	0.053 ppm	0.053 ppm	
Sulfur Dioxide	1 Hour	0.25 ppm	75 ppb		
	3 Hour			0.5 ppm	
	24 Hour	0.04 ppm	0.14 ppm*		
	Annual Mean		0.030 ppm*		
Lead	30 Day Avg.	1.5 μg/m ³			
	Calendar Qtr.		1.5 μg/m ³	1.5 μg/m ³	
	3 Month Average		0.15 μg/m ³	0.15 μg/m ³	
Sulfates	24 Hour	25 μg/m ³	N/A	N/A	
Hydrogen Sulfide	1 Hour	0.03 ppm	N/A	N/A	
Vinyl Chloride	24 Hour	0.01 ppm	N/A	N/A	
Visibility Reducing Particles	8 Hour	Extinction coefficient of 0.23 per kilometer.	N/A	N/A	

TABLE 6-1 NATIONAL AND CALIFORNIA AMBIENT AIR QUALITY STANDARDS

 $\mathit{Notes:} \ ppm-parts \ per \ million; \ ppb-parts \ per \ billion; \ \mu g/m^3-micrograms \ per \ cubic \ meter; \ N/A-not \ applicable$

¹ National Primary Standards: The levels of air quality necessary, with an adequate margin of safety, to protect the public health.

 2 National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

* For certain areas.

Source: ARB 2016.

TABLE 6-2 SJVAB ATTAINMENT STATUS WITH FEDERAL AND STATE AMBIENT AIR QUALITY STANDARDS

-	Designation/Classification			
Pollutant	Federal Standards ^a	State Standards ^b		
Ozone - One hour	No Federal Standard ^f	Nonattainment/Severe		
Ozone - Eight hour	Nonattainment/Extreme ^e	Nonattainment		
PM ₁₀	Attainment ^c	Nonattainment		
PM _{2.5}	Nonattainment ^d	Nonattainment		
Carbon Monoxide	Attainment/Unclassified	Attainment/Unclassified		
Nitrogen Dioxide	Attainment/Unclassified	Attainment		
Sulfur Dioxide	Attainment/Unclassified	Attainment		
Lead (Particulate)	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		

^a See 40 CFR Part 81

^b See CCR Title 17 §60200-60201

 c On September 25, 2008, the U.S. Environmental Protection Agency (EPA) redesignated the San Joaquin Valley to attainment for the PM₁₀ National Ambient Air Quality Standard (NAAQS) and approved the PM₁₀ Maintenance Plan.

^d The San Joaquin Valley is designated nonattainment for the 1997 PM_{2.5} NAAQS. EPA designated the Valley as nonattainment for the 2006 PM2.5 NAAQS on November 13, 2009 (effective December 14, 2009).

^e Though the San Joaquin Valley was initially classified as serious nonattainment for the 1997 8-hour ozone standard, EPA approved Valley reclassification to extreme nonattainment in the Federal Register on May 5, 2010 (effective June 4, 2010).

^f Effective June 15, 2005, EPA revoked the federal 1-hour ozone standard, including associated designations and classifications. EPA had previously classified the SJVAB as extreme nonattainment for this standard. EPA approved the 2004 Extreme Ozone Attainment Demonstration Plan on March 8, 2010 (effective April 7, 2010). Many applicable requirements for extreme 1-hour ozone nonattainment areas continue to apply to the SJVAB.

Source: SJVAPCD 2015a.

Toxic Air Contaminants

The State regulates TACs primarily through the Tanner Air Toxics Act (AB 1807) and the Air Toxics Hot Spots Information and Assessment Act of 1987 (AB 2588). Under these programs, the State is responsible for an inventory of TACs, for analysis of exposure and risk and for planning to reduce risk. Like other federal and state air quality requirements, the various elements of the state air toxics program are implemented by the local air districts.

San Joaquin Valley Air Pollution Control District

Projects within the SJVAB are subject to the regulatory authority of the San Joaquin Valley Air Pollution Control District (SJVAPCD), which implements and enforces air quality regulations in eight counties, from San Joaquin County in the north to western Kern County in the south. The District's responsibilities include air quality standard attainment planning, regulation of emissions from non-transportation sources, and mitigation of emissions from on-road sources. SJVAPCD has adopted several regulations that are applicable to the project. These regulations are summarized below.

Regulation VIII (Fugitive Dust PM₁₀ Prohibitions)

Rules 8011-8081 are designed to reduce PM_{10} 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 4601 (Architectural Coatings)

Rule 4601 limits emissions of volatile organic compounds from architectural coatings by specifying storage, clean up and labeling requirements.

Rule 9510 (Indirect Source Review)

Rule 9510, also known as the Indirect Source Rule (ISR), is intended to reduce or mitigate emissions of NO_x and PM_{10} from new development in the SJVAPCD including construction and operational emissions. This rule requires specific percentage reductions in estimated onsite construction and operation emissions, and/or payment of off-site mitigation fees for required reductions that cannot be met on the project site. Construction emissions of NO_x and PM_{10} exhaust must be reduced by 20% and 45%, respectively. Operational emissions of NO_x and PM_{10} must be reduced by 33.3% and 50%, respectively. The ISR applies to commercial development projects of 2,000 square feet and larger, so the proposed development would be subject to the ISR.

In addition, the SJVAPCD regulates the construction and improvement of facilities with potential air toxic emissions related to dispensing of fuel, such as proposed by the project. Toxic substances in gasoline include benzene, toluene and naphthalene, among others. Applicable SJVAPCD rules 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 it 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 five 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

Significance Thresholds

According to Appendix G of the CEQA Guidelines, a project may have a significant impact on the environment if it would:

- Conflict with or obstruct implementation of an applicable air quality plan,
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation,
- 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,
- Expose sensitive receptors to substantial pollutant concentrations, or
- Create objectionable odors affecting a substantial number of people.

CEQA Guidelines Appendix G states that, where available, significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make significance determinations. In 2015, the SJVAPCD adopted a revised Guide for Assessing and Mitigating Air Quality Impacts (GAMAQI). The GAMAQI defines methodology and thresholds of significance for the assessment of air quality impacts for projects within SJVAPCD's jurisdiction, along with mitigation measures for identified impacts. Table 6-3 below shows the significance thresholds established by SJVAPCD for projects, as set forth in the GAMAQI. The significance thresholds were established in part to ensure that project emissions are consistent with air quality plans applicable to the SJVAB.

	Emissions (tons per year)			
Pollutant	Construction	Operational		
Carbon Monoxide	100	100		
Nitrogen Oxides (NO _x)	10	10		
Reactive Organic Gases (ROG)	10	10		
Sulfur Oxides (SO _x)	27	27		
Particulate Matter (PM ₁₀)	15	15		
Fine Particulate Matter (PM _{2.5})	15	15		

TABLE 6-3SJVAPCD SIGNIFICANCE THRESHOLDS

Source: SJVAPCD 2015b.

Impact AIR-1: Air Quality Plans and Standards

The project's construction and operational emissions were estimated using the CalEEMod computer program, a modeling program recommended by SJVAPCD. The CalEEMod results are shown in Appendix C of this report and summarized in Table 6-4 below. Emissions for CarMax and future commercial development of Site 2 were estimated in the same CalEEMod run, which would conservatively estimate that both construction and operation emissions would occur simultaneously, even though development of Site 2 could follow the CarMax development by months or years. Construction emissions are estimated for the short-term construction period, while "operational" emissions are estimates of ongoing annual emissions.

	ROG	NOx	СО	SOx	PM10	PM2.5
Construction Emissions (total tons) ¹	0.40	3.56	2.75	< 0.01	0.46	0.29
Above Threshold?	No	No	No	No	No	No
Operational Emissions (tons/yr)	0.93	4.59	6.32	0.02	1.31	0.37
Above Threshold?	No	No	No	No	No	No

TABLE 6-4PROJECT AIR POLLUTANT EMISSIONS

¹ Construction emissions based on construction period of 150 working days. Sources: CalEEMod Version 2016.3.1.

As indicated in Table 6-4, project construction air pollutant emissions for development of both CarMax and Site 2 would be substantially below the significance thresholds adopted by the SJVAPCD. Total operational emissions for CarMax and assumed development of Site 2 of the project would also be below SJVAPCD significance thresholds. As noted above, the SJVAPCD's attainment plans demonstrate that project-specific emissions below New Source Review offset

thresholds, which are the basis for the SJVAPCD significance thresholds, would have air quality impacts that are less than significant. On this basis, impacts of the proposed project regarding consistency with the applicable air quality plans would be less than significant.

Level of Significance: Less than significant

Mitigation Measures: None required

Impact AIR-2: Violation of Air Quality Standards

As indicated in Table 6-4, the proposed project would have construction emissions that are substantially below the SJVAPCD significance thresholds. However, project construction may generate localized dust emissions at levels above existing ambient conditions, which is of concern if "sensitive receptors" are located in proximity to the project site. As defined in the GAMAQI, sensitive receptors include residential units, schools, parks and playgrounds, day care centers, hospitals, and nursing homes. A residential development is located at the northeastern corner of the Hammer Lane/Maranatha Way intersection.

Dust emissions would be reduced through the required implementation of SJVAPCD Regulation VIII, enforcement of which is the responsibility of the SJVAPCD. The SJVAPCD will be notified of impending project construction as a part of the required filing of an application for coverage under Rule 9510 as discussed below. Conformance with SJVAPCD dust control standards will also be facilitated by the City by the incorporation of dust control requirements in the project conditions of approval. Dust control provisions are also routinely included in site improvement plans and specifications. Conformance with plans and specifications is monitoring by City building inspectors. Regulation VIII contains the following dust emission control measures, which would apply to both the CarMax project and future development of Site 2:

- Air emissions related to the project shall be limited to 20% opacity (opaqueness, lack of transparency) or less, as defined in SJVAPCD Rule 8011. The dust control measures specified below shall be applied as required to maintain the Visible Dust Emissions standard.
- The contractor shall pre-water all land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill, and phase earthmoving.
- The contractor shall apply water, chemical/organic stabilizer/suppressant, or vegetative ground cover to all disturbed areas, including unpaved roads, throughout the period of soil disturbance.
- The contractor shall restrict vehicular access to the disturbance area during periods of inactivity.
- The contractor shall apply water or chemical/organic stabilizers/suppressants, construct wind barriers and/or cover exposed potentially dust-generating materials.
- When materials are transported off-site, the contractor shall stabilize and cover all materials to be transported and maintain six inches of freeboard space from the top of the container.

• The contractor shall remove carryout and trackout of soil materials on a daily basis unless it extends more than 50 feet from site; carryout and trackout extending more than 50 feet from the site shall be removed immediately. The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions. Use of blower devices is expressly forbidden. If the project would involve more than 150 construction vehicle trips per day onto the public street, additional restrictions specified in Section 5.8 of SJVAPCD Rule 8041 would apply.

Estimated operational emissions for both projects would not exceed SJVAPCD significance thresholds. Based on building square footage, the CarMax project would be subject to the ISR, which requires development projects to reduce construction and operation NO_x and PM_{10} emissions by specified amounts; development of Site 2 is also expected to require ISR compliance based on applicable floor area standards of the City's General Plan. Application of the ISR would further reduce operational emission impacts that are already considered less than significant.

Level of Significance: Less than significant

Mitigation Measures: None required

Impact AIR-3: Exposure of Sensitive Receptors to Pollutants

"Sensitive receptors" refer to those segments of the population most susceptible to poor air quality (i.e., children, the elderly, and those with pre-existing serious health problems affected by air quality). Land uses where sensitive individuals are most likely to spend time also may be called sensitive receptors; these include schools and schoolyards, parks and playgrounds, daycare centers, nursing homes, hospitals, and residential communities (SJVAPCD 2015).

Land uses in the vicinity that may be considered sensitive receptors include a residential development is located at the northeastern corner of the Hammer Lane/Maranatha Way intersection, as noted in b) above. The vacant parcel (APN 126-100-05) across Hammer Lane to the north (and adjacent to the referenced residences) is designated for commercial use by the Stockton zoning map and, therefore, could be anticipated to not include sensitive receptors at a later date. Emissions of the criteria pollutants would likely disperse before reaching the existing residential development, given the small amount of both construction and operational emissions and the 250 feet separating the project and these residences.

CO in high concentrations would have adverse health impacts, as previously described. A 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 CO 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 3.16, Transportation/Traffic, for an explanation of LOS).

As noted in Section 3.16, Transportation/Traffic, a traffic study for the project (CarMax Plus Site 2) was conducted, in which potential impacts on LOS at three intersections were evaluated under Existing Plus Approved Projects (EPAP) Plus Project conditions and Cumulative Plus Project conditions. Under EPAP Plus Project conditions, all the intersections would maintain an acceptable LOS of B. Under cumulative conditions (i.e., buildout of the City's current General Plan), an access point to the project site would operate at LOS F; however, mitigation would avoid this degradation of LOS (see Chapter 21.0, Cumulative Impacts). The project would have no adverse impact on carbon monoxide emissions.

The project would have one above-ground gasoline tank and pump station on site, to be used for fueling autos that are for sale. Fueling can emit vapors that are considered toxic. Since the project's estimated volume of gasoline to be pumped annually (up to 100,000 gallons) exceeds SJVAPCD standards, 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 needed to protect public health and safety as part of its review conducted under SJVAPCD Rule 2201. The potential exposure of people to TAC's from project-related fuel vapor emissions is considered less than significant.

Project construction would involve emissions of diesel particulate matter, which is classified as a TAC, with possible effects on sensitive receptors near the project site. Diesel particulate matter emissions would, however, have adverse effects only for people that experience long-term exposure. Diesel particulate emissions would cease once construction work is completed, so potential exposure by nearby residences would be limited. Therefore, impacts of diesel construction emissions on these residences are considered less than significant. Operational emissions of diesel particulate, mainly from delivery trucks, are estimated by CalEEMod to be less than 0.01 tons annually (Appendix C, exhaust PM₁₀). This level is not expected to lead to significant exposure by any nearby sensitive receptors. Overall, impacts related to exposure of sensitive receptors are considered less than significant.

Potential TAC emissions from the project, which would include fuel vapors and diesel particulate matter, have the potential to combine with similar emissions from the separate AM/PM project proposed to be located east of Maranatha Drive. This development is not a part of the project; however, potential cumulative impacts are discussed in Chapter 21.0 of this EIR.

Level of Significance: Less than significant

Mitigation Measures: None required

Impact AIR-4: Odors

Odors are more of a nuisance than an environmental hazard. Nevertheless, the Environmental Checklist in CEQA Guidelines Appendix G regards objectionable odors as a potentially significant environmental impact. In accordance with this, the GAMAQI states that a project should be evaluated to determine the likelihood that it would result in nuisance odors (SJVAPCD 2015b).

The sales portion of the facility is not expected to generate significant odors. Some odors associated with vehicle maintenance may occasionally be emitted from the automobile service facility. Such emissions would be localized and would dissipate rapidly outside the facility. Project impacts related to odors are considered less than significant.

Level of Significance: Less than significant

Mitigation Measures: None required

7.0 BIOLOGICAL RESOURCES

ENVIRONMENTAL SETTING

Information for this section was obtained primarily from 2015 biological resource evaluations prepared by C2 Consult. Appendix D contains the evaluations, which include an Endangered Species Report and a Wetland Report for the CarMax project site.

Existing Vegetation and Wildlife

The project site is vacant land located at the southwest corner of East Hammer Lane and Maranatha Drive in a predominately developed area of northeast Stockton. Historically, the site has been used for agricultural purposes. The site consists of grasses, weeds and remnants of a former walnut orchard.

The project site is vacant and shows evidence of past agricultural uses and human disturbance. Several ornamental, fruit, and walnut trees were found on the site during the biological assessment, but these trees have been removed. Site vegetation is now dominated by a mixture of non-native annual grasses and weedy species that tend to colonize quickly after land disturbance, such as black mustard, thistle, and wild radish. One valley oak tree was found in the western portion of the site. The tree trunk split approximately two feet off the ground, and the two trunks measured 17.5 inches and 14.5 inches diameter at breast height. A tree with multiple trunks, with a combined trunk diameter measuring six inches or greater measured at 24 inches above actual grade, is classified by an ordinance of the City of Stockton as a Heritage Tree (see below).

Wildlife common to ruderal habitats are likely to occur on the project site. Such wildlife species, which are closely associated with urban development, include the house sparrow, European starling, rock dove, western scrub-jay, black-tailed jackrabbit, raccoon, opossum, striped skunk, and house mouse.

Waters of the U.S. and Wetlands

Waters of the U.S., including wetlands, are broadly defined under 33 Code of Federal Regulations (CFR) 328 to include navigable waterways, their tributaries, and adjacent wetlands. More specifically, Waters of the U.S., as defined in 33 CFR 328.4, encompasses Territorial Seas, Tidal Waters, and Non-Tidal Waters; Non-Tidal Waters includes interstate and intrastate rivers and streams, as well as their tributaries. Other jurisdictional wetlands and Waters of the U.S. include, but are not limited to, perennial and intermittent creeks and drainages, lakes, seeps, and springs; emergent marshes; riparian wetlands; and seasonal wetlands. Wetlands and Waters of the U.S. provide critical habitat components, such as nest sites and a reliable source of water, for a wide variety of wildlife species.

The EPA and the U.S. Army Corps of Engineers jointly regulate Waters of the U.S. The limit of federal jurisdiction of Non-Tidal Waters of the U.S. extends to the "ordinary high water mark". The ordinary high water mark is established by physical characteristics such as a natural water line

impressed on the bank, presence of shelves, destruction of terrestrial vegetation, or the presence of litter and debris. For Tidal Waters, the limit of federal jurisdiction is high tide. For waters subject to federal jurisdiction, a permit under Section 404 of the Clean Water Act must be secured prior to the discharge of dredged or fill materials into these waters. Projects requiring a Section 404 permit also must obtain a Water Quality Certification in accordance with Section 401 of the Clean Water Act. For this project, the Central Valley Regional Water Quality Control Board (RWQCB) would issue the Section 401 certification.

A determination of the presence of Waters of the U.S., including wetlands, was conducted by C2 Consult. This involved an examination of botanical resources, soils, and hydrological features and was based on applicable U.S. Army Corps of Engineers standards. It was determined that no federal jurisdictional wetlands or other Waters of the U.S. were located on or within a 500-foot buffer area around the project site (C2 Consult 2015a).

The California Department of Fish and Wildlife (CDFW) has jurisdiction over modifications to rivers, lakes, and streams under California Fish and Game Code Section 1600. A separate permit is required under this State regulation before modifications to these waters can be made. Since no rivers, lakes, or streams are on or adjacent to the project site, State regulations pertaining to these waters do not apply.

Special-Status Species

Special-status species includes plant and/or wildlife species that are in one or more of the following categories:

- Legally protected under the Federal Endangered Species Act (FESA), the California Endangered Species Act (CESA), or other regulations.
- Designated rare, threatened, or endangered and candidate species for listing by the U.S. Fish and Wildlife Service (USFWS).
- Considered rare enough by the scientific community and trustee agencies to warrant special consideration, particularly with regard to protection of isolated populations, nesting or denning locations, communal roosts, and other essential habitat.
- Considered rare or endangered under the conditions of CEQA Guidelines Section 15380, such as species identified on Lists 1A, 1B and 2 in the Inventory of Rare and Endangered Vascular Plants of California by the California Native Plant Society (CNPS), and species that are considered sensitive or of special concern due to limited distribution or lack of adequate information to permit listing or rejection for state or federal status, such as those included on List 3 in the CNPS Inventory.

Typical special-status species of concern in the Stockton area include Swainson's hawk (listed as threatened under CESA), burrowing owl (State Species of Special Concern), and tri-colored blackbird (State Species of Special Concern). Other species of concern include giant garter snake (listed as threatened under FESA and CESA), California tiger salamander (listed as threatened under FESA and CESA), Pacific pond turtle (State Species of Special Concern), and valley elderberry longhorn beetle (listed as threatened under FESA). In addition, migratory bird species protected under the Migratory Bird Treaty Act may be found seasonally in the Stockton area. Three protected bird species - burrowing owl, Swainson's hawk, and white-tailed kite - have potential habitat on the project site (C2 Consult 2015b).

San Joaquin County Multi-Species Habitat Conservation and Open Space Plan

The San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP) is a comprehensive program for assessing and mitigating the biological impacts of land development in the County. The purpose of the SJMSCP is to accommodate the growing population of San Joaquin County while minimizing costs to project proponents and society at large. The plan provides compensation for the conversion of open space to non-open space uses that affect plant, fish, and wildlife species covered by the plan. The SJMSCP protects 97 wildlife species and 52 vegetative communities, many of which are listed or proposed for listing under the California and Federal Endangered Species Act as threatened or endangered. The SJMSCP also protects many birds covered by the Migratory Bird Treaty Act and other sensitive species that may be of concern pursuant to CEQA, or species that are included on one of the CNPS lists. The San Joaquin Council of Governments (SJCOG) implements the SJMSCP on a project-by-project basis. In implementing the SJMSCP, the SJCOG conducts a biological survey of the proposed development site, determines which special-status species may be impacted, if any, and makes a written determination of required SJMSCP fees based on the mapped fee zone.

The SJMSCP permits three compensation methods when impacting or removing open space or biologically significant lands. A project applicant may preserve existing sensitive lands, create new comparable habitat on the project site, or pay the SJMSCP fees that would be used to secure preserve lands outside the project site. With appropriate preservation, creation or payment of fees, impacts to open space lands and to the species that use these lands are considered less than significant. SJMSCP fees, and preservation and re-creation ratios that are required, are established based upon the type and value of the land to be converted and are revised annually to correspond with current market values. Conversion of lands of higher biological values, such as wetlands, requires higher SJMSCP fees or higher preservation and creation ratios. The SJMSCP fees are updated annually. The SJMSCP has classified the project site as Category B, Other Open Space, Pay Zone A. This category applies to orchard areas, which the project site formerly was.

In addition to fee payments, the SJMSCP identifies and requires the applicants to abide by Incidental Take Minimization Measures (ITMMs), which are protection measures that avoid direct impacts of development on special-status species. Examples of ITMMs include prescriptions for protection of Swainson's hawk nest trees or timely tree removal, prevention of burrowing owl nesting or pre-construction surveys of nesting activity.

The compliance process outlined in the SJMSCP has been adopted by federal and state agencies with jurisdiction or trusteeship over biological resources. The SJMSCP has been adopted locally by San Joaquin County, the City of Stockton, and the other incorporated cities in San Joaquin County. The SJCOG and San Joaquin County approach the SJMSCP as a comprehensive plan to mitigate for the loss of open space and biological resource lands, and to provide for the long-term management of plant, fish and wildlife species. These and the other participating agencies consider a project that complies with the plan to result in impacts on biological resources that are less than significant. However, projects may also comply independently with the various statutes and regulations that apply to biological resources. Also, a project may choose to not participate in the SJMSCP process; however, it still would be required to mitigate its biological resource impacts to levels that are less than significant if feasible.

City of Stockton Heritage Tree Ordinance

Stockton Municipal Code Chapter 16.130 governs the removal of Heritage Trees, regardless of location on a property or condition of the tree(s). A Heritage Tree is defined as any valley oak, coast live oak, and interior live oak tree which has a trunk diameter of 16 inches or more, measured at 24 inches above actual grade. For such oak trees with multiple trunks, the combined total trunk diameter shall be used for all trunks measuring 6 inches or greater measured at 24 inches above actual grade. Except for an emergency removal in compliance with Section 16.130.050, removal of any Heritage Tree requires a City permit. Heritage Trees that are removed or effectively removed must be replaced on a three-for-one basis at the discretion of the Community Development Director. The size of the replacement trees shall be determined by the Director based on the size of the tree that was removed, but they are required to be at least 15-gallon container stock and planted on the same parcel as the tree that was removed if possible.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Significance Thresholds

According to Appendix G of the CEQA Guidelines, a project may have a significant impact on the environment if it would:

- Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS,
- 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 CDFW or USFWS,
- 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 wetlands, etc.) through direct removal, filling, hydrological interruption, or other means,
- 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,
- Conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, or
- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. A project that complies with the SJMSCP can be deemed to result in biological resource impacts that are less than significant for CEQA purposes. However, projects may also comply independently with the various statutes and regulations that apply to biological resources.

Impact BIO-1: Special-Status Species and Habitats

The project site was assessed for the existence of potential special-status species or their habitat (C2 Consult 2015b). Several sensitive plant species were recorded in the California Natural Diversity Database (CNDDB) for the Lodi South USGS Quadrangle, within which the project site is located. The project site, however, lacks habitat and/or microhabitat components required by these sensitive plants. It is highly unlikely that any of the special-status plants identified in the CNDDB would persist on a ruderal landscape. The field survey found no sensitive plant species on the project site.

The wildlife species of concern listed for the Lodi South Quadrangle in the CNDDB include California tiger salamander, California red-legged frog, vernal pool tadpole shrimp, western burrowing owl, Swainson's hawk, and tri-colored blackbird. California tiger salamander, red-legged frog and vernal pool tadpole shrimp are associated with wetland and stream habitat, none of which occur on or near the site. The project would have no effect on these species.

No burrowing owls were observed on the project site. Given the frequency of site disturbance for weed control, the lack of suitable burrows, and the absence of ground squirrel activity on the project site, burrowing owls are considered likely absent. According to the CNDDB, burrowing owls have, however, been observed approximately 0.25 miles north of the project site. Regardless, the project site will be subject to a pre-construction survey for burrowing owl and other protected species prior to construction. The project will also participate in the SJMSCP by paying fees and observing ITMMs required by the SJCOG.

No breeding habitat for Swainson's hawk was found on the project site. No Swainson's hawks were observed nesting or foraging on the project site. The potential foraging habitat on the project site is considered low quality due to levels of disturbance, absence of rodents, and adjacent land uses. However, the CNDDB indicates that individual hawks have been observed approximately 0.8 miles northeast of the project site. The same pre-construction surveys and SJMSCP participation will mitigate for any potential impacts on Swainson's hawk.

No white-tailed kites were observed on the project site. There is no potential breeding habitat on the project site, and on-site foraging habitat is considered low quality due to levels of disturbance and adjacent land uses. No occurrences within five miles of the project site have been reported to the CNDDB. Their presence on the project site is unlikely.

Overall, based on site conditions and pre-construction survey requirements, the project is expected to have no significant impact on special-status species known to occur in and around the project site. However, these developments would involve the potential for incremental impacts on foraging habitat for Swainson's hawk and burrowing owl and some potential for nesting impacts. These potential impacts would be reduced to a less-than-significant level through participation in the SJMSCP and removal of trees only at specified periods of the year, as required by the mitigation measures below.

Level of Significance: Potentially significant

Mitigation Measures:

BIO-1: The developer shall apply to the San Joaquin Council of Governments (SJCOG) for coverage under the San Joaquin County Multi-Species Open Space and Habitat Conservation Plan (SJMSCP). The project site will be inspected by the SJMSCP biologist, who will recommend any Incidental Take Minimization Measures

(ITMMs) set forth in the SJMSCP should be implemented. The project applicant shall pay the required SJMSCP fee, if any, and be responsible for the implementation of the specified ITMMs.

BIO-2: Any tree that needs to be removed to facilitate development of the project site shall be felled outside of the general bird nesting season, which is February 1 through August 31. If tree removal is proposed during the bird nesting season, a nesting bird survey shall be conducted by a qualified biologist prior to tree removal. If active nests are found, tree removal shall be delayed until the young have fledged.

Significance After Mitigation: Less than significant

Impact BIO-2: Riparian and Other Sensitive Habitats

The biological resource study did not identify any sensitive natural communities on the project site. There are no riparian areas or special vegetation communities such as vernal pools, seasonal wetlands, marshes, or ponds. No specialized habitats for special-status species, such as elderberry shrubs, were identified on the project site. The project would have no impact on riparian or other sensitive habitats.

Level of Significance: No impact

Mitigation Measures: None required

Impact BIO-3: Waters of the U.S. and Wetlands

As noted above, the wetland delineation did not identify any wetlands or other Waters of the United States on or adjacent to the project site. The project would have no impact on wetlands or Waters of the United States.

Level of Significance: No impact

Mitigation Measures: None required

Impact BIO-4: Fish and Wildlife Migration

There are no streams either on or adjacent to the project site, so no fish movements utilizing such streams would be disturbed. The project site does not represent a migration corridor or portion of a corridor for wildlife; the project would have no impact on wildlife migration.

The presence of trees and shrubs on the project site as well as potential foraging habitat to the east of the project site may attract migratory birds. Implementation of Mitigation Measure BIO-1 and BIO-2 would reduce impacts on migratory birds and their nests, if any are found, to a level that would be less than significant.

Level of Significance: Potentially significant

Mitigation Measures: Implementation of Mitigation Measures BIO-1 and BIO-2.

Significance After Mitigation: Less than significant

Impact BIO-5: Local Biological Requirements

Heritage Trees are protected by the Stockton Municipal Code. The field survey identified one Heritage Tree, a valley oak, on the western portion of the project site that would need to be removed (C2 Consult 2015). As noted, Stockton Municipal Code Chapter 16.130 governs the removal of Heritage Trees, regardless of location on a property or condition of the tree(s). Compliance with Municipal Code requirements would reduce this potential impact to a less-than-significant level.

Level of Significance: Less than significant

Mitigation Measures: None required

Impact BIO-6: Habitat Conservation Plans

The project site is in the coverage area of the SJMSCP and is classified as Category B – Multi-Purpose Open Space. The CarMax project and future Site 2 development would be required to participate in the SJMSCP program. Mitigation Measure BIO-1 would require the project to comply with the SJMSCP, to pay any required SJMSCP fees, and to implement applicable ITMMs. The project would, therefore, involve no conflict with the applicable habitat conservation plan. No other habitat conservation plans apply to the project site.

Level of Significance: Less than significant

Mitigation Measures: None required

8.0 CULTURAL RESOURCES

ENVIRONMENTAL SETTING

Background information for this section comes primarily from the archaeological study prepared in conjunction with an unpublished draft of the Environmental Impact Report for the Origone Ranch Specific Plan (Genesis Society 2008). In addition, Sierra Valley Cultural Planning (SVCP) surveyed the CarMax site surface for archaeological resources and conducted Extended Phase 1 testing on this site in 2015. The SVCP results were incorporated within a cultural resources report prepared by C2 Consult, Corp. (2015c). The three reports are cited in Chapter 24.0, Sources, and are available to qualified reviewers at the offices of the Stockton Community Development Department, as indicated on the Appendix E cover. Site 2 was surveyed in the 2008 study, but no additional work was completed in conjunction with preparation of this EIR.

Depending upon the development action, identification of historic properties is required pursuant to provisions and implementing regulations of Section 106 of the National Historic Preservation Act. A cultural resources survey is also required in such contexts pursuant to guidelines set forth in CEQA. The federal and State framework for evaluation of cultural resources is further explained below. Chapter 19.0, Tribal Cultural Resources, discusses issues and impacts specific to Native American cultural resources.

Prehistoric Setting

The project site is located within territory claimed by the Northern Valley Yokuts. Yokuts villages were frequently located on elevated features adjoining streams (e.g., natural levees, knolls, ridges) and were inhabited seasonally. Villages typically consisted of a scattering of small structures; larger villages might also contain an earthen lodge. As with most California Indian groups, economic life for the Yokuts revolved around hunting, fishing and the collecting of plant foods. The collection and processing of these various food resources were accomplished with the use of a wide variety of wooden, bone and stone artifacts. Only fragmentary evidence of their material culture remains, however, due in part to perishability and in part to the impacts of intensive agricultural use on these resources.

Historic Setting

Historically, early Spanish expeditions arrived from Bay Area missions as early as 1804, penetrating the northwestern San Joaquin Valley. 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.

With the discovery of gold in the Sierra Nevada, large numbers of European-Americans, Hispanics and Chinese arrived in and traveled through the general project area. Demand for commodities led quickly to the expansion of ranching and agriculture, and permanent communities developed, particularly along major transportation corridors. Intensive agricultural and urban development followed the advent of the railroad in the mid-1800s. By the end of the 19th century, a substantial
portion of the Central Valley, including the project site, was being intensively cultivated, with considerable 20th century expansion due to increasing mechanization and the arrival of water for irrigation from the Central Valley Project.

According to records from the Central California Information Center of the California Historical Resources Information System, seven cultural resources studies have been conducted within a onequarter-mile radius of the project site. Three cultural resource sites have been recorded within, adjacent to, or overlapping the project site. Resources encountered in these sites included highlysensitive cultural materials, lithic scatters, a house foundation, and brick and concrete features. Three historic resources, all described as homes or outbuildings, have been recorded within a onequarter-mile radius of the project site. There are no other resources in or adjacent to the project site listed on the National Register of Historic Places (NRHP) the California Register of Historical Resources (CRHR), California Points of Historical Interest, California State Historic Landmarks, or the California State Historic Resources Inventory (C2 Consult 2015c).

Paleontological Resources

Paleontological resources are fossils or groups of fossils that are unique, unusual, rare, uncommon or important, and those that add to an existing body of knowledge in specific areas. Surface examination of a study or project area often does not reveal whether paleontological resources are present. Most of the Stockton area is located on the lower terraces of the San Joaquin River just east of the Delta; the Quaternary lake and marsh deposits that make up these deposits have the potential for fossils to occur, but occurrences, if any, are likely to be encountered below the upper five to ten feet of sediment (City of Stockton 2007a).

There are no known paleontological resources on the project site. The project site is underlain by the Modesto Formation, a geologic formation that has yielded paleontological resources. Paleontological resources have been encountered in San Joaquin County. A record search of the Museum of Paleontology at the University of California in Berkeley (UCMP) indicated that 97 paleontological finds have been made in the County. The majority of specimens from the County have been found in rock formations in the foothills of the Diablo Mountain Range. However, remains of extinct animals, such as mammoth, could be found virtually anywhere in the County, especially along watercourses such as the San Joaquin River and its tributaries (San Joaquin County 2009).

Specimens from sediments referable to the Modesto Formation have been reported at locations throughout the San Joaquin Valley including Stockton, Modesto, Tracy and Manteca (EDAW/AECOM 2009). The UCMP collections includes numerous records of vertebrate fossil localities related to the Modesto or the Riverbank formations in the greater Central Valley, including specimens of ground sloth, saber-toothed cat, bison, camel, coyote, horse, sloth, mammoth, and several types of plants. Fossil specimens from sediments referable to the Modesto Formation have been reported at numerous locations throughout the San Joaquin Valley, including fish, turtles, snakes, birds, moles, gophers, mice, wood rats, voles, jackrabbits, coyote, red fox, grey fox, badger, horse, camel, pronghorn antelope, elk, deer, and bison (PBSJ 2010).

REGULATORY FRAMEWORK

National Historic Preservation Act

The National Historic Preservation Act of 1966, as amended (16 United States Code 470 et seq.) is the primary federal legislation that outlines the federal government's responsibility to consider the effects of its actions on historic properties and affords the Advisory Council on Historic Preservation a reasonable opportunity to comment. Section 106 of the act and its implementing regulations at 36 CFR Part 800 describes the process that the federal agency shall take to identify cultural resources and assess the level of effect that the proposed undertaking will have on historic properties. An undertaking is defined as a "...project, activity or program funded in whole or in part, under the direct or indirect jurisdiction of a federal agency." This includes projects that are carried out by, or on behalf of, the agency; those carried out with federal assistance; those requiring a federal permit, license, or approval; and those subject to state or local regulation administered pursuant to a delegation, or approval by, a federal agency (Section 301[7] 16 U.S.C. 470w[7]). The 36 CFR Part 800 regulations include consultation with the State Historic Preservation Officer to provide an opportunity to comment on and concur with determinations. If the undertaking would result in adverse effects to historic properties, these adverse effects must be resolved in consultation with the State Historic Preservation Officer and other parties identified during the Section 106 process before the undertaking can proceed to implementation.

CEQA Guidelines

Criteria specified in CEQA Guidelines §15064.5 suggest that an "important historical or archaeological resource" is one which generally meets the criteria for listing on the CRHR, including the following:

- Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- Is associated with the lives of persons important in California's past;
- Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic value; or
- Has yielded, or may be likely to yield, information important in prehistory or history.

The fact that a resource is not listed in, or determined to be eligible for listing in the CRHR, or is not included in a local register of historical resources or identified in a historical resources survey, does not preclude a lead agency from determining that a resource may be a historical resource as defined in Public Resources Code §5020.1(j) or §5024.1 (CEQA Guidelines §15064.5).

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Significance Thresholds

According to Appendix G of the CEQA Guidelines, a project may have a significant impact on the environment if it would:

- Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5,
- Cause a substantial adverse change in the significance of an archaeological resource as defined in CEQA Guidelines §15064.5,
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature, or
- Disturb any human remains, including those interred outside of formal cemeteries.

Impact CULT-1: Historical and Archaeological Resources

An Extended Phase I study of the project site, the results of which were incorporated in the C2 Consult report, noted that previous cultural resource studies on lands adjoining the site revealed sensitive cultural resources sites that were considered eligible for listing on the NRHP. Investigation of this site did not extend onto the project site, but the potential that it could extend onto the project site was noted. The Extended Phase 1 study was conducted to determine whether the project site contained portions of this previously-discovered cultural resource site. The study involved inspection of the site surface and trenching to determine whether subsurface resources were present.

Prior to trenching, a close inspection of the Extended Phase 1 study area revealed isolated prehistoric artifacts. Subsurface excavation, including a total of 700+ feet of trenching, did not reveal any intact cultural deposits such as midden soil or human remains within the project area. Based on this work, the study concluded that it is unlikely that development of the project would have an impact on important archaeological, historical, or other cultural resources.

The Extended Phase 1 study recommended that, due to the presence of nearby cultural resources, all construction personnel receive brief "tailgate" training by a qualified archaeologist in the identification of buried cultural resources, including human remains, and protocol for notification should such resources be discovered during project work. Furthermore, it was recommended that all subsurface excavation in the sensitive portion of the project site be monitored by a qualified archaeologist and Native American representative. These and other requirements related to cultural resource protection during construction are addressed in the following mitigation measures, which would apply both to the CarMax project and to future development of Site 2.

Potential for significant archaeological impacts also would be reduced by the implementation of Mitigation Measures TCR-1, TCR-2, TCR-3 and TCR-4, described in Chapter 19.0, Tribal Cultural Resources. Implementation of all these mitigation measures would reduce potential impacts on historical and archaeological resources to a level that would be less than significant.

Level of Significance: Potentially significant

Mitigation Measures:

- CULT-1: All construction personnel shall receive brief "tailgate" training by a qualified archaeologist in the identification of paleontological resources, buried cultural resources, including human remains, and protocol for notification should such resources be discovered during construction work.
- CULT-2: If any subsurface historical or paleontological resources are encountered during construction of the CarMax project or future development of Site 2, all construction activities in the vicinity of the encounter shall be immediately halted until a qualified archaeologist, or paleontologist as appropriate, can examine these materials, evaluate their significance and, if significant, recommend further measures that would reduce potential effects to a less than significant level, consistent with the requirements of CEQA. The Stockton Community Development Department shall be immediately notified in the event of a discovery, and the developer shall be responsible for retaining qualified professionals, implementing recommended mitigation measures and documenting mitigation efforts in written reports to the Community Development Department, consistent with the requirements of CEQA and the CEQA Guidelines.

Significance After Mitigation: Less than significant

Impact CULT-2: Paleontological Resources and Unique Geological Features

Geological materials underlying the site consist of mixed alluvial deposits. There are no unique geological features located on the project site that would be indicative of any special resources.

As noted above, subsurface exploration of the site did not reveal any evidence of paleontological resources. Nevertheless, it is conceivable that excavation associated with project development could unearth paleontological materials of unknown significance. Mitigation Measure CULT-2 provides for interruption of construction in such an event, inspection of resources encountered by a qualified paleontologist and mitigation of potential effects as specified by the paleontologist. Implementation of Mitigation Measure CULT-2 would reduce potential paleontological effects to a less-than-significant level.

Level of Significance: Potentially significant

<u>Mitigation Measures</u>: Implementation of Mitigation Measure CULT-2.

Significance After Mitigation: Less than significant

Impact CULT-3: Human Burials

Cultural resource investigations to date have not revealed the presence of human burials on the project site. However, human remains potentially could be encountered during construction or other ground disturbing activities. As a result, the project has the potential to result in a significant cultural resources effect. Potential effects on Native American human remains would also involve the potential for significant impacts on tribal cultural resources. These impacts are discussed in more detail in Chapter 19.0, Tribal Cultural Resources.

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 Native American Heritage Commission within 24 hours. The Native American Heritage Commission 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 CEQA Guidelines Section 15064.5(e) typically would ensure that impacts on any human remains encountered during project construction associated with the project would be less than significant. However, there is additional concern about Native American burials, particularly if grave goods are associated with a burial. Chapter 19.0 of this EIR contains Mitigation Measure TCR-3, which provides further instruction on the treatment of remains determined to be Native American. Implementation of this mitigation measure, along with compliance with CEQA Guidelines Section 15064.5(e), would reduce project impacts on human burials to a level that would be less than significant.

Level of Significance: Potentially significant

Mitigation Measures: Mitigation Measure TCR-3 (see Chapter 19.0).

Significance After Mitigation: Less than significant

9.0 GEOLOGY AND SOILS

ENVIRONMENTAL SETTING

Geomorphology and General Geology

The project site is located at an elevation of approximately 27 feet above mean sea level in the San Joaquin Valley in central California near the Sacramento-San Joaquin River Delta. 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 is filled with thick sedimentary rock sequences that were deposited as much as 130 million years ago. 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. 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.

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 Sacramento Quadrangle (Wagner et al. 1981) designates the underlying geology of the project site as the Modesto Formation, consisting of Quaternary sediments.

Geological Conditions

<u>Seismicity</u>

There are several faults and potential fault traces located within the County, concentrated along its eastern and western margins. Faults are classified as to their potential for seismic activity based on evidence of past activity. An "active" fault is defined as one along which displacement has been demonstrated to occur within the past 11,700 years. A fault is considered "potentially active" if there is evidence of movement within the past 700,000 years and further movement is considered likely. An "inactive fault" shows no evidence of movement within the last 1.6 million years, and renewal activity is not considered likely. Fault rupture is a potential hazard that occurs within active earthquake fault zones. A fault zone has significant width, ranging from a few feet to several miles (Bryant and Hart 2007).

According to the Stockton General Plan 2035 EIR, there are no active or potentially active faults located in the Stockton vicinity. The nearest active fault is the Greenville Fault, approximately 21

miles southwest of Stockton. This fault, which is considered part of the San Andreas Fault system, is considered capable of a maximum moment earthquake magnitude of 6.0 (City of Stockton 2007). Portions of the Concord-Green Valley and Hayward fault zones, 35 and 50 miles west of Stockton, and the Calaveras fault zone, approximately 40 miles southwest of Stockton, have also been rated as active within the last 200 years. The project site, along with the rest of San Joaquin County, is subject to seismic shaking from these two faults, as well as the San Andreas Fault (San Joaquin County 2016b).

Ground Shaking

The strength of an earthquake can be described in two ways. The magnitude of an earthquake is a measure of the energy released. The intensity of an earthquake is based on observed physical effects. The Modified Mercalli Intensity Scale measures the intensity of physical effects associated with earthquakes. Table 9-1 below illustrates the Modified Mercalli Intensity Scale. In the Stockton area, ground shaking equivalent to an intensity of VIII or IX on the Modified Mercalli Scale may occur. Intensity VIII earthquakes can damage wood frame and masonry structures built prior to seismic safety regulations and cause chimneys, towers, columns, monuments and walls to fall. Intensity IX earthquakes can break underground pipes, damage foundations, and shift buildings off foundations (Alfors et al., 1973).

Liquefaction

Soil compaction and settlement can result from seismic ground shaking. If the sediments that compact during an earthquake are saturated, soils may lose strength and become fluid – 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 2016b). According to the project geotechnical study, the approximate depth to groundwater is more than 50 feet below ground surface and the stiff to hard surface soil conditions of the project site make the potential for liquefaction at this site very low (Neil O. Anderson 2015).

Other Geological Hazards

Subsidence is the sinking of a large area of ground surface in which the material is displaced vertically downward, with little or no horizontal movement. The San Joaquin Valley and the Sacramento-San Joaquin Delta are areas that have experienced subsidence. The main cause of subsidence in valley areas is the withdrawal of groundwater from aquifers. If the amount of groundwater withdrawn exceeds the amount by which the groundwater is replaced, then clay beds in the aquifer may be compressed to the point that they no longer expand to their original thickness after groundwater recharge. When the clay particles in the beds settle, the beds become effectively thinned, resulting in permanent land subsidence at the ground surface. Subsidence is not anticipated outside of the Delta area.

Volcanic hazards in California are limited to areas east of the Pacific Crest and the Lake County geothermal area. The nearest active volcano to the project site is Lassen Peak, which erupted 1914-1917. It is 175 miles to the northeast.

TABLE 9-1

Intensity	Shaking	Description	
Ι	Not felt	Not felt except by a very few under especially favorable conditions.	
II	Weak	Felt only by a few persons at rest, especially on upper floors of buildings. Delicately suspended objects may swing.	
III	Weak	Felt quite noticeably by persons indoors, especially on upper floors of buildings. Many people do not recognize it as an earthquake. Standing motor cars may rock slightly. Vibrations similar to the passing of a truck. Duration estimated.	
IV	Light	Felt indoors by many, outdoors by few during the day. At night, some awakened. Dishes, windows, doors disturbed; walls make cracking sound. Sensation like heavy truck striking building. Standing motor cars rocked noticeably.	
V	Moderate	Felt by nearly everyone; many awakened. Some dishes, windows broken. Unstable objects overturned. Pendulum clocks may stop.	
VI	Strong	Felt by all, many frightened. Some heavy furniture moved; a few instances of fallen plaster. Damage slight.	
VII	Very strong	Damage negligible in buildings of good design and construction; slight to moderate in well-built ordinary structures; considerable damage in poorly built or badly designed structures; some chimneys broken.	
VIII	Severe	Damage slight in specially designed structures; considerable damage in ordinary substantial buildings with partial collapse. Damage great in poorly built structures. Fall of chimneys, factory stacks, columns, monuments, walls. Heavy furniture overturned.	
IX	Violent	Damage considerable in specially designed structures; well-designed frame structures thrown out of plumb. Damage great in substantial buildings, with partial collapse. Buildings shifted off foundations.	
X	Extreme	Some well-built wooden structures destroyed; most masonry and frame structures destroyed with foundations. Rails bent.	
XI	Extreme	Few, if any (masonry) structures remain standing. Bridges destroyed. Rails bent greatly.	
XII	Extreme	Damage total. Lines of sight and level are distorted. Objects thrown into the air.	

MODIFIED MERCALLI INTENSITY SCALE

Source: U.S. Geological Survey 1989

Soils and Soil Conditions

According to the geotechnical study prepared for the CarMax project, available in Appendix F of this EIR, the soil type underlying the project site is Stockton clay (Neil O. Anderson 2015). This is a deep to hardpan, somewhat poorly-drained soil formed in alluvium from mixed rock sources. Its slope is 0 to 2 percent. Permeability and runoff of Stockton clay are slow, and its shrink/swell potential is high. Erosion hazard is very low. Potential erosion associated with construction and development and resulting potential impacts on water quality are addressed by State of California stormwater permit requirements and corresponding local implementation plans, ordinances and standards, including those adopted by the City of Stockton. Storm water pollution prevention controls are addressed in detail in Chapter 12.0, Hydrology and Water Quality.

REGULATORY FRAMEWORK

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act, enacted in 1972 and subsequently amended, prohibits the location of most structures for human occupancy across the traces of active faults and to thereby mitigate the hazard of fault rupture. Under the Act, the State Geologist is required to delineate Earthquake Fault Zones along known active faults in California. Cities and counties affected by the zones must regulate certain development projects within the zones, withholding development permits for sites within the zones until geologic investigations demonstrate that the sites are not threatened by surface displacement from future faulting (Bryant and Hart 2007).

The project site is not located with an area mapped by the State Geologist as a "Zone of Required Investigation," including Alquist-Priolo Earthquake Fault Zones and Seismic Hazards Mapping Act zones. These zones are established where required to reduce the threat to public health and safety and to minimize the loss of life and property posed by earthquake-triggered ground failures (California Geological Survey 2017).

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Significance Thresholds

According to Appendix G of the CEQA Guidelines, a project may have a significant impact on the environment if it would:

- Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death, involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure (including liquefaction), or landslides.
- Result in substantial soil erosion or the loss of topsoil,
- Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse,
- Be located on expansive soil as defined in Table 18-1-B of the Uniform Building Code, or
- 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. Since proposed and future development on the project site would be required to connect to the City of Stockton wastewater system, and therefore would not use septic systems, this issue is not analyzed in this EIR.

Impact GEO-1: Faulting and Seismicity

As previously noted, there are no active or potentially active faults within or near the project site. The project site is not within an Alquist-Priolo Earthquake Fault Zone. The project would have no impact related to fault rupture. The project site, along with the rest of the City, is subject to seismic shaking from fault features east and west of San Joaquin County. Individual improvements on either the CarMax site or Site 2 will be required to incorporate engineering design features that would be in accordance with the California Building Code and compliance with the design criteria therein would enable structures to withstand projected seismic shaking. The project geotechnical study concluded that compliance with the adopted Uniform Building Code would minimize seismic hazards to a level that would be less than significant (Neil O. Anderson 2015).

As previously noted, areas in which the water table is less than 20 feet below the ground surface and with predominantly clean, relatively uniform sands of loose to medium density are susceptible to liquefaction. The soil on the project site is Stockton clay, which is not sandy. Also, as previously noted, the geotechnical study stated that the depth to the groundwater table at the project site is more than 50 feet. The geotechnical study considered liquefaction on the project site as unlikely (Neil O. Anderson 2015). Based on the above information, project impacts related to seismic hazards would have be less than significant.

Level of Significance: Less than significant

Mitigation Measures: None required

Impact GEO-2: Other Geologic Hazards

The project site and its surroundings are flat and not prone to landslide hazards. The project would have no impact related to landslides. As previously noted, subsidence is not considered a potential hazard outside the Delta region. The project site is not within the Delta region. The soils underlying the project site have not been identified as inherently unstable or prone to failure. Appropriate engineering design would avoid potential adverse effects. The project would have no impact on the stability of soils or local geology.

Level of Significance: No impact

Mitigation Measures: None required

Impact GEO-3: Soil Erosion

The Stockton 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 by runoff to waters of the state. Compliance with SJVAPCD Regulation VIII, which is discussed in Chapter 6.0, Air Quality, would reduce potential wind erosion impacts.

The CarMax project and future development of Site 2, along with any projects that involve one acre or more of ground disturbance, are required to comply with State and local storm water quality controls. State controls are established as a part of the municipal separate storm sewer system (MS4) permit. The City of Stockton has adopted and currently implements its MS4 program in accordance with Central Valley Regional Water Quality Control Board Order No. R5-2016-0040-2. The Stockton program incorporates the State Construction General Permit, which requires preparation of a Storm Water Pollution Prevention Plan (SWPPP) to address potential water quality issues associated with construction as well as the incorporation of post-construction Best Management Practices that provide long-term water quality protection. Mitigation Measure HYDRO-1, described in Chapter 12.0, Hydrology and Water Quality, requires the project to prepare a SWPPP in compliance with the Construction General Permit. Implementation of this mitigation measure would reduce potential construction erosion effects to a less-than-significant level.

Level of Significance: Potentially significant

Mitigation Measures: Implementation of Mitigation Measure HYDRO-1 (see Chapter 12.0).

Significance After Mitigation: Less than significant

Impact GEO-4: Expansive Soils

As noted above, the Stockton clay soil has a high shrink-swell potential. Expansive soils can lead to damage of buildings and supporting infrastructure if not addressed. A geotechnical report prepared for the CarMax site identified potential geotechnical issues related to project development, including the presence of expansive soils.

The geotechnical report recommended design and construction features to reduce the potential impact of these issues on project facilities. The City will require that these geotechnical design recommendations be incorporated into the project plans and specifications, which in turn will be incorporated into project construction. A geotechnical report has not been prepared for Site 2, but the City routinely requires submission of such information and incorporation of geotechnical recommendations into development plans prior to approval of future development on this site. As a result, expansive soil impacts would be less than significant.

Level of Significance: Less than significant

Mitigation Measures: None required

10.0 GREENHOUSE GAS EMISSIONS

ENVIRONMENTAL SETTING

Global Climate Change and Greenhouse Gases

Global climate change is a shift in the "average weather," or climate, of the Earth as a whole. Recent scientific observations and studies indicate that global climate change, linked to an increase in the average global temperature that has been observed, is now occurring. There is a consensus among climate scientists that the primary cause of this change is human activities that generate emissions of greenhouse gases (GHGs) (CAPCOA 2009). GHGs are gases that trap heat in the earth's atmosphere. They include carbon dioxide (CO₂), the most abundant GHG, as well as methane, nitrous oxide, and other, less abundant gases. Although each GHG has heat-trapping properties, they vary in the amount of heat they can trap.

Measurements of GHG emissions are commonly expressed in CO_2 equivalent (CO_2e), in which emissions of all other GHGs are converted to equivalent CO_2 emissions. GHG emissions in California in 2016 were estimated at 429.33 million metric tons carbon dioxide equivalent (CO2e) – a decrease of approximately 13.0% from the peak level in 2004. Transportation was the largest contributor to GHG emissions in California, with approximately 41% of total emissions. Other significant sources included industrial activities, with 21% of total emissions, and electric power generation, both in-state and imported, with 16.0% of total emissions (ARB 2018). Total GHG emissions from Stockton in 2005 were 2,360,932 metric tons CO2e. Of the total emissions, approximately 48% percent came from on-road transportation and 33% came from building energy use (City of Stockton 2014).

Concerns related to global climate change include the direct consequences of a warmer climate, but also include indirect effects such as reduced air quality, reduced snowpack, higher-intensity storms, and rising sea levels. All these changes have implications for the human environment, as well as existing ecosystems and the species that depend on them. The United Nations Intergovernmental Panel on Climate Change (IPCC) has concluded that stabilization of greenhouse gases at a concentration of 400-450 parts per million (ppm) CO₂e is required to keep mean global warming below 2° Celsius, which is considered necessary to avoid dangerous impacts of climate change (IPCC 2001). The 2011 GHG concentration in the atmosphere was estimated at 430 ppm (IPCC 2015).

The State of California's Climate Action Team, in its 2010 Biennial Report, discussed the potential impacts of climate change on California's environment. These potential impacts include (Climate Action Team, 2010):

• With some variation, the general trend would be for less precipitation throughout California to the end of the 21st century. Higher temperatures would increase evaporative water loss, and thus produce overall drier conditions.

- The snowpack in the Sierra Nevada, a major source of California's water, would melt earlier. The snowpack would produce less overall runoff, and there would be an increasing trend in floods during the winter months.
- Sea levels would rise, subjecting many coastal areas to inundation, as well as areas near bodies of water affected by tides.
- Some crops (e.g., cherries, cotton, maize, wheat, sunflower) would experience a significant decrease in yields. Other crops (e.g., almonds, tomatoes, rice, alfalfa) would experience no change in yields or even an increase.
- The number and intensity of wildfires is expected to increase, thereby increasing risk to lives and property and contributing to decreased air quality.
- Timber production is expected to decline on a statewide basis, but it may increase in some locations and for some tree species.
- While water deliveries to urban users would generally be maintained, water for agricultural uses and environmental flows may be reduced. Reservoir carryover storage (the amount of water in reservoirs at the end of the dry season) would decline. In response, groundwater pumping in the Sacramento Valley would increase.
- Increases in mean temperature and increased frequency, length and intensity of heat waves would occur, which would negatively affect public health.
- Increases in temperature, combined with the uneven distribution of new residential development across the state, will generate increased electricity demand for cooling, particularly in the Central Valley. However, hydroelectric power generation is expected to decline due to changes in hydrology.
- Air pollution in coming decades is expected to worsen, with an increased potential for high ozone and high particulate matter days. This would also adversely affect public health.

In 2014, the Bureau of Reclamation released a Climate Impact Assessment for the Sacramento and San Joaquin Basins. Among the potential impacts identified in the assessment are a projected earlier seasonal runoff that would lead to a decrease in end-of-September reservoir storage of 2%, and projected lower reservoir levels that would reduce the surface area of reservoirs available for recreation by 17% (U.S. Bureau of Reclamation 2014):

REGULATORY FRAMEWORK

International

Global climate change is a subject of longstanding international dialogue and action, dating from the 1988 establishment of the IPCC to further the understanding of human-induced climate change, its potential impacts, and options for adaptation and mitigation (IPCC 2004). Action on the international level has been limited, as not all countries have been able to agree on a global strategy. In 2015, the Paris Agreement was reached among 196 countries, with each country pledging to take actions to decrease GHG emissions to reach the overall goal of limiting the increase in global temperature to no more than 2° Celsius. Although the United States was a signatory to the Paris Agreement, the current presidential administration recently announced its intention to withdraw from it.

Federal

Unlike the criteria air pollutants described in Chapter 6.0, Air Quality, GHGs have no "attainment" standards established by either the federal or state governments. Nevertheless, the 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).

Although the federal government does not have a comprehensive GHG strategy, it has adopted some GHG emission reduction actions. In coordination with the U.S. Department of Transportation, EPA issued GHG emission and fuel economy standards for passenger vehicles and trucks that are intended to cut 6 billion metric tons of GHG emissions over the lifetimes of vehicles sold in model years 2012-2025. In 2010, the EPA set GHG emissions thresholds to define when permits under the New Source Review Prevention of Significant Deterioration and Title V Operating Permit programs are required for new and existing industrial facilities. In 2013, the EPA proposed standards to cut carbon emissions from new power plants, which were adopted in 2015 (EPA 2015b). However, the EPA under the current presidential administration recently announced its intention to review and possibly revise or rescind these standards. Also, in 2015, the EPA adopted the Clean Power Plan; however, implementation has been stayed by the U.S. Supreme Court, and the EPA recently announced its intention to repeal the Clean Power Plan.

State

California has addressed climate change on its own initiative as early as 1988, when the California Energy Commission was designated as the lead agency for climate change issues. However, the most significant state activities have occurred from 2005 to the present, when various executive orders and State legislation established the current framework for dealing with climate change. Several of these are described below.

Executive Orders S-3-05 and B-30-15

Executive Order S-3-05, signed by Governor Schwarzenegger in 2005, established GHG emission reduction targets for California. Specifically, GHG emissions are to be reduced to the year 2000 level by 2010, the year 1990 level by 2020, and to 80% below the 1990 level by 2050. The desired 2050 GHG emission reduction is consistent with the IPCC objectives for stabilizing global climate change. The 2020 reduction goal set forth by S-3-05 was codified by Assembly Bill (AB) 32, which is described below.

On April 29, 2015, Governor Brown signed Executive Order B-30-15, which advances the goals of Executive Order S-3-05 by establishing a GHG reduction target of 40% below 1990 levels by 2030. The 2030 reduction goal established by B-30-15 was recently codified by Senate Bill (SB) 32, which also is described below. To date, the 2050 reduction goal has not been made State law.

Assembly Bill (AB) 32

AB 32, the Global Warming Solutions Act of 2006, is State legislation that sets goals of reducing GHG emissions to year 2000 levels by 2010 and to year 1990 levels by 2020. These specific goals

are directly related to the Governor's overall objectives established in Executive Order S-3-05. The State's initial planning efforts are oriented toward meeting the legislated 2010 and 2020 goals, while placing the State on a trajectory that will facilitate eventual achievement of the 2050 goal set forth in Executive Order S-3-05. The California Air Resources Board (ARB) has primary responsibility for AB 32 implementation.

ARB adopted a Climate Change Scoping Plan (Scoping Plan) in 2008 with the purpose of meeting the AB 32 targets. The Scoping Plan details the various GHG reduction initiatives that will be undertaken by the State or passed down to local government, and it quantifies the GHG emission reductions associated with each of the initiatives. The 2008 Scoping Plan proposed to reduce GHG emissions from the State's projected 2020 "business-as-usual" emissions by approximately 29%. Under the Scoping Plan, nearly 85% of the GHG reductions would be achieved under a "cap-and-trade" program and "complementary measures," including expansion of energy efficiency programs, increase in the use of renewable energy sources, and low-carbon fuel standards, among others. The remaining 15% would include measures applicable to GHG sources not covered by the cap-and-trade program (ARB 2008).

The cap-and-trade program is the centerpiece of the GHG reduction program set forth in the Scoping Plan. In general, the program sets a "cap" on the total GHG emissions that would be allowed in California, which gradually decreases over time. Allowances for GHG emissions are sold at auction to industrial activities and utilities that emit large quantities of GHGs, which in turn can sell allowances that are unused to other activities that need more allowances (the "trade" component). The cap-and-trade program is set to expire after 2020. The State Legislature is considering an extension of the program to 2030, as part of a strategy to meet GHG reduction targets set by SB 32 (see below).

In May 2014, the ARB approved the First Update to the Scoping Plan. The 2014 Update lays the foundation for establishing a broad framework for continued emission reductions beyond 2020, on the path to the 2050 target set forth in Executive Order S-3-05. It recommends actions in nine sectors: energy, transportation, agriculture, water, waste management, natural and working lands, short-lived climate pollutants, green buildings, and the cap-and-trade program (ARB 2014).

Recently, the ARB released the California Greenhouse Gas Emission Inventory, with data from 2016. As noted above, total state GHG emissions were 429.33 million metric tons CO2e. This total was approximately two million metric tons CO_2e below the 2020 target established by AB 32 (ARB 2018).

<u>Senate Bill (SB) 32</u>

In 2016, the State Legislature passed and Governor Brown signed SB 32. SB 32 extends the GHG reduction goals of AB 32 by requiring statewide GHG emission levels to be 40% below 1990 levels by 2030, in accordance with the target originally established by Executive Order B-30-15. The State has adopted an updated Scoping Plan that sets forth strategies for achieving the SB 32 target. The updated Scoping Plan continues many of the programs that were part of the previous Scoping Plans, including the cap-and-trade program, low-carbon fuel standards, renewable energy, and methane reduction strategies. It also addresses for the first time GHG emissions from the natural and working lands of California, including the agriculture and forestry sectors (ARB 2017). As a result of legislation enacted in July 2017, the cap-and-trade program has been extended from its original expiration in 2020 to 2030.

Local

City of Stockton Climate Action Plan

The City of Stockton adopted a Climate Action Plan (CAP) in 2014, in compliance with a legal settlement related to its adopted General Plan 2035 and associated EIR. 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 GHG emission reduction target of 10% below 2005 GHG emission levels by 2020. To achieve this target, the CAP incorporates a Development Review Process through which development projects document the incorporation of measures that would produce a 29% reduction from 2020 business-as-usual GHG emissions, consistent with the SJVAPCD target. 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 help to reduce total emissions associated with a project by approximately 25% from business-as-usual levels. Development must identify the Best Management Practices that would provide the additional 4% reduction in GHG emissions (City of Stockton 2014).

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Significance Thresholds

According to Appendix G of the CEQA Guidelines, a project may have a significant impact on the environment if it would:

- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, or
- Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.

This EIR conducts its GHG analysis in accordance with CEQA Guidelines Section 15064.4, which states that a lead agency should make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate, or estimate the amount of greenhouse gas emissions resulting from a project. CEQA Guidelines Section 15064.4(b) states that a Lead Agency should consider the following factors, among others, when assessing the significance of impacts from GHG emissions on the environment:

- The extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting.
- Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.
- The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

Impact GHG-1: Project GHG Emissions

The CalEEMod model estimated the total GHG construction and operational emissions associated with the CarMax development and the assumed commercial development on Site 2 (Appendix A). Table 10-1 presents the results of the CalEEMod run.

GHG Emission Type	Unmitigated Emissions	Mitigated Emissions
Construction ¹	521.93	521.93
Operational ²	2,013.14	1,507.11

TABLE 10-1PROJECT GHG EMISSIONS

¹ Total GHG emissions for construction period in metric tons CO₂e.

² Annual emissions in metric tons CO2e.

Source: California Emissions Estimator Model v. 2016.3.1.

Based on results from the CalEEMod run, project construction GHG emissions for CarMax and Site 2 development would be 521.93 metric tons CO₂e for an assumed construction period of one year, a conservative assumption given that there is no current development proposal for Site 2. Neither the State nor SJVAPCD has established significance thresholds for GHG emissions from construction activities or from project operations. However, construction emissions would be limited to a short time period and would cease once work is completed. In addition, implementation of SJVAPCD Regulation VIII and other rules described in Chapter 6.0, Air Quality, is expected to reduce incrementally the amount of GHGs generated by project construction.

Project operational GHG emissions resulting from development of CarMax and Site 2 would be 2,013.14 metric tons CO₂e annually under "unmitigated" conditions (i.e., without implementation of any reduction measures). The CalEEMod run incorporated the following project features and regulations that would reduce GHG emissions into its "mitigated" estimate:

- Installation of sidewalk along currently unimproved frontage per City standards.
- Relative proximity to downtown Stockton.
- Availability of existing public transit service.
- In accordance with SBX7-7, new development would implement water conservation measures that lead to a 20% reduction in indoor and outdoor water use.
- In accordance with AB 341, new commercial development would divert 75% of its solid waste stream through recycling and other measures.

With incorporation of these measures, estimated operational GHG emissions would be reduced to an estimated 1,507.11 metric tons CO_2e annually, an approximately 25% reduction in GHG emissions from unmitigated levels. This exceeds the 4% reduction in operational GHG emissions the Stockton CAP requires to meet the 29% reduction goal called out in both the State's and SJVAPCD's plans. Based on this, the GHG impacts of the project are considered less than significant.

Level of Significance: Less than significant

Mitigation Measures: None required

Impact GHG-2: Consistency with Applicable Plans and Policies

As previously noted, when project features and regulations are incorporated, estimated operational GHG emissions would be reduced to an estimated 1,507 metric tons CO_2e annually, an approximately 25% reduction in GHG emissions from unmitigated levels. This exceeds the 4% reduction in operational GHG emissions the Stockton CAP requires to meet the 29% reduction goal called out in both the State's and SJVAPCD's plans. The project would be consistent with applicable GHG plans and policies. Impacts would be less than significant.

Level of Significance: Less than significant

Mitigation Measures: None required

11.0 HAZARDS AND HAZARDOUS MATERIALS

ENVIRONMENTAL SETTING

This chapter focuses on hazards associated with hazardous materials, proximity to airports, and wildfires. Geologic and soil hazards are addressed in Chapter 9.0, Geology and Soils, and potential flooding hazards are addressed in Chapter 12.0, Hydrology and Water Quality. Most of the information for this chapter was provided by a Phase I Environmental Site Assessment (ESA) conducted by Terracon Consultants, Inc. (2015), available in Appendix G of this EIR.

Hazardous Materials

The Phase I ESA found remnants of a former walnut orchard, a fig tree, grape vine, abandoned agricultural well, and a minor amount of fill dirt on the CarMax site. A pad-mounted transformer was observed at the northwestern corner of the site. Minor amounts of trash and debris was observed at the southwestern corner of the site and along the western border. A Phase I ESA of Site 2 has not been conducted; however, conditions on Site 2 closely resemble those of the CarMax site, and a site inspection did not reveal any evidence of site contamination or past uses that would indicate high potential for site contamination.

Review of historical aerial photographs indicated the site was developed with row crops and orchards from the late 1930s through the mid-2000s. These historic agricultural uses of the site have included activities that likely included the use of pesticides and herbicides. Some agricultural chemical residues may persist in the environment. However, indications of pesticide and/or herbicide misuse or vegetative stress were not observed on the site.

Data on hazardous waste and hazardous material use and transportation sites are kept in the GeoTracker database, maintained by the State Water Resources Control Board (SWRCB), and in the EnviroStor database, maintained by the California Department of Toxic Substances Control (DTSC). GeoTracker and EnviroStor map the locations and provide the names and addresses of hazardous material sites, along with their contamination history and cleanup status. A search of the EnviroStor database indicated no record of active hazardous material sites at or near the project site. EnviroStor contained the record of one DTSC-mandated school investigation of soil contamination at 6000 Holman Road, approximately 0.5 miles southwest of the project site. This investigation was closed as of 2002 (DTSC 2017). A search of the GeoTracker database indicated five closed leaking underground storage tank sites within one mile of the project. All of these were cleaned up and the cases were closed before 2011. One leaking tank site, approximately 0.5 miles east of the project site, is a now-closed gas station located at 6100 Highway 99 Frontage Road. This site is under remediation for potential drinking water contamination by gasoline. The wells supplying adjoining sites were destroyed and reinstalled in 2008, after which site monitoring resumed (SWRCB 2017; Case #T0607700319).

A list of solid waste disposal sites identified by SWRCB that exhibit waste constituent levels outside the waste management unit as being above hazardous waste screening criteria did not contain any locations within the project vicinity (CalEPA 2016a). Likewise, a list by SWRCB

containing sites under Cease and Desist Orders and Cleanup and Abatement Orders showed no locations near the project (CalEPA 2016b).

Airport and Airstrip Hazards

Development near airports and airstrips is potentially subject to hazards resulting from problems with aircraft arrivals and departures. In general, development that concentrates residents and employees near airports and airstrips is discouraged. There are no public airports or private airstrips near the project site. The closest public airport – Stockton Metropolitan Airport - is approximately nine miles south of the project site.

Wildfire Hazards

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 2016b). The project site is not within designated wildland fire risk areas.

REGULATORY FRAMEWORK

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, under the authority of the Hazardous Materials Transportation Act, sets regulations for the transport of hazardous materials.

Several state agencies regulate the transportation and use of hazardous materials to minimize potential risks to public health and safety, 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 Department of Toxic Substances Control has primary authority to enforce hazardous materials regulations. State hazardous waste regulations are contained primarily in Title 22 of the California Code of Regulations. The Aboveground Petroleum Storage Act, originally adopted in 1989, regulates facilities with aggregate aboveground petroleum storage capacities of 1,320 gallons or more, which include aboveground storage containers or tanks with petroleum storage capacities of 55 gallons or greater.

On the local level, the San Joaquin County Environmental Health Department was approved by the State as the Certified Unified Program Agency (CUPA) for the County. The 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 programs.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Significance Thresholds

According to Appendix G of the CEQA Guidelines, a project may have a significant impact on the environment if it would:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials,
- 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,
- Emit hazardous emissions or handle hazardous or acutely hazardous materials within one-quarter mile of an existing or proposed school,
- Be located on a site included on a list of hazardous material sites compiled pursuant to Government Code §65962.5, and as a result create a significant hazard to the public or the environment,
- For a project located within an airport land use plan or within two miles of a public or public airport if no plan has been adopted, result in a safety hazard for people residing or working in the project area,
- For a project within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area,
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, or
- 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.

Impact HAZ-1: Hazardous Material Transportation, Use, and Storage

The project would involve the transportation and storage of gasoline for fueling cars to be sold on site. Gasoline is flammable and contains toxic substances such as benzene. Fuel transportation would be subject to federal tank, placard, and shipment documentation and reporting requirements. Fuel would be stored in an aboveground tank with a capacity of 4,000 gallons, the installation and operation of which would be subject to State aboveground tank standards described in the Aboveground Petroleum Storage Act, which are implemented by the local CUPA. The project also would be required to submit a Hazardous Material Business Plan that addresses the on-site use and storage of fuels. Proposed fuel dispensing equipment would be subject to applicable vapor recovery and other requirements of the SJVAPCD, as described in Chapter 6.0, Air Quality.

Aspects of operations in the CarMax automobile service center would sometimes require the storage, transport, use, and disposal of other hazardous materials, such as waste oil and solvents. Additional but unknown hazardous materials usage could be expected in conjunction with

development of Site 2. The amounts of hazardous materials stored and used are expected to be limited, although the type of development that would take place on this site has yet to be determined. Project site activities that would transport, use, or store hazardous materials would be required to do so in compliance with applicable local, state, and federal regulations. Compliance with existing hazardous material regulations would reduce impacts related to routine transport, use, and storage of hazardous materials to a level that would be less than significant.

Level of Significance: Less than significant

Mitigation Measures: None required

Impact HAZ-2: Hazardous Material Releases

Construction activities on the project site may involve the use of hazardous materials such as fuels and solvents, and thus create a potential for hazardous material spills. Construction and maintenance vehicles would transport and use fuels in ordinary quantities. Fuel spills, if any occur, would be minimal and would not typically have significant adverse effects. Potential hazardous materials spills during construction are addressed in the required Storm Water Pollution Prevention Plan, described in Chapter 12.0, Hydrology and Water Quality. In accordance with SWPPP requirements, contractors have absorbent materials at construction sites to clean up minor spills. Other substances used in the construction process would be stored in approved containers and used in relatively small quantities, in accordance with the manufacturers' recommendations and/or applicable regulations.

As noted, the CarMax project would involve the transportation and storage of gasoline, and dispensing would involve potential for release of fuel vapors to the air. Fuel dispensing equipment would be subject to applicable vapor recovery and other related requirements of the SJVAPCD as needed to protect public health.

Transportation of fuels to the project site by tanker trucks would involve potential for hazardous materials spills. 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. The project would not result in a significant increase in hazards.

Hazardous materials transportation and storage on either of the development sites would be subject to federal, state and local regulations that would prevent release of hazardous materials to the soil and/or groundwater and the creation of new hazardous material or waste sites. These requirements would include registration in the California Environmental Reporting System and preparation and implementation of a Hazardous Materials Business Plan. The project would have a less-than-significant impact related to hazardous material sites.

As previously noted, a project may have significant impacts if it would emit hazardous emissions or handle hazardous or acutely hazardous materials within one-quarter mile of an existing or proposed school. There are no schools within one-quarter mile of the project site; the nearest school is Cesar Chavez High School, approximately 0.4 miles to the southwest. As noted above, hazardous materials to be stored or used at the fueling station are subject to regulations on their transport and storage. Overall, project impacts related to hazardous material releases would be less than significant. Level of Significance: Less than significant

Mitigation Measures: None required

Impact HAZ-3: Hazardous Material Sites

Indications of pesticide and/or herbicide misuse or vegetative stress were not observed on the site by the prepares of the Phase I ESA. As previously noted, a search of the GeoTracker and EnviroStor databases identified one active leaking underground storage tank material site approximately 0.5 miles east of the project site. The impact of this hazard was limited to adjoining parcels, and the Phase I ESA did not identify any issues associated with the leaking tank site that affected the project site. The CarMax project site and likely future Site 2 development would be largely covered with buildings and pavement and served with potable water from the City system. Since no groundwater would be used by the project, groundwater contamination originating at the gas station site would not affect the project site. As noted in Chapter 9.0, Geology and Soils, the groundwater level at the project site is more than 50 feet below the ground surface, so construction activities are unlikely to expose workers to any potential contamination. Project impacts related to hazardous material sites would be less than significant.

Level of Significance: Less than significant

Mitigation Measures: None required

Impact HAZ-4: Airport and Airstrip Hazards

As previously noted, there are no public airports or private airstrips in the project vicinity. The project would have no impact related to airport and airstrip hazards.

Level of Significance: No impact

Mitigation Measures: None required

Impact HAZ-5: Interference with Emergency Vehicle Access and Evacuations

Hammer Lane, one of the main east-west streets in Stockton, is used frequently by emergency vehicles. Although not specifically designated as such on emergency plans, it is expected that Hammer Lane would be used as an evacuation route if necessary. Project construction work on Hammer Lane could potentially interfere with emergency vehicle access and evacuations.

Project construction work would mostly occur on the site, with work on adjacent roads limited to roadway frontage improvements and connection to utility lines. Such work is not expected to require closure or any major restriction on public use of the roads, so project construction is not expected to substantially obstruct emergency vehicles or any evacuation activity that may be required in the vicinity. Once construction work is completed, the project would not obstruct any roadways. Project impacts on emergency vehicle access or emergency evacuation plans would be less than significant.

Level of Significance: Less than significant

Mitigation Measures: None required

Impact HAZ-6: Wildfire Hazards

The project site currently is vacant land that had been previously used for agricultural activities. However, it is within a mostly urbanized area and is surrounded by existing urban development, which has a low wildfire hazard. The project would reduce any existing wildland fire hazard by replacing the existing grasses and weeds with buildings and pavement. Once annexation is approved, fire protection services for the project site would become the responsibility of the Stockton Fire Department, which can provide service from nearby stations (see Chapter 17.0, Public Services and Recreation). Project impacts related to wildfires would be less than significant.

Level of Significance: Less than significant

Mitigation Measures: None required

12.0 HYDROLOGY AND WATER QUALITY

ENVIRONMENTAL SETTING

Surface Waters

The project site is located approximately six miles east of the boundary of the Sacramento-San Joaquin Delta as defined by statute. The Sacramento-San Joaquin Delta is a 600-square-mile area of waterways and islands of reclaimed land at the confluence of the Sacramento and San Joaquin Rivers. The Delta receives runoff from a watershed that covers approximately 45 percent of the State's land area, including flows from the Sacramento, San Joaquin, Mokelumne, and Cosumnes Rivers (Lund et al. 2007). Portions of the Stockton area are within the legally defined boundaries of the Delta, but the project site is not.

There are no streams or other surface waters on or adjacent to the project site. The nearest stream is Mosher Slough, a channelized stream more than one mile northwest of the project site. Because of the relatively flat topography of the area and historical agricultural activities, drainage patterns in the area have been extensively modified. Natural streams in the Stockton area have been modified and are confined within levee systems. Minor drainage features have been largely eliminated or replaced by man-made surface and underground drainage systems.

The project site is north of the Calaveras River and is within the Calaveras River watershed, which is in portions of Calaveras, Stanislaus, and San Joaquin Counties. The Calaveras River is tributary to the San Joaquin River and drains a watershed area of 470 square miles above the foothill line. Flow in the Calaveras River is primarily derived from rainfall with almost no contribution by snowmelt. The unimpaired flow of the Calaveras River is greatest during the months of December, January, February, and March. After these wet months, the unimpaired flow reduces rapidly during April, May and June, and almost ceases during the months of August, September, and October. Near Bellota, the Calaveras River bifurcates into Mormon Slough and what is known as the Old Calaveras River channel; the Old Calaveras River is the traditional course of the river and is the water feature that is nearest to the project site. The diversion operation at Bellota typically provides flow to the Calaveras River only for irrigation and groundwater recharge needs; these flows are typically diverted from instream pools formed by seasonal flashboard dams installed at fixed locations along the river.

Groundwater

The project site is within the Eastern San Joaquin County groundwater subbasin. The groundwater in the project vicinity generally follows the surface topography, gradually sloping from east to west. As noted in Chapter 9.0, Geology and Soils, groundwater levels at the project site is deep, approximately 50 feet below the ground surface. Groundwater levels can be influenced by subsurface groundwater flow from areas of higher elevation to the east and by local irrigation practices.

Groundwater in the San Joaquin County area moves from sources of recharge to areas of discharge. The project site is not in an area of substantial groundwater recharge. Most recharge to the aquifer system occurs from the Delta and along active stream channels where extensive sand and gravel deposits exist. Consequently, the highest groundwater elevations typically occur near the Delta, the Stanislaus River, and the San Joaquin River. Other sources of recharge within the project area include subsurface recharge from fractured geologic formations to the east, as well as deep percolation from applied surface water and precipitation (City of Stockton 2006).

Historically, combined annual groundwater pumping for municipal and agricultural uses in the Stockton area has exceeded the safe yield of the basin and has caused a lowering of the ground water level (Leedshill-Herkenhoff, 1985). In more recent years, the groundwater basin underlying the Stockton Metropolitan Area has recovered, is stabilized and is operating within a manageable range.

Groundwater has historically been an important source of domestic water in the Stockton area, but currently supplies only 25% of the City's water. A significant portion of water consumed in Stockton now comes from surface water supplied by the Stockton East Water District (SEWD) during years of normal or greater rainfall. The SEWD surface water supply has been augmented with the completion of the City's Delta Water Supply Project, which provides additional surface water supply to the Stockton system. Chapter 20.0, Utilities and Service Systems, discusses water supplies in more detail.

Water Quality

The Regional Water Quality Control Board (RWQCB) has prepared a list under Clean Water Act Section 303(d) that identifies surface waters in the Stockton area that are considered impaired in water quality, along with the pollutants responsible for the impairment. Pesticides are the most common pollutant identified in local waters (RWQCB 2014).

Although there is concern regarding the deterioration of quality due to the intrusion of lower-quality water into the basin, the City's groundwater is generally of good quality, with iron and manganese sequestering and chlorination being the only treatment required. Iron and manganese sequestering is utilized only at a few wells that exceed the secondary contaminant levels for those constituents. Water from all wells is chlorinated prior to distribution to customers.

Flooding

According to the Flood Insurance Rate Maps prepared by the Federal Emergency Management Agency (FEMA), the project site lies within an area classified as Zone X (Figure 12-1). Zone X denotes areas outside the 100-year floodplain, but within the 500-year floodplain (FEMA 2009). Based on information provided by the San Joaquin County Public Works Department, the project site would not be subject to a 200-year flood at a depth of 3 feet or greater (SJCPWD 2016), which is the standard for flood protection under SB 5 and companion bills (see below).

The proposed project site, along with most of the Stockton area, is exposed to potential flooding from catastrophic failure of large dams located in the foothill areas to the east of the City. According to a dam failure plan prepared by the County Office of Emergency Services, the project site is potentially subject to inundation from failure of Camanche Dam, the south dikes of Camanche Reservoir, Pardee Dam, and Salt Springs Dam (San Joaquin County OES 2003). The

risk of failure of these facilities has been judged to be low, because the likelihood of dam failure is low (City of Stockton 2007).

As previously noted, natural streams in the Stockton area have been modified and are confined within levee systems. The Calaveras River south of the project site is contained within levees that are managed and maintained by the San Joaquin County Flood Control and Water Conservation District. The existing levee system was improved in the late 1990s by the San Joaquin Area Flood Control Agency. These levee improvements were designed to provide adequate hydraulic capacity to accommodate storm drainage from planned urban development as defined in the Stockton General Plan 2035. The Calaveras River levees have been certified for 100-year flood protection.

REGULATORY FRAMEWORK

Water Quality Control Plan

Surface water quality in the Central Valley is managed by the Central Valley 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 RWQCB has determined that the quality of these waters does not fully support all 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.

National Pollutant Discharge Elimination System

The SWRCB has the responsibility under the federal Clean Water Act through the National Pollutant Discharge Elimination System (NPDES) for the regulation of storm water quality. SWRCB has adopted general permits for construction activity and industrial and commercial use. The Construction General Permit covers all construction activities that disturb at least one acre of soil.

As noted in Chapter 9.0, Geology and Soils, discharges subject to the Construction General Permit must develop and implement a SWPPP, which includes a site map and description of construction activities and identifies the Best Management Practices (BMPs) that will be employed to prevent soil erosion and discharge of other construction-related pollutants that could contaminate nearby water resources. A monitoring program is generally required to ensure that BMPs are implemented according to the SWPPP and are effective at controlling discharges of stormwater-related pollutants. Modifications to the Construction General Permit in 2010 established BMP and monitoring requirements through a "risk-based" approach; that is, construction activities would be assessed for the risk that erosion and sedimentation generated by the activity would pose to water quality in the area, based on potential rainfall likelihood and intensity and on the sensitivity of waters receiving runoff from the construction site.

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. Program elements most applicable to land development include construction storm water discharge requirements and, the incorporation of post-construction BMPs in new development. The SWMP includes additional controls on the operation of industrial and commercial businesses. The requirements of the SWMP are enforced primarily through the City's Phase 1 Storm Water NPDES permit, issued by the RWQCB, Central Valley Region (Order No. R5-2002-0181).

SB 5 Bills

In 2007, the State of California approved SB 5 and a series of related Senate and Assembly bills intended to set new flood protection standards for urban areas. This group of bills, referred to collectively in this document as "the SB 5 Bills," establish the State standard for flood protection in urban areas as protection from the 200-year frequency flood. Under the SB 5 Bills, urban and urbanizing areas must be provided with 200-year flood protection no later than 2025. The California Department of Water Resources has drafted 200-year floodplain maps for areas along the San Joaquin River and the Tuolumne River.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Significance Thresholds

According to Appendix G of the CEQA Guidelines, a project may have a significant impact on the environment if it would:

- Violate any water quality standards or waste discharge requirements, or otherwise substantially degrade water quality,
- 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,
- Substantially alter the existing drainage pattern of the 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,
- Substantially alter the existing drainage pattern of the 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,
- Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff,

- Place housing within a 100-year floodplain as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map,
- Place within a 100-year flood hazard area structures which would impede or redirect flood flows,
- Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a dam or levee, or
- Inundation by seiche, tsunami, or mudflow.

Impact HYDRO-1: Surface Water Resources and Quality

As previously noted, there are no surface water resources on the site or in the project vicinity. Therefore, the project would not directly affect surface waters. However, as noted in Chapter 9.0, Geology and Soils, construction activities could loosen soils, which could be transported off-site by runoff and could eventually enter surface waters. This is considered a potentially significant impact.

As previously described, 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 which are met by the development and implementation of an SWPPP, as discussed above, including risk-based monitoring requirements, and the incorporation of post-construction BMPs in new development.

Post-construction BMP requirements are contained by City ordinances that require compliance with the City's adopted Storm Water Quality Control Criteria Plan (SWQCCP). The SWQCCP identifies a range of post-construction BMPs that must be incorporated into development plans. BMPs include provisions for control of storm water volumes such that peak existing discharges are not exceeded. Volume control can be achieved through a combination of low-impact development and specific volume control measures. Proposed development of the CarMax site and future development of Site 2 would be required to conform to the applicable requirements.

BMPs that provide water quality treatment and volume control for runoff from building, paving and other development include vegetated buffer strips and swales, detention basins, vaults and wetlands, and various filtration and infiltration structures and devices. The proposed project includes proposed stormwater treatment and detention systems along the perimeter areas of the site. These measures will be further specified during the design and approval phases of the project. Developers are required to enter into an agreement for maintenance of the post-construction BMPs.

Project development would have a potentially significant impact on surface water quality. However, 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.

Level of Significance: Potentially significant

Mitigation Measures:

HYDRO-1: The developer shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) for the project and file a Notice of Intent 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 developer shall incorporate an Erosion Control Plan consistent with all applicable provisions of the SWPPP within the site development plans. The developer shall submit the SWRCB Waste Discharger's Identification Number to the City prior to approval of development or grading plans.

- HYDRO-2: The developer shall submit storm water management plans for the project that shall include construction erosion and sedimentation controls as well as post-construction Best Management Practices as required by Title 13 of the Stockton/San Joaquin SWQCCP. The project SWQCCP will be subject to the review and approval of the Stockton Municipal Utilities Department.
- HYDRO-3: The developer shall execute a Maintenance Agreement with the City for stormwater BMPs prior to receiving a Certificate of Occupancy. The developer 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-4: The developer shall comply with all requirements of, and pay all associated fees as required by, the City's Storm Water Management Program as set forth in its NPDES Storm Water Permit.

Significance After Mitigation: Less than significant

Impact HYDRO-2: Groundwater Resources

The project would not draw directly from groundwater but would be connected to the City's water system. The City's water supply relies in part on groundwater, though it is no longer the primary source of water. The potential water demands of the proposed CarMax development and future development of Site 2 are accounted for and anticipated in the City's water supply planning.

Development of the project would replace existing vacant land with urban development, including buildings and pavement. This would reduce the amount of precipitation that would otherwise percolate into the ground, thereby reducing groundwater recharge. Given the acreage of the project site compared to the subbasin, 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.

Level of Significance: Less than significant

Mitigation Measures: None required

Impact HYDRO-3: Drainage Patterns and Runoff

Proposed and potential future commercial development of the site 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.

Storm drainage from the CarMax site would flow to vegetated bioretention swales located along the perimeter of the site, which would promote storm water quality and contribute to groundwater recharge. The swales would be engineered to provide required storm water detention, filtration through an 18-inch soil layer and collection in a gravel layer and perforated pipe system, which will flow to an existing City 42-inch diameter storm drain along the Hammer Lane frontage. Storm drainage from Maranatha Drive will be collected to a buried 48-inch diameter detention pipe, which would discharge to proposed storm drain lines in Maranatha Drive and existing City lines in Hammer Lane. Project impacts on drainage and runoff would be less than significant.

Level of Significance: Less than significant

Mitigation Measures: None required

Impact HYDRO-4: Flood Hazards

The project site is in FEMA Zone X, which is outside the 100-year floodplain. The project would not introduce housing, which is not part of the project in any case, or other structures into the 100-year floodplain. The project is within the 200-year floodplain, which is more extensive than the 100-year floodplain. According to the County 200-year floodplain mapping, the project site would not be subject to 200-year flooding greater than 3 feet in depth, which would be consistent with required SB 5 findings related to 200-year flooding.

The project site is subject to potential inundation from failure of dams and dikes associated with foothill water storage reservoirs as well as levees confining the flows of project area streams. The probability of failure of these facilities is low at a given time, and these facilities are subject to maintenance, inspection and improvement as required to address predicted flows and flooding potential. Project impacts related to flooding are considered less than significant.

Level of Significance: Less than significant

Mitigation Measures: None required

Impact HYDRO-5: Seiche, Tsunami, and Mudflow Hazards

The project site is in a topographically flat area distant 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.

Level of Significance: No impact

Mitigation Measures: None required



BaseCamp Environmental

Figure 12-1 FLOOD HAZARD AREA

13.0 LAND USE AND PLANNING

ENVIRONMENTAL SETTING

The project site is vacant and located in unincorporated San Joaquin County, adjacent to an existing commercial area in the City of Stockton. Land uses surrounding the project site consist of undeveloped land, orchards, retail development, an auto dealership and a residential subdivision. The project site fronts on Hammer Lane to the north, which is an east-west arterial street that runs from Interstate 5 to SR 99. East of Pacific Avenue, most of the Hammer Lane frontage is developed in commercial uses, including several shopping centers, with extensive parking areas located along the street frontage. Land uses along Hammer Lane include approximately nine individual car dealerships as well as access to the Stockton Auto Mall from Holman Road, just 0.4 miles west of the site; the Stockton Auto Mall consists of approximately eight additional car dealerships and backlots.

Immediately north of the project site and Hammer Lane is vacant land that is zoned Commercial, Auto and Commercial, General. To the northeast is an existing housing development developed and zoned for low-density residential development; existing residences in this area back up to Hammer Lane and Maranatha Drive and are separated from these streets by a noise barrier wall. South of Hammer Lane, the site and adjacent lands are presently in the jurisdiction of San Joaquin County. Unincorporated lands to the east and south of the project site are largely vacant. Lands east of Maranatha Drive include a vacant parcel proposed for commercial development in the County. Potential cumulative impacts of the development of the proposed project combined with commercial development in the unincorporated area are addressed in Chapter 21.0, Cumulative Impacts. Land further east is occupied by two land uses: a small church and a school managed by the San Joaquin County Office of Education.

REGULATORY FRAMEWORK

City of Stockton General Plan

The City of Stockton General Plan, adopted in 2007, provides a guide to development within the City limits and lands outside the City but within the Planning Area to the year 2035. The project site is outside the City limits, but it is within the Planning Area of the Stockton General Plan. The Stockton General Plan designates the site for Commercial development (Figure 13-1). Adjoining incorporated lands are also designated and zoned for Commercial use. The City's existing General Plan designation of Commercial extends east of the site to and beyond SR 99.

The City of Stockton is currently updating its General Plan. The updated General Plan would replace the existing General Plan, providing concepts for long-term planning through 2040. The draft updated General Plan, currently in public review, proposes a shift in development from the City's periphery to "infill" areas. The proposed updated General Plan does not change the existing land use designation on the project site; it would remain designated as Commercial.

San Joaquin County General Plan

Like the Stockton General Plan, the County General Plan provides a guide to development, in this case for the unincorporated lands of the County. The San Joaquin County General Plan designates the site and unincorporated lands immediately surrounding the site as Low-Density Residential. Lands within the City spheres of influence are typically so-designated; the cities have more site-specific plans for planned urbanization in these areas, such as the City's Commercial designation applied to the project site and vicinity.

City of Stockton Development Code

As with the County Development Code, the City of Stockton Development Code (Stockton Municipal Code Title 16) establishes zoning districts and development standards for each district, along with more generalized standards. The City of Stockton does not presently zone the project site; the site is proposed to be pre-zoned in conjunction with the project, in anticipation of its annexation to the City.

San Joaquin County Development Code

The San Joaquin County Development Code (San Joaquin County Code Title 9) applies to lands in unincorporated San Joaquin County, and establish allowable land uses and other specific development regulations in each district, including height of structures, yards, and infrastructure standards. The project site is currently under the jurisdiction of San Joaquin County and is zoned by the County AU-20 (Agriculture-Urban Reserve, 20-acre minimum parcel size) (Figure 13-2).

In 2016, San Joaquin County had approved re-designation and re-zoning of the CarMax site, Site 2, the Maranatha Drive right-of-way and the proposed AM/PM site east of Maranatha Drive for commercial use. The County approval was, however, challenged, and the challenge was upheld by the Third District Court of Appeals in March 2018, restoring the residential General Plan designation and agricultural zoning described above.

San Joaquin Local Agency Formation Commission

The San Joaquin Local Agency Formation Commission (LAFCO) reviews annexations and other boundary changes for cities and special districts within San Joaquin County; as such, it would review the proposed annexation of the project site. As an agency with approval authority over the proposed annexation, LAFCO is a responsible agency under CEQA.

LAFCO's review encompasses the consistency of the project with State statutes and policies, particularly the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000, as well as its own adopted policies. In determining the appropriateness of a proposed annexation, key considerations of LAFCO include if the project would constitute a logical expansion of a city boundary and if a proposed annexation area would be provided with public utilities and services in an efficient manner. LAFCO's policies with respect to proposed annexations are specified in its Change of Organization Policies and Procedures, adopted in 2007 and subsequently amended. Some of these policies revolve around changes in Spheres of Influence; the project site is within the City of Stockton's existing Sphere of Influence.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Significance Thresholds

According to Appendix G of the CEQA Guidelines, a project may have a significant impact on the environment if it would:

- Physically divide an established community, or
- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect.

CEQA Guidelines Appendix G also states that a project would have significant land use impacts if it conflicts with any applicable habitat conservation plan or natural community conservation plan. Chapter 7.0, Biological Resources, discusses impacts related to habitat conservation plans, so they are not analyzed in this chapter.

Impact LU-1: Division of Communities

Development of the CarMax dealership and Site 2 would be consistent with the City's existing Commercial general plan designations, the proposed pre-zoning and existing and planned land uses to the north and west. Future development of Site 2 would also be compatible with existing and planned commercial use of the area, as well as planned urban development of lands to the south of the site as described in the Stockton General Plan. Additional commercial development can be expected east and south of the site, consistent with the existing City general plan designations for the area. The County is currently considering a development application for commercial development immediately east of Maranatha Drive.

The area surrounding the project site is a combination of vacant parcels, agricultural uses, and residential and commercial development along Hammer Lane and Maranatha Drive. The pattern of development, or lack thereof, in the area does not constitute a community that could be divided by the project. The proposed project would not separate any similar land uses from one another, and it would not divide any established community. The project would have no impact on this issue.

Level of Significance: No impact

Mitigation Measures: None required

Impact LU-2: Conflict with Applicable Plans, Policies, and Regulations

The project site abuts the City of Stockton and is proposed to be annexed to the City of Stockton. Once the site is annexed, it would be subject to the City's land use plans and ordinances. The project site is proposed to be pre-zoned for commercial use, and the pre-zoning would take effect upon annexation of the project site. The Commercial pre-zoning would be consistent with the current Stockton General Plan designation of Commercial for the project site. County land use designations and zoning would become inapplicable upon annexation of the project site to the City. It is not expected that the proposed annexation and pre-zoning would significantly conflict with Stockton General Plan policies and ordinances designed to protect the environment. This EIR analyzes the potential environmental effects of the project, including potential conflicts with local environmental policies and ordinances. For issues where there could be potential conflict with local polices and ordinances, the EIR identifies mitigation measures to avoid or minimize any potentially significant environmental effects that are identified with the proposed commercial development. No significant and unavoidable environmental effects have been identified.

The San Joaquin LAFCO has set forth policies with which proposed annexations must be consistent. One of these policies states that development of existing vacant or non-prime agricultural lands for urban uses within the existing jurisdiction or within the sphere of influence should be encouraged before any proposal is approved which would allow for or lead to the development of existing open space lands for non-open space uses which are outside of the existing jurisdiction of the local agency or outside of the existing sphere of influence of the local agency. As noted in Chapter 5.0, Agricultural Resources, the project site is classified as Farmland of Local Importance, which is not covered by the City's Agricultural Lands Mitigation Program. In addition, as noted, the project site is within the City's sphere of influence. The project would not conflict with the LAFCO policy addressing agricultural land conversions. Overall, project impacts in this area of concern would be less than significant.

Level of Significance: Less than significant

Mitigation Measures: None required


SOURCE: City of Stockton



Figure 13-1 GENERAL PLAN MAP



SOURCE: San Joaquin County



Figure 13-2 COUNTY ZONING

14.0 MINERAL RESOURCES

ENVIRONMENTAL SETTING

As described in Chapter 9.0, Geology and Soils, the project site is within the Great Valley geomorphic province. Mineral resources within San Joaquin County are primarily sand, gravel, and other construction material deposits in the alluvial portion of the valley floor. Sand and gravel deposits have been identified along the Stanislaus River in San Joaquin County (DMG 1977). Portland cement concrete aggregate deposits also have been identified within San Joaquin County, but none are located on the project site (DMG 1988).

Oil and natural gas deposits have been identified throughout the Central Valley, although most of the deposits in the Stockton area are of natural gas. The project site does not contain oil or natural gas fields. The nearest such field is the Stockton natural gas field, which has been abandoned. The nearest active field is the French Camp natural gas field south of Stockton (DOGGR 2001).

REGULATORY FRAMEWORK

Surface Mining and Reclamation Act

As mandated by the Surface Mining and Reclamation Act, the California Geological Survey has classified mineral resource development potential of lands in counties into an appropriate Mineral Resource Zone (MRZ), in accordance with the California Mineral Land Classification System. Local agencies are required to use this information when developing land use plans and when making land use decisions. The MRZ classifications include:

MRZ-1 - Areas of No Mineral Resource Significance

MRZ-2 - Areas of Identified Mineral Resource Significance

MRZ-3 - Areas of Undetermined Mineral Resource Significance

MRZ-4 - Areas of Unknown Mineral Resource Significance

The Mineral Land Classification Map, prepared by the California Division of Mines and Geology, designates the project site and surrounding lands as MRZ-1. An MRZ-1 designation in the Stockton-Lodi region indicates that the soils contain excessive amounts of clay, silt or other deleterious material for use as Portland cement concrete-grade aggregate (DMG 1988). Neither the City of Stockton nor San Joaquin County General Plans has identified any mineral resources on or near the project site.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Significance Thresholds

According to Appendix G of the CEQA Guidelines, a project may have a significant impact on the environment if it would:

- a) Result in the loss of availability of a known mineral resource that would be of value to the region and residents of the state, or
- 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.

Impact MIN-1: Access to Mineral Resources

There are no identified mineral, petroleum or natural gas resource areas on the project site, nor are there any active mining operations or petroleum product development on or near 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.

Level of Significance: No impact

Mitigation Measures: None required

15.0 NOISE

ENVIRONMENTAL SETTING

Noise Background

Noise is "unwanted sound," or sound that is annoying and/or harmful due to its loudness, pitch, or duration. Adverse effects of noise include annoyance, sleep and speech interference, and hearing loss. Noise analysis criteria are related to both annoyance and environmental health. There are two types of noise impacts: exposure of existing sensitive receptors to noise levels in excess of adopted standards, and placement of new sensitive receptors in areas where they would be exposed to noise levels in excess of the standards. Exposure of existing receptors to significant noise can result from construction activities near existing residences, traffic increases, or other changes in noise sources.

To provide a manageable way to measure sound, the decibel (dB) scale was devised. The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. Within the usual range of environmental noise levels, perception of loudness is relatively predictable, and can be approximated by the A-weighting network. There is a strong correlation between A-weighted decibels (dBA) and the way the human ear perceives noise.

Community noise is commonly described in terms of the "ambient" noise level, defined as the allencompassing noise level associated with a given noise environment. A common statistical tool to measure the ambient noise level is the equivalent sound level (L_{eq}), which corresponds to a steadystate, A-weighted 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 is the foundation for other composite noise descriptors such as the Day-Night Average Level (L_{dn}) and the Community Noise Equivalent Level (CNEL). The L_{dn} is based upon the average hourly L_{eq} over a 24-hour day, with a +10-dB weighting applied to noise during the hours between 10:00 p.m. and 7:00 a.m. to account for greater sensitivity during that period. The CNEL is the same as the L_{dn} , with an additional +5-dB weighting applied to noise during the hours between 7:00 p.m. and 10:00 p.m.

Noise levels in developed areas are primarily a function of human, and especially mechanical, activity, and the intensity, duration and frequency of that activity. Noise levels also vary by distance from a noise source. The noise level at a given distance from a source can be estimated using the Inverse Square Law of Noise Propagation. Essentially, this law states that noise decreases by 6 dBA with every doubling of distance from a source (Harris 1991). Thus, the noise level 50 feet from a source decreases by 6 dBA at 100 feet, and by 6 dBA again at 200 feet.

Existing Conditions

Ambient noise levels and traffic noise data are drawn from the Stockton General Plan Noise Element and the General Plan EIR. Information for the analysis of CarMax noise impacts generated by proposed on-site equipment, such as a car wash and vacuums in the staging area, is provided in part by a noise study for a similar CarMax project constructed in the City of Pleasanton in 2015, available in Appendix H of this EIR.

Traffic on Hammer Lane is the most significant noise source in the project vicinity. According to the recently released Draft EIR for the Stockton General Plan Update, traffic noise levels along the project site segment of Hammer Lane were estimated to reach 70 dB within 99 feet of the Hammer Lane centerline, 65 dB within 213 feet of the centerline and 60 dB within 458 feet of the centerline (City of Stockton 2018b). Existing land use along Hammer Lane is predominantly commercial west of the project and residential in the areas immediately east. The residential neighborhood nearest to the project site, which is located east of Maranatha Drive, is surrounded by a six-foot masonry wall.

Other than traffic, there are no other significant noise sources near the project site. Surrounding lands are largely vacant, and an existing residential area northeast of the site is not a substantial noise contributor. The existing commercial use of Home Depot to the west of the CarMax site is also not a major noise contributor. Occasional loading and unloading of building materials occurs in this area.

REGULATORY FRAMEWORK

California Office of Noise Control

Guidelines for the acceptability of noise have been developed by the EPA and adapted by the California Office of Noise Control as planning tools for use by local government in California. These are reflected in the Office of Noise Control's "Guidelines for the Preparation and Content of Noise Elements of the General Plan" (1976). While cities, counties and other agencies are free to adopt their own standards, most general plans incorporate these standards or a modified version of them.

An exterior noise environment of 50-60 dBA L_{dn} or CNEL is "normally acceptable" for residential uses, and noise levels of up to 70 dBA L_{dn} or CNEL are "conditionally acceptable." Other sensitive uses such as schools, libraries, churches, hospitals and the like are "normally acceptable" up to 70 dBA. Commercial, industrial and recreational uses are substantially less sensitive. The Office of Noise Control guidelines recognize that a more restrictive standard could be appropriate under special circumstances such as quiet suburban or rural settings. The above composite noise standards are appropriate tools for assessing the acceptability of prevailing noise conditions; they do not recognize the impact of "intrusive" noise sources, or sources which involve intermittent, temporary, or similar noise events which are well above ambient levels. Some cities and counties have adopted standards for such sources, while others have not.

City of Stockton Noise Standards

Stockton Municipal Code Section 16.60.040 states that new or expanded commercial, industrial, and other land use-related noise sources shall mitigate their noise levels such that they do not adversely impact noise-sensitive land uses (e.g., residences) and do not exceed City noise standards. Table 15-1 shows the City noise standards that would be applied to noise generated by the project.

TABLE 15-1 MAXIMUM ALLOWABLE NOISE EXPOSURE FOR NOISE-SENSITIVE LAND USES

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 L _{eq} , dB	55	45	
Maximum level (L _{max}), dB	75	65	

Source: Stockton Municipal Code Section 16.60.040.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Significance Thresholds

According to Appendix G of the CEQA Guidelines, a project may have a significant impact on the environment if it would result in:

- Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies,
- Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels,
- A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project,
- A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project,
- For a project located within an airport land use plan or within two miles of a public or public airport if no plan has been adopted, exposure of people residing or working in the project area to excessive noise levels, or
- For a project within the vicinity of a private airstrip, exposure of people residing or working in the project area to excessive noise levels.

Impact NOISE-1: Exposure to Noise Levels in Excess of Standards

Near the project site, Hammer Lane is an 8-lane arterial road with an average daily traffic volume ranging from 39,798 to 42,308 vehicles (KD Anderson and Associates 2018). According to the Stockton General Plan Update EIR, the noise level on the segment of Hammer Lane fronting the project site 50 feet from the roadway centerline is estimated to decline from the current 74.4 dBA CNEL to 73.5 dBA CNEL by 2040, due to an anticipated decline in traffic volume on this segment (City of Stockton 2018b). Commercial development is considered "conditionally acceptable" in noise environments of up to 75 dB. Traffic noise levels at the CarMax site would be consistent and compatible with existing noise levels.

Future development of Site 2 would also be subject to traffic noise from future noise along Hammer Lane. Hammer Lane noise would be reduced with substantially greater distance between the source and receiver. Future development of Site 2 is expected to be commercial in nature and thus not substantially noise-sensitive. Both the CarMax site and Site 2 would be subject to future noise

generated by traffic on Maranatha Drive, which would be generated by future urban development to the south of the site. Both sites would be developed for commercial, so exposure to future traffic noise would not involve a significant environmental effect.

While the proposed CarMax development is not a noise-sensitive land use, it would include a stationary noise source: a car wash with a dryer and vacuums. The proposed car wash would be located within a masonry wall enclosure, which would reduce noise. Noise source data was taken from a previous CarMax noise study and used to model the noise exposure at the proposed carwash (BridgeNet International 2015). The noise study describes the same land use with similar facilities in a similar noise environment.

Based on known factors of noise reduction with distance, and assuming a minimum 5-dB noise reduction for the enclosure wall, the worst-case exterior noise levels at the west property line would be below 60 dBA. This is within acceptable noise levels for commercial development at that location. The residential development to the northeast, the nearest sensitive receptor, is more than 500 feet from the planned carwash location. The subdivision would not be exposed to noise greater than 50 dB, which is substantially below Stockton Municipal Code standards.

Additional noise generated by project operations will include service operations including vacuums, as well as the vehicles of customers and employees arriving and departing, and vehicles leaving for and returning from test drives. Based on previous CarMax noise studies, which were reviewed during the preparation of this EIR, these activities will not result in a significant increase of neighborhood noise. The proposed CarMax operation would not expose sensitive noise receptors or exceed local standards outside the project site. The noise generated by the project would be less than significant.

Future development of Site 2 may or may not involve a substantial new noise source aside from customer and supply delivery traffic noise. Typical retail commercial development is enclosed within buildings and does not generate substantial off-site noise. Auto repair, tire or other vehicle-related uses could involve work in areas exposed to the outdoors and potential for noise effects. These potential effects will be considered in conjunction with City site plan review of future development proposals. Compliance with City of Stockton noise standards described above would ensure that Site 2 development does not involve significant noise effects without further CEQA review.

Level of Significance: Less than significant

Mitigation Measures: None required

Impact NOISE-2: Permanent Increases in Noise Levels

The project would result in a permanent increase in ambient noise levels over existing conditions, as the site is currently vacant. Increases would, however, be incremental and typical of urban commercial development. Potential noise increases from new point sources are addressed in the previous section. As discussed above, noise levels generated from within the project site are not expected to exceed established City standards for surrounding lands, and noise associated with the project would be consistent with planned commercial development in the vicinity. Impacts on permanent noise levels from noise generated on the site are considered less than significant.

The project would involve the addition of vehicular traffic to Maranatha Drive, Hammer Lane and other streets in the vicinity. The potential impacts of project-generated traffic are discussed in

Section 3.17. Traffic generated by CarMax and development of Site 2 would amount to approximately 2,574 trips per day, which would be distributed to streets in the project vicinity. Existing traffic on Hammer Lane is in the range of 40,000 trips per day, both east and west of Maranatha Drive. Addition of all the project-generated to Hammer Lane either east or west of Maranatha would result in a traffic noise increase of approximately 0.3 dB, which would not be in the range of human perceptibility. The project would have a less-than-significant traffic noise effect.

Level of Significance: Less than significant

Mitigation Measures: None required

Impact NOISE-3: Temporary Increases in Noise Levels

Construction of CarMax and the Site 2 developments, would involve temporary increases in ambient noise levels, due to the use of construction equipment and vehicle traffic to and from the construction site. Although project construction noise would cease once construction work is completed, this is considered a potentially significant impact, as the project site is near existing residential development.

Stockton Municipal Code Section 16.60.030(A) prohibits the operation of construction equipment on private property such that the sound creates a noise disturbance across a residential property line during the hours of 10:00 p.m. to 7:00 a.m. This would limit the time noise generated by construction activities would reach residences. Mitigation described below would further restrict construction hours and would require the use of mufflers, thereby further reducing the volume of construction noise to a level that would be less than significant.

Level of Significance: Potentially significant

Mitigation Measures:

NOISE-1: Temporary noise impacts resulting from project construction shall be minimized by restricting hours of operation by noise-generating equipment to 7:00 a.m. to 10:00 p.m. Monday through Friday, and to 7:00 a.m. to 6:00 p.m. on Saturday and Sunday when such equipment is to be used near noise-sensitive land uses, and by requiring residential type mufflers where applicable.

Significance After Mitigation: Less than significant

Impact NOISE-4: Groundborne Vibrations

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 effects of groundborne vibration include felt movement of the building floors, rattling of windows, shaking of items on shelves or hanging on walls, and rumbling sounds. In extreme cases, the vibration can cause damage to buildings (FTA 2006).

Other than operation of construction equipment during construction, the project would not involve these potential noise sources. In most cases, vibration induced by typical construction equipment does not result in adverse effects on people or structures. Noise from the equipment typically overshadows any meaningful ground vibration effects on people (Caltrans 2013). Using the methodology prescribed by Caltrans, the ground vibration produced by a large bulldozer at the northeast corner of the site would produce a peak particle velocity of 0.007 at the nearest residence to the northeast. The predicted peak particle velocity is substantially below the "Slightly Perceptible" threshold peak particle velocity of 0.012. On this basis, the project would have a less-than-significant impact related to groundborne vibrations.

Level of Significance: Less than significant

Mitigation Measures: None required

Impact NOISE-5: Airport and Airstrip Noise

As described in Chapter 11.0, Hazards and Hazardous Materials, there are no airports or airstrips in the project vicinity. The nearest public airport – Stockton Metropolitan Airport – is 9 miles away, and the 60-dB noise contour extends no further than 1.52 miles northwest of the airport (City of Stockton 2018b). Because of this, the project would not expose persons to excessive airport-related noise. The project would have no impact on this issue.

Level of Significance: No impact

Mitigation Measures: None required

16.0 POPULATION AND HOUSING

ENVIRONMENTAL SETTING

As of January 1, 2018, the population of Stockton was estimated at 320,554, an increase of 31.5% from its 2010 population as recorded by the U.S. Census Bureau (California Department of Finance 2012, 2018). Table 16-1 below shows population and growth trends in Stockton, San Joaquin County, and the State of California from 2010 to 2018.

Jurisdiction	Population January 1, 2000	Population January 1, 2018	Population Growth 2000-2018
Stockton	243,771	315,103	29.3%
San Joaquin County	563,598	758,744	34.6%
State of California	33,873,086	39,809,693	17.5%

TABLE 16-1POPULATION OF STOCKTON, SAN JOAQUIN COUNTY, AND CALIFORNIA

Source: California Department of Finance 2012, 2018.

The current City of Stockton General Plan projects the population of Stockton to grow to 700,000 by 2035 (City of Stockton 2007b). San Joaquin County is projected to see substantial growth and urbanization. The current San Joaquin County General Plan projects population growth from 718,640 in 2010 to 1,103,132 in 2030 – an increase of approximately 53.5 percent. The overall County average annual growth rate is projected to be 2.2 percent (San Joaquin County 2016b).

As of January 1, 2018, Stockton had an estimated 100,593 housing units. Single-family detached units (typical houses) accounted for approximately 64.6% of total housing units in Stockton, with multifamily units of two or more per building accounting for approximately 27.0%. The remaining units were single-family attached units and mobile homes (California Department of Finance 2018).

REGULATORY FRAMEWORK

As described in Chapter 13.0, Land Use, the City of Stockton and the San Joaquin County General Plan provide guidance for the growth and development of their respective jurisdictions, based largely on the anticipated growth in population during the planning period. General Plans contain a Housing Element, a mandatory element that sets forth targets for the development of housing based on household income and describes policies designed to achieve those targets. As noted in Chapter 13.0, the project site is currently under County jurisdiction but is within the City of Stockton's General Plan planning area. The current County General Plan designation for the project site is Low Density Residential, but the Stockton General Plan designation is Commercial.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Significance Thresholds

According to Appendix G of the CEQA Guidelines, a project may have a significant impact on the environment if it would:

- 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, or
- c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

Impact POP-1: Inducement of Population Growth

The CarMax project and future development of Site 2 would construct new commercial development on a vacant parcel. While the commercial development would provide employment opportunities, these opportunities would be limited in number and are expected to be filled mainly by existing residents in Stockton and San Joaquin County, and not from people outside these jurisdictions. Project impacts on population growth, if any, are considered less than significant.

Level of Significance: Less than significant

Mitigation Measures: None required

Impact POP-2: Displacement of Housing and People

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

Level of Significance: No impact

Mitigation Measures: None required

17.0 PUBLIC SERVICES AND RECREATION

ENVIRONMENTAL SETTING

The project site is currently under the jurisdiction of San Joaquin County; as such, many of the public services described in this chapter are currently provided by the County or by special districts. However, the project proposes annexation of the project site into the City of Stockton. Upon annexation, the City of Stockton would provide public services to the project site.

The Stockton Fire Department would provide fire protection services for the project site. The Fire Department has 12 stations throughout the Stockton metropolitan area. The closest station to the project site is Station 13, located at 3606 Hendrix Drive, approximately 1.8 miles north of the project site. The station is equipped with one engine and three firefighters. The second responder would be Station 11, which is another single engine company with three firefighters, located at 1211 East Swain Road, approximately 1.9 miles southwest of the project site (Phil Simon, pers. comm.). 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 assist should the resources of one agency be exhausted (San Joaquin County 2016b).

The Stockton Police Department would provide law enforcement services for the project site. The main station is located at 22 East Market Street, approximately 7 miles southwest of the project site. It is the Police Department's policy to respond to all emergency calls within a three- to five-minute period. The Police Department has no adopted service levels.

The project site is within the boundaries of the Stockton Unified School District, which provides school services from kindergarten to 12th grade. Cesar Chavez High School is located at 2929 Windflower Lane, less than one-half mile southwest of the project site.

The City of Stockton provides park and recreational services. Panella Park is the nearest City park, approximately 1.1 miles southwest of the project site. Panella Park is equipped with picnic tables, playgrounds, sports fields, and restrooms. San Joaquin County manages Micke Grove Regional Park and Zoo, approximately 3.5 miles north of the project site. Facilities at Micke Grove include a zoo, Wortley Lake with a 40-foot water fountain, the Japanese Garden, the San Joaquin County Historic Museum, and the Fun Town at Micke Grove. The park also has numerous playgrounds, picnic areas, a disc golf course, and a water play area.

Other public facilities include public libraries and courthouses. Libraries in San Joaquin County have merged with the library system of the City of Stockton. The nearest library to the project site is the Arnold Rue Branch Library, a "micro" library in the Arnold Rue Community Center on Lorraine Avenue in northeastern Stockton. All county courthouses are staffed and maintained by the State of California. San Joaquin County has its main courthouse in Stockton, with branches in Lodi and Manteca.

REGULATORY FRAMEWORK

SB 50

SB 50, enacted in 1998, created the present School Facility Program, which is a State/local match program for the funding of new kindergarten-12th grade school facilities and the modernization of existing facilities. SB 50 also created several statutory changes in development fees for school facilities, the most notable effect being the pre-emption of school mitigation by the State. Satisfaction of the development fee process outlined in the statute is deemed to be "full and complete mitigation" of the impacts upon school facilities by new development, regardless of the identified level of impact, including mitigation for CEQA purposes.

SB 50 established a base fee for both residential and commercial/industrial development. This base has been adjusted for inflation every two years. School districts must establish the nexus between the development and the need for school facilities via a fee justification study to impose the biannual increase. Fees are levied and collected at the time the building permit is issued. District certification of the payment of the applicable fee is required before a city or county can issue the building permit.

City of Stockton Public Facility Fees

The City has established Public Facility Fees to be imposed on residential and non-residential development to defray the costs of new or expanded public facilities that may be necessary to serve the new development. Among the facilities that would be supported by these fees are fire stations, police station expansion, parkland, community recreation centers, and libraries. These fees are revised annually by the City Council based on inflation, indices, and fee studies. The Public Facility Fees are imposed by ordinance and collected when building permits are issued.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Significance Thresholds

According to Appendix G of the CEQA Guidelines, a project may have a significant impact on the environment related to public services if it would result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or generate a 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:

- a) Fire protection,
- b) Police protection,
- c) Schools,
- d) Parks, or
- e) Other public facilities.

For recreational facilities and services, CEQA Guidelines Appendix G indicates that a project may have a significant impact on the environment if it would:

- a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated, or
- b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

Impact SERV-1: Fire Protection Services

Commercial development associated with the project would generate new demand for fire protection services; demands can be served by the Stockton Fire Department without new or expanded facilities. While new or expanded facilities would not likely be required, the project and other future development will be required to pay Public Facility Fees to the City for future construction of Fire Department facilities required by urban expansion.

Project construction would, through the location of construction materials and equipment on the unoccupied site, involve new fire risk during the construction period in that fire suppression access and water supplies may not yet have been established. This issue would be addressed by the mitigation measure below. With implementation of this mitigation measure, impacts on fire protection services would be less than significant.

Level of Significance: Potentially significant

Mitigation Measures:

SERV-1: The developer shall incorporate water supply and other fire suppression and emergency access/response needs in the proposed project design and shall provide for adequate fire control during construction in coordination with the Fire Department.

Significance After Mitigation: Less than significant

Impact SERV-2: Police Protection Services

Commercial development associated with the project would generate a demand for police protection services; demands can be served by the Stockton Police Department without new or expanded police protection facilities. The project will be required to pay Public Facility Fees to the City to provide for future construction of Police Department facilities that may be required to serve continuing urban development in the City as a whole.

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-2: The developer shall coordinate with the Stockton Police Department as required to establish adequate security and visibility of the construction site. Measures that the Police Department may require include, but are not limited to, secured fencing around the project site, a licensed uniformed security guard present when the project site is not active, or video surveillance 24 hours per day.

Significance After Mitigation: Less than significant

Impact SERV-3: Schools

The project site is within the boundaries of the Stockton Unified School District. The project involves commercial development, which does not directly generate new student load. However, project development would generate employment opportunities, which could attract to the area employees with children, leading to a minimal demand on educational services. The developer would be required to contribute development impact fees toward the construction of new schools. The impact fees, which would be paid to the School District, would cover the costs of new facilities required to accommodate any additional student population generated indirectly by commercial development. Under the provisions of SB 50, the payment of impact fees is considered adequate mitigation for CEQA purposes. Project impacts on schools would be less than significant.

Level of Significance: Less than significant

Mitigation Measures: None required

Impact SERV-4: Parks and Recreational Services

The project would not involve any direct effects on parks or recreational facilities. Since the project is unlikely to generate a population increase, it would not generate a demand for new or expanded parks or recreational facilities or services. Project impacts on recreational facilities are considered less than significant.

Level of Significance: Less than significant

Mitigation Measures: None required

Impact SERV-5: Other Public Facilities

Since the project is unlikely to generate a population increase, it is anticipated that the project would not generate a demand for additional library, hospital, or courthouse services. No new or expanded facilities would be required. Project impacts on other public facilities would be less than significant.

Level of Significance: Less than significant

Mitigation Measures: None required

18.0 TRANSPORTATION

ENVIRONMENTAL SETTING

Information for much of this section is provided by a traffic impact study for the project conducted by KD Anderson & Associates (2018). The traffic study included consideration of the CarMax development as well as future development of Site 2. The potential traffic effects of proposed commercial development in the County were also considered in some of the traffic scenarios described here and in Chapter 21.0, Cumulative Impacts. Appendix I contains the traffic impact study, which includes a detailed description of the methodology used to analyze project traffic impacts. The traffic impact study, including the streets and intersections selected for analysis, was prepared in accordance with the City of Stockton Transportation Impact Analysis Guidelines and in consultation with City staff and outside agencies (i.e., County and Caltrans).

The study intersections were identified based on consideration of the status of the existing circulation system in this area of Stockton and the likely destinations for project trips. Hammer Lane has been incrementally widened as development has occurred, and the City of Stockton, SJCOG, San Joaquin County and Caltrans worked to update and reconstruct the SR 99 Hammer Lane interchange. As a result, the Hammer Lane corridor in the project site vicinity includes the improvements that comprise the long-term circulation system. As retail development has been assumed in long-term planning for the site per the City of Stockton General Plan, it is very unlikely that this project would result in or contribute to deficient conditions on the ultimate street system. Thus, a local focus is appropriate, and the analysis addresses project access and the adjoining Hammer Lane/Maranatha Drive intersection.

Streets and Roads

Three major roadways were analyzed in the project traffic study:

- *State Route 99 (SR 99)* is a north-south state highway that traverses the Central Valley of California for a distance of more than 400 miles. From its southern terminus at I-5 in Wheeler Ridge, SR 99 passes through numerous Central Valley cities, including Bakersfield, Fresno, Modesto, Stockton, Sacramento, Yuba City, and Chico, terminating at its north end in Red Bluff. In the vicinity of the project, SR 99 comprises three travel lanes in each direction. Twelve interchanges are provided along the 12-mile length of SR 99 within and adjacent to the Stockton City limits. The Hammer Lane interchange lies approximately 0.2 miles east of the project site. The most recent daily traffic volumes reported by the California Departments of Transportation (Caltrans) indicated that SR 99 carried an average annual daily traffic volume of 81,000 vehicles south of the Hammer Lane interchange and 73,000 vehicles north of Hammer Lane. The speed limit on the SR 99 segment near the proposed project site is 65 miles per hour (mph).
- *Hammer Lane* is a major east-west arterial along the northern boundary of the proposed project site. Hammer Lane extends for roughly five miles across north-central Stockton. Hammer Lane has a western terminus west of Interstate 5 (I-5), and an eastern terminus east of SR 99. Hammer Lane has access to both freeways via interchanges, and the

connection on SR 99 was recently reconstructed. In the vicinity of the project site, Hammer Lane is eight lanes wide. The speed limits on this portion of Hammer Lane are 40 mph and 45 mph. Recent traffic counts made for the traffic impact study indicated that Hammer Lane carried 39,798 vehicles per day west of the Maranatha Drive intersection and 42,308 vehicles per day between Maranatha Drive and SR 99.

• *Maranatha Drive* is a north-south roadway with a northern terminus north of Morada Lane and a southern leg that swings easterly to become the SR 99 western frontage road. Today the northern portion of Maranatha Drive is four lanes wide, and the southern portion is two lanes wide. The speed limit on Maranatha Drive is 40 mph. Maranatha Drive is slated for future extension to a future March Lane extension through and will ultimately transition to a re-aligned Wilson Way. The traffic impact study indicated that Maranatha Drive carried 590 vehicles per day south of Hammer Lane.

Other roadways in the immediate vicinity of the project site consist of local streets, the majority of which are two-lane roads. Usage of these local streets is relatively low. Primary access to the project would be from Maranatha Drive via Hammer Lane. The project would have two access driveways on Maranatha Drive, but no direct access to Hammer Lane is proposed.

Existing Traffic Conditions

Traffic conditions on study roadway segments and intersections were analyzed on the basis of Level of Service (LOS). LOS measures the quality of traffic flow and is represented by letter designations from A to F, with A representing the best conditions and F representing the worst. Current daily traffic volumes and associated roadway segment Levels of Service are summarized in Table 18-1 below. All study roadway segments currently operate above City LOS standards (see Regulatory Framework below). The signalized intersection at Maranatha Drive and Hammer Lane operates at an acceptable LOS B during morning (AM) and evening (PM) peak hours.

			Daily	Level of
Roadway Segment	Classification	Lanes	Volume	Service
Hammer Lane - West of Maranatha Drive	Arterial	8	39,798	В
Hammer Lane - East of Maranatha Drive	Arterial	8	42,308	С
Maranatha Drive - South of Hammer Lane	Arterial	2	590	A

TABLE 18-1EXISTING ROADWAY SEGMENT LEVEL OF SERVICE

Source: KD Anderson and Associates 2018.

Data used for the traffic study was originally collected in 2016. KD Anderson recently recounted the weekday morning (AM) and evening (PM) peak hour traffic volumes at the Hammer Lane/Maranatha Drive intersection to determine if results based on the 2016 data remained valid. The results of the recount indicated that the AM total was slightly higher (+4%), while the PM total was slightly lower (-6%). Based on the recent data, KD Anderson recalculated the LOS at the intersection; the result was that the LOS at the intersection was the same for 2016 and 2018, while average intersection delay was slightly less in 2018 than in 2016. KD Anderson concluded that no change to identified impacts or mitigations would be expected.

Public Transportation

The San Joaquin Regional Transit District (SJRTD) is the primary provider of public transportation service in Stockton, offering fixed-route, flexible fixed-route, and dial-a-ride services in Stockton. Fixed route services within the Stockton Metropolitan Area are provided by standard service buses that provide connections to most areas of Stockton and Metro Express buses with increased frequencies along major corridors in Stockton. Fixed-route buses that stop within 0.5 miles of the project site include Routes 71, 340, 345, 360, 375 and Route 43 Metro Express.

SJRTD also offers Metro Hopper, a deviated fixed route bus service which serves popular destinations throughout Stockton. There are eight Metro Hopper routes within the city limit that run approximately every hour. These lines can deviate from their route up to approximately one mile which increases transit coverage to approximately 75 percent of the Stockton Metro Area for Americans with Disabilities Act-certified customers. The project site is reachable by Metro Hopper Routes 6 and 8 (Stockton 2040 General Plan Update, SJRTD 2017).

Bicycle Circulation System

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. The February 27, 2006 City of Stockton Existing and Future Bikeway Plan presents a description of existing and future bicycle facilities near the proposed project site, including a Class II bike lane that is located along the project frontage on Hammer Lane.

Class I facilities are shown:

- along the East Bay Municipal Utility District (EBMUD) right-of-way,
- on March Lane between Montauban Avenue and Fred Russo Drive,
- along the Stockton Diverting Canal,
- along the Calaveras River, and
- along the Central California Traction Company right-of-way.

Class II facilities are shown:

- on Maranatha Drive from the EBMUD right-of-way to Wilson Way, and
- on portions of Hammer Lane, including the northern boundary of the project site.

Class III facilities are shown on Hammer Lane from Lorraine Avenue to Holman Road.

Pedestrian Circulation System

Existing sidewalk has been installed along the Hammer Lane frontage of the project site. Sidewalks have been installed on both sides of the segment of Hammer Lane from Holman Road to SR 99. No sidewalks have been installed on either side of Maranatha Drive south of Hammer Lane. City development standards require the installation of pedestrian facilities in conjunction with new street improvements, such as the proposed extension of Maranatha Drive.

City of Stockton General Plan

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 for all City streets, with some exceptions that do not include East Hammer Lane and Maranatha Drive adjacent to the project site.

City of Stockton Transportation Impact Analysis Guidelines

The City of Stockton has issued Transportation Impact Analysis Guidelines for traffic impact studies. The Guidelines affirm LOS 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 volumes by greater than five percent. Impacts at intersections with an unacceptable LOS would be considered significant if project traffic volumes average delay at the intersection by greater than 5 seconds.

It should be noted that the State is working on a new method of evaluating traffic impacts for CEQA purposes, pursuant to SB 743. LOS would no longer be used as the preferred metric to evaluate traffic impacts. Although a new metric has not yet been formally adopted, indications are that "vehicle miles traveled" would become the preferred metric. Currently, the City of Stockton bases its transportation plans and impact analyses on LOS. Because of this, and because a new metric for traffic impact analysis has not yet been formally adopted by the State, the LOS metric is used in this analysis to evaluate project impacts.

City of Stockton Public Facility Fees

The City has established Public Facility Fees to be imposed on residential and non-residential development to defray the costs of new or improved streets that may be necessary to serve the new development. Among the facilities that would be supported by these fees are street improvements and traffic signals. These fees are revised periodically by the City Council based

City of Stockton Bicycle Master Plan

On December 2017, the City adopted an update to its Bicycle Master Plan, which was originally adopted in 2007. The 2007 Plan was developed and adopted as part of the City's General Plan update to provide a comprehensive system of bicycle lanes on arterial streets, bicycle routes on residential streets, and bicycle paths. The 2017 update reorients the selection and prioritization of investments in bicycle facilities and describes the highest priority projects to improve connectivity, safety, and mode shift and access. Neither existing nor proposed bicycle facilities have been designated by the 2017 update in the immediate vicinity of the project site.

Regional Transportation Plans

Regional transportation plans applicable to Stockton have been prepared by SJCOG. SJCOG is a joint powers authority comprised of the County of San Joaquin and the cities of Stockton, Lodi,

Manteca, Tracy, Ripon, Escalon, and Lathrop. The primary role of SJCOG is to foster intergovernmental coordination within San Joaquin County. SJCOG is overseen by a Board of Directors which allocates funding for transportation improvements. The Board also establishes regional transportation policies and programs. SJCOG has prepared several transportation plans, which are described below.

Regional Transportation Plan/Sustainable Communities Strategy

SJCOG adopted the most recent version of its Regional Transportation Plan in 2018. The Regional Transportation Plan serves as the region's long-range transportation plan and provides guidance for decisions about transportation spending priorities. The Sustainable Communities Strategy, required by SB 375, demonstrates an approach to how land use development and transportation can work together to meet GHG emission reduction targets for cars and light trucks. For the SJCOG region, the target is a 10% per capita reduction in GHG emissions by 2035.

Regional Congestion Management Plan

The SJCOG adopted the latest version of its Regional Congestion Management Plan (RCMP) in 2016. The RCMP is designed to coordinate land use, air quality and transportation planning to reduce potential congestion from traffic generated by development. State statute requires all state highways be designated as a part of the RCMP, which included SR 99, located approximately 0.33 miles east of the project site. The RCMP has also designated a roadway and intersection network on which traffic congestion would be monitored and programs to reduce congestion would be targeted. Once an intersection is listed, it cannot be removed. The intersection of SR 99 southbound ramps and East Hammer Lane is an RCMP-listed facility. A Regional Transportation Impact Fee is imposed on new development to support improvements to the regional transportation network.

Regional Bicycle, Pedestrian, and Safe Routes to Schools Master Plan

In 2012, SJCOG developed the Regional Bicycle, Pedestrian, and Safe Routes to School Master Plan. This regional plan for San Joaquin County serves as a guide to planning, developing, and managing a regional bicycle and pedestrian network. Additionally, the plan identifies bikeways and pedestrian projects of regional significance and includes an implementation and funding strategy to help agencies involved in the implementation of the plan.

Regional Transit Systems Plan

SJCOG adopted the Regional Transit Systems Plan in 2016. The plan is a long-range transit plan that looks at bus and rail transit needs, their related costs, and details a financial forecast of anticipated funding through 2024. The plan was prepared in collaboration with the bus/transit operators in San Joaquin County, including SJRTD. SJRTD indicated future plans would include expansion of Metro Hopper to replace traditional dial-a-ride service; MLK and Crosstown Miner bus rapid transit expansion; a restructure of SJRTD commuter service, increasing service to BART and providing a cost-effective vanpool program; and gradual fare rate increases.

Interregional STAA Study for I-5 and SR-99

In 2013, the Interregional Truck Operations on I-5 and SR 99 and STAA Routes Improvement Study was released. The study, prepared for both SJCOG and the Sacramento Area Council of Governments, noted that the Surface Transportation Assistance Act of 1982 (STAA) authorized motor carrier operation of 48-foot and longer semi-trailers on National Network highways, along with other roads designated by the State. Local stakeholder dissatisfaction and possible lack of knowledge regarding the status, use and planning of STAA routes along the I-5 and SR-99 corridors provided the impetus for this study. The study recommended working more closely with land use and transportation planning agencies to include STAA standards in planning documents, as well as more consistent efforts to sign local STAA-compliant routes. None of the roads in the immediate vicinity of the project site are STAA routes; therefore, this study does not

<u> Travel Demand Management Plan</u>

SJCOG adopted its Travel Demand Management Plan in 2010. Development of this plan was tailored to establish an equitable and working framework between SJCOG and its member agencies to address demand management and facility-based demand management strategies to relieve peak period congestion on RCMP roadways. Strategies may include, but are not limited, transit passes or subsidies, bike racks and lockers, rideshare programs, parking cash-out, preferential parking, and telecommute/flex schedules.

Regional Smart Growth/Transit Oriented Development Plan

In 2012, SJCOG adopted the Regional Smart Growth/Transit Oriented Development Plan. This plan provides key background information that serves as context for smart growth development in San Joaquin County. As defined in the plan, "smart growth" is development that revitalizes central cities and older suburbs, supports and enhances public transit, promotes walking and bicycling, and preserves open space and agricultural lands. "Transit-oriented development" is defined as development within one-half mile of a transit station and of convenience retail uses. As the project is a commercial development with no residential component, this plan is not applicable to the project.

Park-and-Ride Lot Master Plan

The Park-and-Ride Lot Master Plan was adopted in 2007. The plan describes the existing park-andride lots facilities in San Joaquin County, their condition and their current level of use. It also identifies future needs for park-and-ride based on expected growth and commute patterns, transit services, and potential high-occupancy-vehicle improvements in the county. There are no park-andride lots on the project site, and none are planned.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Significance Thresholds

According to Appendix G of the CEQA Guidelines, a project may have a significant impact on the environment if it would:

- 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,
- 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,
- 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,
- Substantially increase safety hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment),
- Result in inadequate emergency access, or
- Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

Impact TRANS-1: Traffic Volumes and Flow

The traffic study focused on potential traffic impacts of the project on the intersection of East Hammer Lane and Maranatha Drive. The limits of the study area were identified through discussions with City of Stockton staff. The traffic study also analyzed traffic operations at the proposed access driveways, which would function at LOS B or better with the proposed project. Projected operations at these locations, which are not considered public intersections under City of Stockton Traffic Impact Analysis Guidelines, are reported in Appendix I.

Traffic impacts were evaluated under Existing and Existing Plus Approved Projects (EPAP) conditions; Figure 18-1 shows the intersections studied. The EPAP scenario includes projects approved for construction but not yet built. The EPAP scenario was also modified to include development of the AM/PM project east of Maranatha Drive in order to provide an assessment of near-term cumulative effects resulting from the two projects. The Environmental Setting described traffic under Existing conditions. This section focuses on EPAP conditions.

Under Existing Plus Project conditions, the traffic impact study found that the addition of project traffic, including traffic from development of Site 2, would not result in any change in the LOS at Hammer Lane/Maranatha Drive, which would continue to operate at LOS B under both AM and PM peak hour. All the project roadway segments would operate at acceptable levels of service. The traffic impact of the Existing Plus Project scenario would be less than significant.

The traffic impact study also analyzed the potential traffic impact of the project under EPAP conditions. The CarMax project and Site 2 development together would generate 2,574 daily trips, with 60 trips in the AM peak hour and 242 trips in the PM peak hour. The addition of project traffic to the Hammer Lane/Maranatha Road intersection would not result in any change in the predicted EPAP baseline operating condition of LOS C. This intersection would operate at an LOS that exceeds the minimum City standard of D. The project would have a less-than-significant effect on intersection LOS.

The traffic study also evaluated potential traffic impacts of the project at buildout on four roadway segments under EPAP conditions. Table 18-2 presents the LOS at the four roadway segments without and with the proposed project. As shown in Table 18-2, LOS along all study roadway segments would be unchanged with the addition of proposed project traffic. All segments would operate at acceptable levels with the proposed project. As a result, traffic impacts of the project under EPAP conditions are considered less than significant. It should be noted that the project will be required to dedicate necessary right-of-way and to complete planned street improvements along the west side of Maranatha Drive. Also, the project would be required to pay the City's adopted Public Facilities Fee for street improvements.

Level of Significance: Less than significant

Mitigation Measures: None required

Roadway Segment	LOS Without Project	LOS With Project
Hammer Lane-West of Maranatha Drive	С	С
Hammer Lane-East of Maranatha Drive	С	С
Maranatha Drive-South of Hammer Lane	А	А
Maranatha Drive-South of Car Max	А	А

TABLE 18-2LOS ON ROADWAY SEGMENTS UNDER EPAP CONDITIONS

EPAP – Existing Plus Approved Projects, LOS – Level of Service Source: KD Anderson and Associates 2018.

Impact TRANS-2: Congestion Management Program

SJCOG adopted the latest version of its RCMP in 2016. SR 99 including the SR 99/Hammer Lane south bound ramps are covered by the RCMP, located approximately 0.33 miles to the east. As discussed at the beginning of this chapter, the Hammer Lane corridor in the project site vicinity includes the improvements that comprise the long-term circulation system. As retail development has been assumed in long-term planning for the site per the City of Stockton General Plan, it is very unlikely that this project would result in or contribute to deficient conditions on the ultimate street system. In addition, the project would be required to pay the Regional Transportation Impact Fee, which would constitute the project's proportionate share of future improvements to the RCMP facilities. Project impacts on the RCMP are considered less than significant.

Level of Significance: Less than significant

Mitigation Measures: None required

Impact TRANS-3: Air Traffic

As discussed in Chapter 11.0, Hazards and Hazardous Materials, the project site is not located near a public airport. The nearest public airport with passenger service is Stockton Metropolitan

Airport, 9 miles to the south. While the project is expected to involve an incremental increase in local employment, as described in Chapter 16.0, Population and Housing, the project is not expected to have a significant impact on population growth, which would be the primary determinant of future passenger traffic growth. Project impacts on air traffic volume or patterns would be less than significant.

Level of Significance: Less than significant

Mitigation Measures: None required

Impact TRANS-4: Safety Hazards and Emergency Access

The traffic impact study did not identify any traffic hazards that would result from the proposed commercial developments. The existing intersection of Hammer Lane and Maranatha Drive is controlled by an existing signal. Hammer Lane and Maranatha Drive, and this existing signalized intersection have more than sufficient capacity to accommodate the traffic that would be generated by the project. Road hazard impacts are considered less than significant.

Project construction would involve movement of construction equipment onto and from the site and in-street construction to provide new sewer, water line, and storm drain improvements. These activities would involve routine but potential traffic hazards. Contractors will be required to provide traffic safety control as warranted.

Access to the CarMax site would be provided by two driveways off Maranatha Avenue, which would provide adequate access for emergency vehicles. Site 2 access is not defined at this time but will be directly from Maranatha Drive. Specific access plans will be developed as site plans for development are prepared and submitted for City review. The project would have less-than-significant impacts on emergency access.

Level of Significance: Less than significant

Mitigation Measures: None required

Impact TRANS-5: Non-Motor Vehicle Transportation

The project would not interfere with existing SJRTD bus routes in the vicinity, other than potentially with construction work in Hammer Lane that would be temporary. The project would not interfere with the implementation of plans applicable to public transportation, such as the Regional Transportation Plan and the Regional Transit Systems Plan.

As noted under Impact TRANS-4, contractors will be required to provide traffic safety control as warranted. The project is not expected to interfere with future plans for the installation of bike routes in the vicinity, as described in the San Joaquin Council of Governments Regional Bicycle Master Plan (SJCOG 2012a). The project would not interfere with implementation of the Regional Bicycle, Pedestrian, and Safe Routes to Schools Master Plan or the City Bicycle Master Plan.

External pedestrian access to the site would be provided from an existing sidewalk on Hammer Lane along the northern border of the project. The project would include the construction of new sidewalk, curb and gutter along the west side of Maranatha Drive. Internal pedestrian walks would also be constructed in front of and around proposed buildings. The site as a whole is designed to encourage people to freely move around to shop the vehicles on display and get cars in and out of

parking spaces for test drives. The result would be improved pedestrian circulation in the area, which would be consistent with plans that encourage non-vehicular travel. Project impacts on non-vehicular transportation plans are considered less than significant.

Level of Significance: Less than significant

Mitigation Measures: None required





Figure 18-1 EPAP PLUS PROJECT TRAFFIC VOLUME AND LAND CONFIGURATIONS

19.0 TRIBAL CULTURAL RESOURCES

ENVIRONMENTAL SETTING

Chapter 8.0, Cultural Resources, discusses federal and State regulations and guidelines regarding cultural resources, some of which are of importance to Native Americans. Impacts on archaeological resources and human burials of Native American origin have been a subject of State concern. SB 18, enacted in 2004, requires consultation with tribes on potential cultural resource impacts when a general plan or a specific plan is adopted or amended, or when an open space area is designated.

AB 52

In 2014, the California Legislature enacted AB 52, which focuses on CEQA consultation with Native American tribes on projects that could potentially affect resources of value to 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 that are either of the following:

- Included or determined to be eligible for inclusion in the California Register of Historical Resources, or
- Included in a local register of historical resources as defined in subdivision (k) of public Resources Code Section 5020.1.

The tribal cultural resource must be a tangible resource for CEQA purposes, but the meaning or value attributed to that resource may be intangible. Only tribes that request to be on a lead agency's notice list shall be consulted on a project. The project must be within the geographic area that is traditionally and culturally affiliated with the tribes.

AB 52 applies to projects for which a NOP for an EIR or a notice of filing for a Negative Declaration or Mitigated Negative Declaration is issued on or after July 1, 2015. Since a NOP was submitted for this EIR after the July cutoff date, the project is subject to AB 52 procedures.

Under AB 52, consultation with tribes on a notice list shall be initiated prior to the release of the CEQA document for public review. 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, in writing. In the response, the tribe must designate a lead contact person for the consultation if it is requested. If the tribe requests consultation, then the lead agency has up to 30 days to initiate formal consultation.

Matters which may be subjects of AB 52 consultation include the type of CEQA environmental review necessary, the significance of tribal cultural resources, and project alternatives or

appropriate measures for preservation or mitigation of the tribal cultural resource that the tribe may recommend to the lead agency. The consultation process ends either (1) when the parties agree to mitigate or avoid a significant effect on a tribal cultural resource, or (2) a party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. Regardless if the parties agree or not on mitigation measures, AB 52 explicitly notes that a lead agency is still obligated under CEQA to mitigate for any significant environmental effects.

Consistent with California Government Code Sections 6254(r) and 6254.10 and with 14 California Code of Regulations 15120(d), any information on tribal cultural resources that is submitted by the tribe during the environmental review process, including but not limited to location, description, and use, shall not be included in the CEQA environmental document or otherwise disclosed by the lead agency or any other public agency to the public without the prior consent of the tribe. A confidential appendix to the CEQA document containing such information may be prepared by the lead agency, which can be made available to qualified reviewers.

Tribal Cultural Resource Setting

Chapter 8.0, Cultural Resources, provided background information on history and prehistory pertinent to the project site and vicinity, and it evaluated the potential impacts of the project on cultural resources based primarily on an analysis by Sierra Valley Cultural Planning (SVCP) that is part of the project cultural resources report (C2 Consult 2015c). As noted in Chapter 8.0, the project site is within the territory claimed by the Northern Valley Yokuts. According to records from the Central California Information Center of the California Historical Resources Information System, seven cultural resources studies have been conducted within a ¹/₄-mile radius of the project site. Resources encountered in these sites included highly-sensitive cultural materials and lithic scatters.

The Native American Heritage Commission (NAHC) was contacted regarding the project. A record search of the Sacred Lands file maintained by the NAHC failed to indicate the presence of Native American cultural resources in the immediate project area. However, the NAHC indicated that the absence of specific site information in the file does not indicate the absence of cultural sources in any project area.

The NAHC provided a list of eight Native American tribes and individuals/organization that may have knowledge of cultural resources in or near the project area. Attempts were made to contact tribal representatives. SVCP contacted Katherine Erolinda Perez of the Nototumne Cultural Preservation group and discussed previous monitoring experience in the area, the proposed project, and development of a treatment plan for buried human remains should any be encountered during the present project. Nototumne Cultural Preservation group provided a qualified site monitor who participated in the Extended Phase 1 testing at the CarMax site.

The City of Stockton provided AB 52 notification to tribes that had requested it, which included the following:

- United Auburn Indian Community of the Auburn Rancheria
- Wilton Rancheria
- Northern Valley Yokuts
- Torres Martinez Desert Cahuilla Indians

- Ione Band of Miwok Indians
- California Valley Miwok Tribe
- American Indian Council of Mariposa County
- Buena Vista Rancheria of Me-Wuk Indians

A copy of the AB 52 notification, the AB 52 distribution list and tribal consultation requests are shown in Appendix J of this EIR.

As shown in Appendix J, the Northern Valley Yokuts requested consultation under AB 52. The Yokuts tribe requested that Native American monitoring be provided during project construction. This request is reflected in the proposed mitigation measures described below. The United Auburn tribe also requested consultation under AB 52, but the tribe subsequently informed the City that it would defer consultation to the Yokuts and therefore requested closure of its consultation.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Significance Thresholds

According to Appendix G of the CEQA Guidelines, a project may have a significant impact on the environment if it would cause a substantial adverse change in the significance of a tribal cultural resource, defined in California Public Resources Code Section 21074 as a site, feature, place, sacred place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, or object with cultural value to a California Native American tribe, and that is:

- a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or
- b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Impact TCR-1: Tribal Cultural Resources

Chapter 7.0, Cultural Resources, discussed previous archaeological surveys and the existence of sensitive cultural resources near the project site. Although testing did not reveal any additional resources of potential tribal concern on the project site, the site remains culturally sensitive due to past nearby discoveries. The Northern Valley Yokuts specifically expressed concern regarding the possibility of undiscovered resources, including burials or other tribal cultural resources, during project construction and requested that tribal monitors be present during construction. Mitigation measures that would address these concerns are presented below. Implementation of

these measures would reduce potential impacts on tribal cultural resources to a less than significant level.

Level of Significance: Potentially significant

Mitigation Measures:

- TCR-1: The developer shall retain a qualified professional archaeologist and a representative of the Northern Valley Yokuts to monitor ground disturbing activities within the project site.
- TCR-2: The professional archaeologist and/or Yokut tribal representative shall provide a brief pre-construction training to key excavation crew members as to the cultural resources sensitivity of the site to buried cultural resource materials that could be encountered, potential signs of historic and prehistoric use, and the responsibility to stop work and report suspected finds.
- TCR-3: In the event that construction encounters evidence of human burial or scattered human remains, construction in the vicinity of the encounter shall be immediately halted. The developer and/or contractor shall immediately notify the County Coroner, the Stockton Community Development Department, and the Yokut tribal representative. Other federal and State agencies shall be notified as required.

The developer will be responsible for compliance with the requirements of CEQA as to human remains as defined in CEQA Guidelines Section 15064.5, with California Health and Safety Code Section 7050.5, and as directed by the County Coroner. If the human remains are determined to be Native American, the County Coroner shall notify the Native American Heritage Commission (NAHC), and the NAHC will notify and appoint a Most Likely Descendant. The Most Likely Descendant will work with the archaeologist to decide the proper treatment of the human remains and any associated funerary objects.

TCR-4: In the event that other tribal cultural resources are encountered during project construction, all construction activities in the vicinity of the encounter shall be immediately halted until the qualified archaeologist and/or tribal representative(s) can examine the materials and determine their "uniqueness" or significance as tribal cultural resources as defined by CEQA. The archaeologist and/or Yokut tribal representative shall recommend mitigation measures needed to reduce potential effects to a level that is less than significant. The developer will be responsible for retaining the archaeologist and Yokut tribal representative and for implementing their recommendations in a written report to the Stockton Community Development Department with a copy to the Yokut tribal representative.

Significance After Mitigation: Less than significant

20.0 UTILITIES AND SERVICE SYSTEMS

ENVIRONMENTAL SETTING

The project site is currently within County jurisdiction. The project proposes annexation of the project site to the City of Stockton. Upon annexation, the City would provide many of the utilities that would serve the site.

Wastewater Systems

The project site is within the service area of the City's Wastewater Collection System No. 9. The major elements of System No. 9 have been completed, and the system is designed to provide wastewater collection services to the project site and surrounding areas should they become part of the City of Stockton. While major elements of System No. 9 have been completed, wastewater trunk lines have not been extended to the project vicinity; these facilities are expected to be constructed when the area south of the site is urbanized. Existing wastewater lines in an adjoining collection system are, however, located within Hammer Lane immediately west of the site and available to provide collection service to the site.

Municipal wastewater treatment services are provided at the City of Stockton's Regional Wastewater Control Facility (RWCF) located on Navy Drive in southwest Stockton. The RWCF provides secondary and tertiary treatment of wastewater. Following treatment, effluent is discharged into the San Joaquin River in accordance with the terms of a NPDES permit issued by the RWQCB. The NPDES permit includes recent California Code of Regulations Title 22 requirements related to reclaimed wastewater. The RWCF currently processes approximately 33 million gallons per day (mgd) of wastewater on average and has a treatment capacity of 55 mgd.

Water Systems

The City's water supply is derived from both surface and groundwater. Surface water comprises approximately 75% of the water provided to customers by the City of Stockton; the other 25% is produced by City-owned wells. The City of Stockton operates total of 22 municipal groundwater wells in North Stockton, seven groundwater wells in South Stockton, and three in the Diamond Walnut Water System. The 22 wells in the north provide groundwater that, combined with surface water from the Stockton East Water District and from the City's Delta Water Supply Project, make up the existing water supply for the North Stockton system, which supply the project site and vicinity. 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). A 24-inch water transmission main, together with a parallel 12-inch line, is located along the site frontage of Hammer Lane.

Storm Drainage

Currently there are no storm drainage systems within or designed to serve the project site. Ultimately, storm drainage from the project site and vicinity will be routed to a new pump station and Calaveras River discharge when the Origone Ranch area to the south is developed. Limited interim storm drainage service is available from the Blossom Ranch storm drainage system to the west.

Existing urban areas west of the site are served by an existing City storm drainage system. Drainage from this area is collected to a trunk line located within Holman Road, which flows south to a pump station adjacent to the Calaveras River which discharges to the river. This system was constructed in conjunction with the Blossom Ranch project. Storm drainage from Chavez High School is detained in an on-site basin and discharged to this system during non-peak periods; drainage from the high school will be directed to a new pump station in the Origone Ranch area in the future. The storm drainage connection point for the project would be an existing 42-inch storm drain in Hammer Lane at the project site frontage.

As discussed in Chapter 12.0, Hydrology and Water Quality, storm runoff water quality is regulated by the State Water Quality Control Board pursuant to the federal Clean Water Act and the NPDES program. The City of Stockton implements these regulations through the various provisions of its SWMP, as required by its MS4 storm water permit.

Solid Waste

The City's exclusive franchise haulers, Republic Services and Waste Management, Inc., provide solid waste collection in Stockton, including source-separated curbside recycling, to both residential and commercial uses. Upon annexation, the project site would be served by Waste Management. Currently, residential solid waste generation comprises approximately 22% of the total annual solid waste generation; commercial solid waste generation comprises approximately 78%. Residential solid waste disposal within the City of Stockton totals approximately 185,828 tons annually, or about 1,720 pounds per person. Of this mass, about 50% is sent to landfills, while the remainder is handled by the City's waste diversion (recycling) programs.

Solid waste is disposed at existing private and County-owned landfill facilities. According to the General Plan 2035 Background Report, the City's solid waste is transported and disposed of primarily at 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).

AB 939, state legislation enacted in 1989, requires local jurisdictions to divert at least 50% of their solid waste from landfills by 2000. The 50% recycling of solid waste places the City in compliance with AB 939. More recent legislation, AB 341, increases the recycling requirement to 75% of solid waste by 2020. Beginning April 1, 2016, the State's Mandatory Organic Waste Recycling law (AB 1826) phases in requirements for businesses, including multifamily properties of five or more units, based on the amount and type of waste the business produces weekly, with full implementation in 2019.

- January 1, 2017: Businesses that generate 4 cubic yards of organic waste per week arrange organic waste recycling services.
- January 1, 2019: Businesses that generate 4 cubic yards or more of commercial solid waste per week arrange organic waste recycling services.

Stockton Municipal Code Sections 8.28.020 through 8.28.070 is the City's Construction and Demolition Debris Waste Reduction Ordinance. The ordinance requires all permit applicants identify the debris the project will generate and recycle accordingly. Permit applicants for covered project are required to meet the waste diversion requirement of at least 50 percent of materials generated as discards by the project, regardless of whether the permit applicant performs the work or hires contractors, subcontractors or others to perform the work.

Energy and Communications Systems

Electrical usage within the County is served from a transmission network owned by PG&E. Principal elements of the PG&E network are several transmission lines ranging in voltage from 115 kilovolts (kV) to 500 kV, the highest voltage lines that are in the southwestern corner of the County. In the project vicinity, 115-kV transmission lines approximately parallel SR 99 to northeastern Stockton and the Morada area. PG&E electrical facilities in the project area include overhead 12-kV distribution lines located along Hammer Lane.

Centralized natural gas service is available in most of the urbanized portions of the County from PG&E, the only provider of such service. Interregional gas mains are located along the SR 99 corridor, and branch lines extend to and through the cities, with service pipelines located primarily within city streets. PG&E gas lines are located along Hammer Lane.

AT&T provides telephone services to the Stockton area. Services are available to the project site from existing lines located on joint pole systems with the above-described electrical facilities. Comcast provides cable television services to the City of Stockton and vicinity; existing cable facilities are generally located on the electrical pole system.

These state-regulated franchise utilities are obligated to extend services to new development site as necessary. The Stockton Municipal Code requires the extension of services to any area annexed during the term of the franchise.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Significance Thresholds

According to Appendix G of the CEQA Guidelines, a project may have a significant impact on the environment related to utilities and service systems if it would:

- Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board,
- 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,

- Require or result in the construction of storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects,
- Require new or expanded water supply entitlements,
- Result in a determination by the wastewater treatment provider that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments,
- Be served by a landfill with insufficient permitted capacity, or
- Not comply with federal, state, and local statutes and regulations related to solid waste.

Although not stated in CEQA Guidelines Appendix G, for the purposes of this analysis, the project is considered to have a significant impact on the environment if it would require or result in the construction of new energy and communications facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

Impact UTIL-1: Wastewater Services and Facilities

The project would include the extension of a 6-inch diameter sanitary sewer line to the CarMax site and proposed structures from an existing 12-inch diameter line located in Hammer Lane near the northwest corner of the site. On-site 6-inch diameter collection lines would transport wastewater to the point of connection. In addition, the project would construct a new 8-inch diameter sanitary sewer line in Maranatha Drive; this line will be used in the future to convey wastewater from the project site to a future collection system that will be constructed to serve planned development of the Origone Ranch area south of the project site.

The RWCF currently has approximately 22 mgd of capacity to serve additional development. The proposed project would involve a minor increase in sewage generation. The City has indicated that there is adequate capacity in the system to accommodate the proposed project. The properties would connect to the City's sewer system via the existing line located in Hammer Lane. These pipes would be of adequate size to satisfy the requirements of the City of Stockton's Wastewater Collection System Master Plan (John Wotila, pers. comm.). Project impacts on the City's wastewater system would be less than significant.

Level of Significance: Less than significant

Mitigation Measures: None required

Impact UTIL-2: Water Services and Facilities

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 70,161 acre-feet of water available to serve additional development (Brown and Caldwell 2016).

A 12-inch diameter potable water service would be extended to Maranatha Drive and then south along Maranatha Drive from an existing 12-inch diameter line in Hammer Lane located approximately 150 feet east of Maranatha Drive. Water service to the CarMax site would be obtained from an 8-inch diameter water line loop that would extend from the 12-inch diameter line in Maranatha. Fire hydrants along Maranatha Drive would be served from the 12-inch diameter line

in the street. Water service to Site 2 would be provided by a future connection to the Maranatha Drive line. The existing and proposed lines have been sized to adequately serve the project, and no significant impacts on water services are anticipated.

Level of Significance: Less than significant Mitigation Measures: None required

Impact UTIL-3: Stormwater Services and Facilities

There are no existing impervious surfaces on either the CarMax site or Site 2, which are currently undeveloped land covered with light ruderal vegetation. New commercial development would result in the construction of new impermeable surfaces that would increase runoff from the site.

Storm drainage from the CarMax site would flow to vegetated bioretention swales located along most of the perimeter of the site. The swales would be engineered to provide required storm water detention, filtration through an 18-inch soil layer and collection in a gravel layer and perforated pipe system. The pipe system would flow to the Hammer Lane frontage of the site where it will connect to an existing City 42-inch diameter storm drain in the street. Storm drainage from Maranatha Drive will be collected to a buried 48-inch diameter detention pipe, which would discharge to proposed storm drain lines in Maranatha Drive and existing City lines in Hammer Lane.

Drainage for Site 2 has not been designed but will be subject to review by the City as plans for development of this site are prepared and submitted. Storm drainage facilities would be required to conform to Stockton storm water management plans and standards, and subject to the review and approval of the COSMUD. Project impacts related to storm drainage facilities are considered less than significant.

Level of Significance: Less than significant

Mitigation Measures: None required

Impact UTIL-4: Solid Waste

The project would not generate a substantial demand for solid waste services. As indicated in Environmental Setting above, existing landfills in the County would have adequate capacity to accommodate the amount of solid waste that would be generated by the project. The project would comply with applicable state and local statutes and regulations related to solid waste mentioned above. Project impacts on solid waste are considered less than significant.

Level of Significance: Less than significant

Mitigation Measures: None required

Impact UTIL-5: Energy and Communications Systems

As noted above, existing electrical, natural gas, telephone, and cable television lines are available near the project site, and the Stockton Municipal Code requires the extension of services to any area annexed during the term of the franchise. The project site would have access to these services without requiring significant expansion of these systems, since lines are available. Project impacts
on energy and communications systems would be less than significant. Chapter 23.0, Other CEQA Issues, evaluates project impacts related to energy consumption and conservation.

Level of Significance: Less than significant

Mitigation Measures: None required

21.0 CUMULATIVE IMPACTS

21.1 INTRODUCTION TO CUMULATIVE IMPACTS

A cumulative impact is an environmental effect that may result from the combination of two or more environmental effects associated with the proposed project, or from the combination of one or more project environmental effects with related environmental effects caused by other closely related projects. Cumulative impacts may also result when a project's environmental effects compound or increase other environmental impacts. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time (CEQA Guidelines Section 15355).

CEQA Guidelines Section 15130 provides that an EIR must discuss the cumulative environmental impacts of a project "when the project's incremental effect is cumulatively considerable." "Cumulatively considerable" effects occur when the incremental effects of an individual project are significant when viewed in connection with the effects of other closely related projects, including past projects, current projects and probable future projects (CEQA Guidelines Section 15065 [a][3]).

If the project does not involve a "cumulatively considerable" contribution to a significant cumulative effect, the project's effect need not be considered significant, and discussion in the EIR can be limited to the basis for that conclusion. Projects that do involve cumulatively considerable contributions may involve significant cumulative impacts. A project's contribution is less than cumulatively considerable if the project is required to implement or fund its fair share of a mitigation measure or measures designed to alleviate the cumulative impact. As provided in *San Joaquin Raptor/Wildlife Rescue Center v. County of Stanislaus (1996)* a project's cumulatively considerable level with mitigation measures.

The analysis of cumulative impacts is to be based on either 1) a list of past, present, and probable future projects producing related or cumulative impacts, or 2) on a summary of projections contained in an adopted general plan or related planning document, or in a prior certified environmental document which described or evaluated regional or area-wide conditions contributing to the cumulative impact. Where significant cumulative impacts are identified, the EIR must examine reasonable, feasible options for mitigating or avoiding the project's contribution to a less than considerable level. In some cases, the only feasible mitigation may involve the adoption of ordinances or regulations. For this EIR, the summary approach is used, although additional information related to proposed commercial development at an adjacent parcel (in San Joaquin County) across Maranatha Drive is also included.

The potential cumulative impacts of long-range urban development in the City of Stockton through the year 2035 are accounted for in the EIR for the current Stockton General Plan (City of Stockton 2006). The EIR analysis considered the environmental effects of buildout of all lands designated in the general plan for urban development, including commercial development of the project site and other undeveloped lands along the south side of Hammer Lane. The proposed project would contribute to the long-range cumulative environmental impacts identified in the EIR for the current General Plan, including potential cumulative impacts of planned urban development on the resources and environmental conditions addressed at a project level in this EIR. The proposed project would involve commercial development consistent with the existing commercial land use designation of the site and quantities of buildout development assumed in the EIR. As a result, the project would contribute to the potential cumulative impacts associated with urban development in the City of Stockton, consistent with the EIR analysis; however, it would not involve any known change in or any considerable new contribution to the significant cumulative impacts identified in the EIR for the current General Plan. As noted in Chapter 13.0, Land Use, the City of Stockton is updating its General Plan and has released a draft update, along with an EIR. As the draft update proposes to retain the existing Commercial designation for the project site, it is anticipated that cumulative impacts associated with development proposed under the draft update would not substantially change from those analyzed in the EIR for the current Plan.

The following cumulative impact analysis determines for each environmental discipline:

- The geographic context for the analysis,
- Whether there exists the potential for a significant cumulative impact in that environmental discipline,
- Whether the project would make a cumulatively considerable contribution to a significant cumulative impact, or make significant an impact that was otherwise less than significant, and
- Whether and how a significant cumulative impact or a considerable contribution can feasibly be avoided or reduced to a less than significant or less than considerable level.

Where relevant, the analysis and mitigation measures from the General Plan EIR are summarized in the following chapter sections.

21.2 CUMULATIVE IMPACTS OF PROJECT

21.2.1 Aesthetics and Visual Resources

Cumulative impacts on aesthetics are assumed to be localized; that is, aesthetic changes at a site will not generally impact aesthetics at another site if the sites are not visually connected in some fashion. A visual connection could be established by juxtaposition or by location along a travel corridor, among other possibilities. For the purposes of this EIR, the geographic context for cumulative analysis is defined as the "project vicinity," defined more precisely as the approximately 3.1-square miles located within one mile of the project site.

The potential aesthetic effects of urban development were addressed extensively in the Stockton General Plan and associated EIR. Planned urban development in the Stockton area, as envisioned in the Stockton General Plan, would result in extensive changes in viewsheds as lands surrounding the existing urban area are converted from rural agricultural to urban use. Both the CarMax project (including Site 2) and adjacent project under consider by the County would result in commercial development along the Hammer Lane and Maranatha Drive frontages. As discussed in Chapter 4.0, Aesthetics and Visual Resources, the projects would substitute views of new commercial development for existing views of vacant land and surrounding commercial development.

The design of both projects would be required to meet adopted community standards through requirements imposed during their respective project review processes. There are no scenic vistas or aesthetic resources in the project area, so such resources would not be adversely affected by the cumulative projects. The aesthetic environment of East Hammer Lane is already dominated by views of adjoining commercial uses up to the west line of the CarMax site. Development of both projects would not result in a considerable new contribution to any cumulatively significant aesthetic effect. Development of Site 2 would be subject to the same community design standards as the CarMax project, so it would not contribute adversely to cumulative aesthetic effects along Hammer Lane.

Contribution to Significant Cumulative Impacts: Less than considerable

Mitigation Measures: None required

21.2.2 Agricultural Resources

Cumulative impacts on agricultural land resources may be assessed on a regional or local level; analysis at a local level yields a more conservative result. For the purposes of this EIR, the geographic context for cumulative analysis of agricultural resources is defined as San Joaquin County.

The loss of agricultural land associated with lands designated for urban development in the Stockton General Plan was identified as a significant and unavoidable cumulative effect in the Stockton General Plan EIR. According to CEQA Guidelines Section 15152(d), where an EIR has been prepared and certified for a plan, a lead agency for a later project pursuant to or consistent with the plan should limit the project EIR or negative declaration to effects which were not examined as significant effects on the environment in the prior EIR or are susceptible to substantial reduction or avoidance by the choice of specific revisions in the project, by the imposition of conditions, or other means. In accordance with CEQA Guidelines Section 15152(d), this EIR focuses on project-specific effects.

The project site had been used for orchards but is now vacant. The CarMax project (including Site 2) and adjacent project being considered by the County combined would result in the conversion of 14.9 acres of Farmland of Local Importance from the existing vacant, non-agricultural use to commercial use. These lands are not in agricultural use, and they are not considered Farmland as defined by the Environmental Checklist in CEQA Guidelines Appendix G (see Chapter 5.0, Agricultural Resources). The Stockton General Plan has designated the project site for eventual commercial development. Conversion of these lands to commercial use would not be considered a considerable contribution to any cumulatively significant effects on agricultural lands.

Contribution to Significant Cumulative Impacts: Less than considerable

Mitigation Measures: None required

21.2.3 Air Quality

Cumulative impacts on air resources may be assessed at both a regional and local level. The project would involve contributions to potential air quality impacts at the regional level, defined as the SJVAB, and at the local level, defined as the project vicinity.

CarMax Auto Superstore EIR

The potential air quality impacts of planned urbanization in the City of Stockton were addressed in the General Plan EIR and found to be significant. The General Plan EIR identified mitigation measures, including source controls and transportation management systems, and these measures were incorporated into the General Plan and are a part of the City's environmental review, permitting and fee structures. Even with the adopted mitigation measures, the cumulative impact of planned urbanization on ozone precursor emissions would be significant and unavoidable. A Statement of Overriding Considerations was adopted for this impact in conjunction with the approval of the Stockton General Plan. In accordance with CEQA Guidelines Section 15152(d), this EIR focuses on project-specific effects.

Regional air quality conditions are described in detail in Chapter 6.0, Air Quality. Past and present agricultural, urban and other development within the SJVAB has resulted in significant air quality impacts, which are the designation of the SJVAB as "non-attainment" for two of the federal and/or state ambient air quality standards for criteria air pollutants: ozone and inhalable particulate matter. Exceedance of these defined standards results in adverse health effects on residents of the SJVAB; the potential health effects associated with the non-attainment pollutants is discussed in Chapter 6.0.

Chapter 6.0 quantifies and describes the criteria air pollutant contributions of the proposed project to SJVAB airshed. The contributions, which include ozone precursors and inhalable particulate matter, would be added to both existing and predicted future levels of these pollutants. While SJVAPCD air quality management plans and programs are oriented to reduction of existing air pollution and attainment of ambient air quality standards, air pollution generated by the project would contribute at least to existing, significant exceedances of air standards.

CalEEMod estimates of air pollutant emissions from construction and operation of the CarMax project and estimated Site 2 development indicate that neither SJVAPCD construction nor operational significance thresholds would be exceeded by the project. The significance thresholds established by the SJVAPCD apply to each project individually and are determinative as to whether the individual project would involve a considerable contribution to a significant air quality impact. On that basis, and as reported in Chapter 6.0, Air Quality, the proposed project would not result in a considerable contribution to a significant cumulative air quality impact.

Combined traffic operations from the projects, as described in the cumulative impact analysis for Transportation later in this chapter, may cause LOS at an access point to reach LOS F, thus potentially resulting in a carbon monoxide hotspot. However, implementation of Mitigation Measure CUMUL-1, described later in this chapter, would ensure operations at this intersection would be LOS C or better, so no CO hotspot would develop. The combined projects would not result in a considerable contribution to any cumulatively significant air quality impact.

Both the CarMax project (including Site 2) and adjacent project being considered by the County would involve emissions of TACs; thus, both projects would be subject to review and approval by the SJVAPCD. The SJVAPCD will require a Health Risk Assessment (HRA) of either or both projects if required to protect public health. As reported in Chapter 6.0, the proposed project would not involve TAC emissions substantial enough to warrant an HRA. The need for an HRA will be specifically considered in the CEQA review for the adjacent County commercial project and a full HRA prepared if needed. In both cases, the projects will be individually conditioned to avoid cumulatively significant public health risks. Site 2 development would not result in any known TAC emissions.

Contribution to Significant Cumulative Impacts: Less than considerable

Mitigation Measures: None required

21.2.4 Biological Resources

Cumulative impacts on biological resources can be addressed in several potential contexts, including habitat areas for individual sensitive species, watersheds, or bioregions. The proposed project site is in an area that has been subjected to intensive agricultural use and is not biologically diverse or sensitive. For the purposes of this EIR, the geographic context for cumulative biological resource analysis is defined as the project vicinity.

The project vicinity has been subject to significant biological resource impacts because of past agricultural and other development. As a result, and as characterized in Chapter 7.0, Biological Resources, the project vicinity does not support substantial populations of common or sensitive wildlife species. However, trees in the project vicinity may be used for nesting by protected and sensitive bird species.

The CarMax project (including Site 2) and adjacent project being considered by the County do not contain riparian areas, water resources, wetlands or other sensitive habitat areas. All projects would be required to participate in the SJMSCP by the respective permitting agencies, which would reduce any potential contribution to cumulative biological impacts of the projects to a less-than-considerable level.

Contribution to Significant Cumulative Impacts: Less than considerable

Mitigation Measures: None required

21.2.5 Cultural Resources

The geography of cultural resource impacts can be defined by region, by political subdivision or by the geography of the cultural resources present in an area, where sufficient inventory data is available to define it. Cultural resource information is ordinarily available only for small percentages of a given area – those areas that have been intensively surveyed. This is true for the project site, but it has geomorphology and land use history in common with north Stockton. For the purposes of this EIR, the geographic context for cumulative analysis of cultural resources is defined as the City of Stockton.

No known important archaeological or historically significant resources are located on the CarMax site. A records search of the adjacent project site being reviewed by the County revealed cultural resource sites. For the CarMax site, mitigation measures described in Chapter 8.0, Cultural Resources, ensure accidental discovery will result in a reduction of potential cultural resource impacts to a less-than-significant level. Such mitigation also would typically apply to cultural resources encountered on the project site under county review; however, the county would make a separate determination in their role as lead agency. The CarMax project would not involve a considerable contribution to any cumulative cultural resource impact in Stockton.

A survey of Site 2 has not been completed and will need to be completed prior to planned development. If cultural resources are present, they will need to be evaluated for their archaeological importance or historical significance, and feasible mitigation will need to be identified and included, if required. If mitigation would reduce potential cultural resources effects to a less-than-significant level, then no cumulatively considerable contribution to cultural resource effects would occur.

Contribution to Significant Cumulative Impacts: Less than considerable

Mitigation Measures: None required

21.2.6 Geology and Soils

The proposed project would not result in potential geology and soils impacts that could be cumulatively significant. Potential geology and soils include potential project exposure to geologic hazards, seismic shaking, soil-related hazards and soil erosion. Except for soil erosion, these are potential issues that could impact the project or its occupants, and these issues are not inherently accumulative.

Potential geology and soils impacts of the projects would involve soils or geotechnical concerns that can be mitigated to a less-than-significant level on each individual site. The projects would not involve potential for combined geology or soils impacts, or for a considerable contribution to any cumulative geology or soils impacts. Potential cumulative impacts associated with soil erosion are addressed in Section 21.2.9, Hydrology and Water Quality.

Contribution to Significant Cumulative Impacts: Less than considerable

Mitigation Measures: None required

21.2.7 Greenhouse Gas Emissions

GHG emissions are related to global climate change. Global climate change is a distinct CEQA issue in that, while a project may generate GHG emissions, the impacts of such emissions are global. As such, the impacts of a project's GHG emissions are considered cumulative in nature. Therefore, there is no cumulative impact discussion in this chapter, as the analysis in Chapter 10.0, Greenhouse Gas Emissions, addresses the potential cumulative impacts of the project.

21.2.8 Hazards and Hazardous Materials

Potential cumulative impacts associated with hazards and/or hazardous materials are assumed to be localized. Any project exposure to hazards would occur on or in the immediate vicinity of the site, and any potential on- or off-site impact of hazardous materials use associated with the project would also be limited to the immediate vicinity. For the purposes of this EIR, the geographic context for cumulative analysis of hazards and hazardous materials is defined as the project vicinity.

None of the sites contain recorded sites of known contamination, and development of the projects will be subject to existing permitting requirements related to hazardous materials handling and emissions control, which, in both cases, will reduce potential hazardous material releases, such as from fueling activities, and any potential off-site health effects to a less than significant level. The combined projects would not involve a considerable contribution to any known cumulative hazards effect.

Contribution to Significant Cumulative Impacts: Less than considerable

Mitigation Measures: None required

21.2.9 Hydrology and Water Quality

Cumulative hydrologic impacts are logically analyzed on a watershed basis, or in the case of groundwater at an aquifer level. The proposed project site is in an upland area between Mokelumne and Calaveras rivers; the site is, however, isolated from these and any other surface water features by the relatively flat topography, street and irrigation improvements, and lack of developed drainage in the unincorporated area. The project site is located within the San Joaquin Valley groundwater basin, but the project would involve no demands on groundwater with potential effects that are not already accounted for in existing demand projections and analyses. For the purposes of this EIR, the geographic context for cumulative hydrologic analysis is defined as the project vicinity.

None of the project sites contain surface water resources. The projects will obtain potable water supply from the City of Stockton system, which derives 75% of its supply from surface water sources. The projects would involve potential water quality impacts, which will be controlled by the joint County/City SWMP and related documents. As a result, the projects will not involve surface water resource effects or contribute significantly to ground water demands or water quality effects. The projects would not involve a considerable contribution to any significant cumulative hydrology or water quality effects.

Contribution to Significant Cumulative Impacts: Less than considerable

Mitigation Measures: None required

21.2.10 Land Use

The potential for cumulative land use impacts is related to the scale of the project and the presence or absence of a defined community or land use entity; the geographic context for cumulative land use analysis can range from a project site and adjacent parcels to an entire community or region, depending on project size. The proposed project is in an unincorporated area predominantly in agricultural use; other than a cluster of residences located immediately west of the site, there is no definable community development in the project vicinity. For the purposes of this EIR, the geographic context for cumulative land use analysis is defined as the project vicinity.

The adjacent project under consideration by the County is adjacent to an existing church and private school facility; potential effects of that project on these land uses will be considered in the EIR being prepared for that project. The proposed project, being located approximately 350 feet west of the church/school property and separated by Maranatha Drive, would have no substantial effect on these land uses.

The projects are consistent with existing City general plan designations. The project site would be pre-zoned to be consistent with the planned commercial development upon annexation. Before it proceeds, the AM/PM project site will need a County General Plan amendment and rezoning by the County to allow for the proposed commercial use. Because of recent court action related to the project, it is uncertain when or whether these necessary actions will be taken. Provided that the project is properly approved, it would not involve a considerable contribution to a significant cumulative land use effect. As a result, neither of the projects would involve a substantial land use concern or a considerable contribution to any known cumulative land use effect.

Contribution to Significant Cumulative Impacts: Less than considerable

Mitigation Measures: None required

21.2.11 Mineral Resources

For the purposes of this EIR, the geographic context for cumulative mineral resource analysis is defined as San Joaquin County. As discussed in Chapter 14.0, Mineral Resources, there are no mineral resources on the project site. Therefore, the project would not contribute to cumulative mineral resource impacts in the County.

Contribution to Significant Cumulative Impacts: No contribution

Mitigation Measures: None required

21.2.12 Noise

Cumulative noise impacts are assumed to be localized; the impacts of noise are reduced with distance, and unless there is a very significant existing or proposed noise source, the potential for cumulative impacts will ordinarily be limited to a few hundred yards. There are no "very significant" noise sources in the project vicinity. For the purposes of this EIR, the geographic context for cumulative noise analysis is defined as the project vicinity.

The CarMax project and adjacent project under consideration by the County would be exposed to noise generated by traffic along Hammer Lane, but being commercial in nature, neither project is noise-sensitive and would not be subject to significant effects from this source. The potential noise effects of the CarMax project on surrounding properties are analyzed in Chapter 15.0, Noise. These properties are public streets, vacant or in commercial use and would not be impacted by CarMax project noise. An existing residential area north of Hammer Lane is exposed primarily to traffic noise from this major arterial street but is protected by a masonry wall and would not be subject to noise impacts from the CarMax project. Site 2 would not be subject to significant noise impacts.

The potential noise impacts of the project under consideration by the County have not been defined and will be evaluated in the EIR for that project. Noise impacts of that project, if any, could affect the adjoining property to the east; the County commercial project, however, proposes an 8-foot masonry along the line dividing these properties, which would reduce potential noise impacts. Predicted noise associated with the CarMax project on the property east of the AM/PM project site would be reduced by distance as well as by the proposed noise wall and would not result in any substantial increase in noise on the adjoining property. Therefore, the CarMax project would not involve a significant cumulative noise effect, or a considerable contribution to any such effect.

Contribution to Significant Cumulative Impacts: Less than considerable

Mitigation Measures: None required

21.2.13 Population and Housing

Each of the projects is commercial in nature and would be constructed on a vacant site. No housing units or existing population are located on or adjacent to either site. The projects will each have no effect on population or housing and would not involve a significant cumulative population or housing effect, or a contribution to any such effect. The proposed project would involve no influence or impact on population or housing, as documented in Chapter 16.0, Population and Housing. There is no mechanism for potential generation of a cumulative population or housing impact.

Contribution to Significant Cumulative Impacts: No contribution

Mitigation Measures: None required

21.2.14 Public Services and Recreation

Potential cumulative impacts related to public services are appropriately addressed at a community level, or in this case the City level, as the City of Stockton would provide most of the public services for the project site and nearby land uses.

The project site would require public services from the City of Stockton. Because of its location adjacent to the City and existing inter-agency agreements, services to the AM/PM site would likely also fall largely to the City. Based on consultation with the agencies, the combined demands on City of Stockton police and fire protection services would not be cumulatively significant. Neither of the projects would involve demands on public schools or parks and recreation, and therefore no cumulative impact on these services, or a considerable contribution to any such effect.

Contribution to Significant Cumulative Impacts: Less than considerable

Mitigation Measures: None required

21.2.15 Transportation

Cumulative transportation impacts, primarily vehicular traffic, are addressed within the area potentially impacted by a proposed project, typically within a certain radius from the project site. This is also the case with respect to the potential traffic impacts of the project, which are addressed in detail in Chapter 18.0, Transportation.

The project's potential for cumulatively considerable contributions to traffic impacts was considered in the project traffic study by KD Anderson and Associates (2018). The traffic study evaluated potential project impacts under Cumulative conditions, which are traffic conditions that would occur in the year 2035 with growth having occurred as assumed in the Stockton General Plan, and with road improvements that were assumed to have been constructed by that year in place. The traffic study, available in Appendix I, describes these assumptions.

The traffic study considered the LOS at the Hammer Lane/Maranatha Drive intersection under Cumulative conditions, without and with the proposed project. This intersection would operate at LOS C under Cumulative conditions without the project, and at LOS D or better with the proposed project. Projected traffic operations under both conditions would be acceptable under City of Stockton standards. The project would not result in a cumulatively significant effect at this location.

The traffic study also evaluated traffic operations at the project driveways on Maranatha Drive under Cumulative conditions. Traffic at these locations would be restricted to right-in and right-out movements only by a raised median, which would be included in future improvements to Maranatha Drive to accommodate projected future traffic originating from future development in the Origone Ranch area to the south of the project. As the driveways are not considered public road intersections subject to the City's LOS standard, this analysis is not included in this EIR but is shown in Appendix I. The traffic study also evaluated potential traffic impacts of the project on the study roadway segments under Cumulative conditions. Table 21-2 presents the LOS on the four roadway segments without and with the proposed project. As shown in Table 21-2, operating LOS on all study roadway segments would not be degraded with the proposed project. Traffic impacts of the project under on roadway segments under Cumulative conditions are considered less than significant.

Contribution to Significant Cumulative Impacts: Less than significant

Mitigation Measures: None required

Roadway Segment	LOS Without Project	LOS With Project
Hammer Lane-West of Maranatha Drive	D	D
Hammer Lane-East of Maranatha Drive	С	С
Maranatha Drive-South of Hammer Lane	С	С
Maranatha Drive -South of Car Max	С	С

TABLE 21-1 LOS ON ROADWAY SEGMENTS UNDER CUMULATIVE CONDITIONS

LOS – Level of Service

Source: KD Anderson and Associates 2018.

21.2.16 Tribal Cultural Resources

Like the geography of cultural resource impacts, the geography of tribal cultural resource impacts can be defined by region, by political subdivision or by the geography of the cultural resources present in an area, where adequate inventory data are available to define it. However, another area of consideration is the geographic area that is traditionally and culturally affiliated with the tribes that may include a project site. At this time, such an area is known only when a tribe requests consultation on a project in accordance with AB 52. As noted in Chapter 19.0, Tribal Cultural Resources, no responses to City requests for AB 52 consultation have been received for this project.

Also like cultural resources, tribal cultural resource information is ordinarily available only for small percentages of a given area – those areas that have been intensively surveyed. This is true for the project site, but it has geomorphology and land use history in common with north Stockton. For the purposes of this EIR, then, the geographic context for cumulative analysis of cultural resources is defined as the City of Stockton.

No known important archaeological or historically significant resources are located on the CarMax site, and mitigation measures described in Chapter 19.0 would reduce potential tribal cultural resource impacts to a less-than-significant level. The CarMax project would not involve a considerable contribution to any cumulative tribal cultural resource impact in Stockton. As previously noted, surveys of Site 2 site and the adjacent site under consideration by the County have not been completed and will need to be completed prior to planned development. If either project resulted in significant and unavoidable cultural resources impacts, they would be caused by these projects alone and would need to be considered in an EIR, as well as likely involve AB 52 consultation.

Contribution to Significant Cumulative Impacts: Less than considerable

Mitigation Measures: None required

21.2.17 Utilities and Service Systems

Cumulative utility impacts are appropriately considered at the level of the service area of the potentially-affected utilities. For water, sewer, storm drainage, and solid waste services, this would be the City of Stockton, since the City either provides these services directly or contracts these services out to franchisees. For energy and communications services, the service area is regional or statewide, but the project would involve no demands with potential effects that could not reasonably extend outside the immediate project vicinity. Therefore, for the purposes of this EIR, the geographic context for cumulative analysis of these systems is defined as the project vicinity.

The projects would be served by City of Stockton utilities. Contacts with City Municipal Utilities Department staff indicate that, with required improvements included in the CarMax project, adequate water, wastewater, and storm drainage capacity is available to serve both the CarMax project and adjacent project under consideration by the County. While the individual projects would contribute new utility demands, the combined projects would not result in a significant cumulative impact on utilities or make a considerable contribution to any such effect.

Contribution to Significant Cumulative Impacts: Less than considerable

Mitigation Measures: None required



Figure 21-1 CUMULATIVE PLUS PROJECT TRAFFIC VOLUMES AND LAND CONFIGURATIONS

BaseCamp Environmental

22.0 ALTERNATIVES

CEQA Guidelines §15126.6(a) requires that an EIR "describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives." It further provides that the EIR "consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation." The alternatives analysis must identify the potential alternatives and include adequate information about each one to allow meaningful evaluation, analysis, and comparison with the proposed project. The EIR must consider a range of reasonable alternatives that can feasibly attain most of the basic objectives of the project, and that would avoid or substantially lessen one or more of the significant effects of the project, even if the alternative would be costlier or would impede to some degree the attainment of the project objectives.

There are no set rules governing the nature and scope of the alternatives to be discussed, other than the "rule of reason." If an alternative is not feasible or does not provide an opportunity to avoid or substantially reduce environmental effects, the alternative need not be analyzed in detail; if this is the case, the reasons for limiting the analysis should be identified. Measures of alternative feasibility may include site suitability, economic viability, availability of infrastructure, general plan consistency, consistency or conflict with other plans or regulatory limitations, jurisdictional boundaries, and whether the applicant can reasonably acquire, control or otherwise have access to the alternative site. The environmentally superior alternative must be identified among the alternatives considered.

The following sections describe the process used to select alternatives for evaluation in this chapter; the sections identify the alternatives to the project that were considered but that were not subjected to detailed analysis as well as the alternatives to the project that were analyzed in detail. The analysis of alternatives conforms to the guidelines of CEQA and the CEQA Guidelines and represents the best professional opinion of the EIR preparer, City of Stockton staff, and their technical reviewers. However, it must be recognized that the authority for the approval of the proposed project, the selection of or rejection of alternatives, and the feasibility or infeasibility of alternatives rests with the decision-makers of the City of Stockton.

22.1 SELECTION OF ALTERNATIVES

Alternatives to the project were selected for evaluation in this EIR based on the criteria set forth in the CEQA Guidelines (Section 15126.6). These criteria include: 1) ability of the alternative to meet most of the basic objectives of the project, 2) feasibility of the alternative, and 3) ability of the alternative to avoid or substantially reduce one or more of the significant environmental effects of the project. These criteria are discussed in more detail below.

Ability of the Alternative to Meet Project Objectives

Potential alternatives to the project were evaluated with respect to the objectives of the project, as identified and discussed in Section 3.2 of this EIR. The primary objective is the construction and

operation of a retail commercial facility providing automobile sales and related services. The project would provide an additional vehicle purchase option for residents, create employment opportunities, and generate additional revenue for the City. The objective of including Maranatha Drive and Site 2 in the project would be to provide adequate right-of-way for future improvement of Maranatha Drive as an arterial street and to permit additional commercial development of property accessed by Maranatha Drive. The objectives set forth for the project have a bearing on the selection and evaluation of alternatives.

Feasibility of the Alternative

Alternatives to the project were evaluated with respect to the "rule of reason" and general feasibility criteria suggested by the CEQA Guidelines, including such criteria as the suitability of the site or alternative site, the economic viability of the alternative, the availability of infrastructure, the consistency of the alternative with general plan designations, zoning or other plans or regulatory limitations, the effect of applicable jurisdictional boundaries, and whether the proponent can reasonably acquire, control or otherwise have access to an alternative site, including consideration of whether or not the site is already owned by the applicant. The application of these criteria to potential alternatives to the proposed project is described in Sections 22.2 and 22.3.

Avoidance or Substantial Reduction of Significant Effects

The evaluation of alternatives must also take into account the potential of the alternative to avoid or substantially lessen any of the significant environmental effects of the project, as identified in Chapters 4.0 through 20.0 of this EIR. The potential effects of the project are summarized in Chapter 2.0, Summary.

The alternatives analysis accounts for the potentially significant environmental effects of the alternatives as compared to the proposed project. Some of the potential effects of the project, and the alternatives, are common to virtually all development in the Stockton vicinity and would not vary from alternative to alternative. Similarly, certain environmental effects are addressed by routine requirements that would apply uniformly to any alternative. Since the focus of the alternatives analysis is comparison to the proposed project, issues that do not vary between the alternatives are not extensively analyzed.

Aesthetics. The project would involve a loss of open space that is inherent in proposed development of the project site. Otherwise, the project would involve less than significant aesthetic effects. Any potential light and glare impacts are addressed by the proposed lighting design and existing Stockton Development Code requirements.

Agricultural Resources. The project would involve loss of land previously used for agriculture, but this land is not classified as Important Farmland as defined in CEQA Guidelines Appendix G. The project would have no substantial impact on potential agricultural/urban land use conflicts or on agricultural preservation, so this issue is not considered in the alternatives analysis.

Air Quality. The project would involve ozone and other air emissions, both from project construction and from project operations. These emissions are not considered significant based on SJVAPCD significance thresholds. Mitigation of air quality impacts is required by existing SJVAPCD construction regulations and its Indirect Source Rule. The project

would not involve a significant odor issue; therefore, this issue is not considered in detail in the alternatives analysis.

Biological Resources. While the project would involve conversion of existing open space, it would not involve large-scale habitat conversion and impacts on associated sensitive species use. Conversion impacts are common to "green field" development in the Stockton area and are addressed through implementation of the San Joaquin County Multi-Species Habitat Conservation Plan or equivalent measures. Nevertheless, loss of special-status species habitat is addressed in the alternatives analysis. The project has the potential for significant effects on an existing oak tree; this potential impact is addressed in the alternatives analysis. The project set would have no impacts on wetlands and Waters of the U.S., so this issue is not considered in detail in the alternatives analysis.

Cultural Resources. Planned development has the potential to impact existing archaeological resources within the project site. These potential impacts can be avoided by mitigation measures typically required of development projects. As such, this issue is not considered in detail in the alternatives analysis.

Geology and Soils. The project involves soils constraints that are common in the Stockton area and would be addressed through routine soils engineering, which would be required by the project. Soil erosion is a potential issue and is considered in the alternatives analysis.

Greenhouse Gas Emissions. Project impacts associated with greenhouse gases and global climate change are considered cumulative in character, rather than project-specific. Chapter 10.0, Greenhouse Gas Emissions, discusses potential impacts.

Hazards and Hazardous Materials. No hazardous material issues or other hazards were identified for the project site. Therefore, this issue is not considered in detail in the alternatives analysis.

Hydrology and Water Quality. The project site is not exposed to flooding, and the project would not involve significant impacts on surface or groundwater quantity or quality. The project would involve potentially significant urban runoff impacts to water quality, but project development would be subject to the requirements of the City of Stockton's Storm Water Management Plan and Storm Water Quality Control Criteria Plan, which would reduce water quality impacts to less than significant. Water issues are not considered in detail in the alternatives analysis.

Land Use. The project would not involve significant land use effects or Stockton General Plan inconsistency, as the project is consistent with City General Plan designations. Prezoning that would occur as part of the annexation process would ensure consistency with City zoning. These issues are not considered in detail in the alternatives analysis.

Noise. The project would not involve exposure of new sensitive land uses to noise from the existing circulation system, including SR 99 or East Hammer Lane. Project construction and operations could expose existing sensitive land uses to noise; these potential impacts are common to development activity and routinely mitigated by Stockton Development Code requirements. However, construction noise issues are addressed in the alternatives analysis, as they are considered a potentially significant impact.

Population, Housing and Employment. The project would not involve significant population, housing or employment effects. These issues are not considered in detail in the alternatives analysis.

Public Services. The project would generate increased demands for public services and potential impacts that are common to new land development in the City of Stockton. Application of routine mitigation measures, including the payment of required Public Facilities Fees and school impact fees, would reduce these potential effects to less than significant. Project construction work could place demands on fire and law enforcement services, which are considered in the alternatives analysis.

Transportation. The project would involve significant traffic generation, impacts on local roads and highways, and new transportation improvement requirements. The project would have no significant adverse impacts related to traffic, as well as none on public transit and bicycle and pedestrian facilities. Transportation issues are not considered in detail in the alternatives analysis, other than a brief comparison of potential traffic impacts of the alternatives to the proposed project.

Utilities. The project would involve new demands for sewer, water, storm drainage and other utilities. The project site is located within defined service areas for these utilities, and capacity is available to serve the project. Issues identified in the EIR are routine matters that would be addressed in the process of design and City review of development improvements. Utility issues are not considered in detail in the alternatives analysis.

22.2 ALTERNATIVES NOT CONSIDERED IN DETAIL

The following alternatives were not addressed in detail, as they did not meet the criteria for detailed analysis defined above. That is, the following alternatives 1) would not meet most of the basic objectives of the project, 2) were clearly infeasible, or 3) did not have the ability to avoid or substantially lessen the significant environmental effects of the project. Alternatives that might conceivably meet the analysis criteria were subject to detailed analysis, as documented in Section 22.3.

22.2.1 Development under San Joaquin County Land Use Designations

Under this alternative, the project site would be developed under the jurisdiction of San Joaquin County, in accordance with existing County General Plan designations and zoning. No annexation to the City of Stockton would occur. As described in Chapter 13.0, Land Use, the existing County General Plan designation for the project site is Low Density Residential, and the existing zoning is Agriculture-Urban Reserve, 20-acre minimum. The Agriculture-Urban Reserve zone is applied to areas planned for future urban development. Under this alternative, then, future urban development on the project site would consist of low-density residential units, primarily single-family residences. The County General Plan indicates that the Low Density Residential designation allows for residential development of the project site under the No Project Alternative would consist of six dwelling units per acre, for a total of approximately 63 dwelling units.

Development under this alternative would not be consistent with the objectives of the proposed project, but it would be consistent with the existing County General Plan designation for the project

site. Future development would generate more total construction air pollutant and GHG emissions than the proposed project but fewer annual operational emissions. There would be fewer vehicle miles traveled generated by potential development under this alternative, which would indicate less of an impact on traffic flow of local streets and highways, as well as less traffic noise.

Placement of housing next to a busy street such as Hammer Lane and near proposed commercial development may expose residents to elevated noise levels, perhaps exceeding County standards for residences. Residences also would likely generate a greater demand for public services, especially for schools and parks, which in turn could require new or expanded public facilities that could have environmental impacts. An environmental review of such development would determine the necessity and type of mitigation of noise impacts.

The existing County General Plan designations and zoning anticipate urban development. A guiding principal of the County General Plan is to focus new, higher-density growth within incorporated cities and adjacent areas outside of cities with full urban services. Under County General Plan Policy LU-2.16, the County shall require a General Plan amendment to permit urban development on lands the County designates Agriculture-Urban Reserve. Development under this alternative, then, would be contrary to County policies regarding development. In addition, a request for City services by a property currently out of the City services may or may not be approved by the City.

As discussed in Chapter 1.0, Introduction, the County had approved a County General Plan amendment and a rezoning for the proposed project site and the nearby AM/PM project. However, the approval was challenged in court and was eventually reversed by the Third District Court of Appeals. CarMax also had applied to San Joaquin County for approval of a Tentative Parcel Map that would formally subdivide the project site, but CarMax withdrew the application after the Appellate Court decision. Based on the above information, including the possibility of other environmental impacts, this alternative was not analyzed further.

22.2.2 Alternative Sites

CEQA Guidelines Section 15126.6(f)(2) indicates that alternative locations for a proposed project should be considered if any of the significant effects of the project would be avoided or substantially lessened at an alternative location. Only locations that have the potential to avoid or substantially reduce any of the significant effects of the project need be considered for inclusion in the EIR. As with all potential alternatives, project location alternatives must be reasonable, feasible, and able to meet most of the basic objectives of the project. The analysis may also consider the fact that a proposed project site is currently owned or controlled by the project developer.

Development of an alternative site would be consistent with the overall objectives of the project but not with existing developer control of the project site. The availability of an alternative site that would support the approximate quantities of development at a commercially viable location sought by the project was considered; i.e., a site in the range of 5-10 acres, located in the northeast Stockton area and adjacent to a major arterial or freeway. The project applicant located five sites that potentially would be suitable for the proposed project:

- The Lithia Real Estate property on 6215 Holman Road, adjacent to the Chase Chevrolet automobile dealership (APN 128-030-05). The site is relatively small (three acres) and the property was sold to another owner, so the property is unavailable.
- The former Nissan automobile sales lot at 3131 Auto Center Circle, within the Stockton Auto Mall (APN 128-020-14). This site is less visible to traffic along Hammer Lane and

therefore less visible to potential customers, which would work against the objective of an operating retail commercial facility.

- The ARC Steel site on 3003 E. Hammer Lane, adjacent to the railroad tracks (APN 126-180-02). The property owner has expressed no interest in selling the property, so this site would be considered unavailable.
- The Nissan and Kia site on 3077 E. Hammer Lane (APN 128-180-19). This site is currently in use by a Nissan car dealership and is therefore unavailable.
- The Zamora property on 3945 E. Hammer Lane, across from the proposed project site at the intersection with Maranatha Drive (APN 126-100-05). The property has been acquired with the intention of developing a car dealership; therefore, this property is not available.

In addition to their lack of availability, these alternative sites would have similar environmental impacts to the proposed project, particularly with traffic and associated air quality and noise impacts. Traffic impacts would be merely shifted from one street segment to another, and impacts may still occur at the Hammer Lane/Maranatha Drive intersection. The alternative sites would reduce environmental impacts on conversion of land previously used for agriculture, but as discussed in Chapter 5.0 of this EIR, this impact would not be significant. The other impact of significance that would be avoided would be on the one Heritage Tree on the project site, but mitigation by the proposed project would reduce this impact to a level that would be less than significant.

The project applicant has obtained control of the proposed project and has prepared site plans specifically for the proposed location. There are no other sites in the northeast Stockton area that are of the necessary size, are suitably situated and available, and are reasonably feasible for urban development. Because of this, this alternative was not analyzed further.

22.2.3 Alternative Site Design

This alternative would involve site designs for the proposed project that would avoid or substantially lessen one or more of its potentially significant effects, as identified in this EIR. One environmental impact that could be avoided under this alternative would be the impact on the Heritage Tree on the project site. Site redesign, possibly by using the southern portion of the proposed CarMax site and Site 2, could avoid removal of the Heritage Tree.

However, recommended mitigation measures in this EIR, would reduce potential impacts on the Heritage tree to a level that would be less than significant. Other potential environmental identified with the proposed project would not be avoided or substantially lessened by this alternative. If the northern portion is left undeveloped, there could be adverse aesthetic impacts due to illegal dumping and possible use by transients. It is possible that this area could be developed for commercial uses, but environmental impacts of this future development would be similar to the proposed project. In fact, depending on the type of commercial development, impacts related to issues such as traffic, noise, and air quality could be worse. While this alternative is consistent with the project objectives and is potentially feasible, it would not substantially lessen the significant environmental effects associated with the proposed project. Therefore, this alternative was not analyzed further.

22.3 ALTERNATIVES CONSIDERED IN DETAIL

The alternatives to the proposed project that have been considered in detail are addressed in the following sections. The overall analysis is summarized in Table 22-1.

Issue Area	Proposed Project	Alt 1: No Project/No Development	Alt 2: Alternative Commercial Land Use
Special-status species habitat	Potentially significant	Avoided	No reduction
Heritage Oak tree	Potentially significant	Avoided	No reduction
Soil erosion	Potentially significant	Avoided	No reduction
Exposure to construction noise	Potentially significant	Avoided	No reduction
Fire risk during construction	Potentially significant	Avoided	No reduction
Crime risk during construction	Potentially significant	Avoided	No reduction
Traffic generation and impacts	Less than significant	Avoided	Likely increase, depending on type of development

 TABLE 22-1

 COMPARISON OF ALTERNATIVES TO THE PROPOSED PROJECT IMPACTS

22.3.1 No Project/No Development Alternative

CEQA Guidelines Section 15126.6(e) states that the alternatives analysis must include evaluation of a "no project" alternative. "No project" is defined as no action with respect to the proposed project and continuation of existing circumstances without approval of the project. For the purposes of this EIR, the No Project Alternative is defined as no development as proposed by the project, no annexation to the City of Stockton, and no future development of the project site.

Since development would not occur under this alternative, there would be no impacts on existing conditions on the project site. Existing public services from the County and other agencies would continue to be provided; no public services and utilities from the City would be extended to the project site. No changes would be made to the segment of Maranatha Drive south of Hammer Lane, including curb, gutter, and sidewalk improvements. Environmental impacts associated with the proposed project would be avoided, particularly the Heritage Tree, foraging and nesting habitat, uncovered cultural resources, construction noise, and traffic. Since no ground disturbance would occur, soil erosion and potential attendant impacts on surface water quality would be avoided.

However, this alternative would meet none of the objectives of the proposed project, which propose site development and future improvement of Maranatha Drive. It also would be inconsistent with both the City of Stockton and San Joaquin County General Plans, which anticipate development of the project site. No development of the site also would mean that the County (since no annexation would occur) would realize no additional increase in revenue from property and sales taxes. As discussed in Alternative Site Design, undeveloped land may have adverse aesthetic impacts as it may attract illegal dumping and transient use. Also, grasses and weeds that remain on the project site would require ongoing maintenance to avoid a potential fire hazard. Thus, while this alternative would avoid the environmental impacts of the proposed project, it would involve other impacts. It should be noted that potential environmental impacts of the proposed project would be reduced to levels that are less than significant with the implementation of mitigation while still realizing the project objectives.

22.3.2 Alternative Commercial Land Uses

Under this alternative, the project site would be annexed to the City of Stockton and pre-zoned as General Commercial. However, the site not be developed with the proposed CarMax car sales facility. Instead, alternative commercial land uses would be developed on the site. This alternative would offer a variety of commercial development options in accordance with the pre-zone designation. Activities allowed by right in the General Commercial zone include retail stores, neighborhood and community shopping centers, furniture and appliance stores, building material stores, hotels and motels, restaurants, health/fitness facilities, and offices among others. Other activities are allowed with a permit from the City.

This alternative would not realize the project objective of development of a car sales facility. However, it could contribute to some degree to increased City revenue potential, and to improvement of Maranatha Drive and Site 2. With annexation of the project site, public services and utilities provided by the City would need to be extended to the project site. However, as with the proposed project, this extension would not have significant environmental impacts, since utilities are available in the vicinity and any impacts on public services can be offset with the payment of Public Facility Fees and school impact fees.

The significant environmental effects of the proposed project would not necessarily be substantially lessened by this alternative. Effects on biological resources, cultural resources, soils, and construction noise would be the same as the proposed project and would likely require mitigation to reduce impacts. Depending on the type of commercial development that occurs on the site, traffic and its attendant air quality and noise impacts, would likely be subject to an incremental increase, although it is also possible that traffic and related impacts would be incrementally reduced, depending on the alternative commercial land use developed on the site.

In summary, alternative land use plans are unlikely to offer opportunities to avoid or substantially reduce the significant environmental effects of the project. The land use alternatives would involve substantially the same potential impacts as the proposed project on land and resources, while failing to meet some of the project objectives.

22.4 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

As the No Project Alternative would eliminate or avoid all potential environmental effects associated with the proposed project, it would be considered the environmentally superior alternative. However, this alternative would meet none of the project objectives, while it could generate adverse environmental impacts of its own.

The Alternative Commercial Land Uses would have impacts that would not be substantially different from those of the proposed project; in fact, depending on the development, it could have more severe environmental impacts. The application of mitigation measures to the proposed project

would reduce all identified potentially significant environmental impacts to a level that would be less than significant. Therefore, the proposed project with mitigation would be considered the environmentally superior alternative to the feasible alternatives described.

23.0 OTHER CEQA ISSUES

23.1 GROWTH-INDUCING IMPACTS

The CEQA Guidelines require an EIR to discuss the potential growth-inducing impacts of a project or program. CEQA Guidelines Section 15126.2(d) defines growth-inducing impacts as "ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment." It further notes, "It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment."

Growth can be induced in a variety of ways. New development can create demands for other types of development. For example, new industrial development which provides jobs may attract new residents to an area, creating a demand for more housing. The same project in an area with a readily available supply of labor may have no growth-inducing effect at all. Development of new amenities, such as recreational facilities, can spur development of new housing for people wishing to take advantage of them. In a more general sense, new urban development in rural areas may induce growth by providing both a nucleus for a change in land use and economic incentives for conversion of nearby agricultural lands.

Growth may also be induced through the removal of obstacles to development. One potential obstacle is the lack of utilities or infrastructure to support development. The provision of new utilities or other infrastructure that can serve development, particularly in an area that is undeveloped, may induce growth. For example, construction of new or larger domestic water systems to unserved areas may facilitate development of these areas. Expansion of other utility systems, like electrical systems, can have similar effects. But in some cases, the extension of new infrastructure may not have a distinguishable growth-inducing effect, outside of its indirect contribution as an element of the proposed development.

Chapter 16.0, Population and Housing, analyzed the potential effects of the project on population and housing. The conclusion was that project impacts on population and housing would be less than significant, as the project is unlikely to induce population growth since employees would be drawn from the existing City and County population. As described in Chapter 20.0, Utilities and Service Systems, infrastructure already exists in proximity to the project site to which the project can connect. No major utility lines need to be extended to provide service to the project site. Because of this, the project would not have a growth-inducing impact.

23.2 IRREVERSIBLE ENVIRONMENTAL COMMITMENTS

CEQA Guidelines Section 15126(c) states that an EIR shall discuss significant irreversible environmental changes which would be involved in a proposed project should it be implemented. Guidance on the discussion of irreversible changes is provided in CEQA Guidelines Section 15126.2(c), which states in part:

"Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified."

The project would involve the irreversible commitment of construction materials to the construction of buildings, parking spaces, and supporting infrastructure. Construction materials would involve sand and gravel, concrete, asphalt, plastics and metals, as well as renewable resources such as wood. These materials would not be used in highly significant or unusual quantities when compared to similar projects and would be obtained from existing commercial sources. Some of these materials could be recycled if some or all the project facilities were demolished in the future. As noted in Chapter 20.0, Utilities and Service Systems, permit applicants are required to meet the waste diversion requirement of at least 50 percent of materials generated as discards by the project.

The project would involve significant irreversible environmental changes, mainly the conversion of land formerly used for agricultural production to urban commercial uses. This would involve an irreversible commitment of the project site to developed uses; subdivision of the site and investment in streets and utilities would likely prohibit any future return to agricultural use. As discussed in Chapter 5.0, Agricultural Resources, the project site is not classified as having Farmland as defined in the Environmental Checklist in CEQA Guidelines Appendix G. Thus, conversion of this land to urban uses is not a significant effect.

Commitment of the project site to urban uses would involve an essentially irreversible loss of open space and the potential biological resource values associated with it. As discussed in Chapter 7.0, Biological Resources, these losses would be mitigated to a level that would be less than significant. Development of the site would involve an essentially irreversible reduction in groundwater recharge and increases in runoff during rainfall events. Groundwater recharge losses are not considered significant, and potential increases in runoff would be mitigated to a less than significant level, as documented in Chapter 12.0, Hydrology and Water Quality.

There are no other changes associated with the project, or resources impacted by the project, that are irreversible, other than the use of energy during project construction and operations. Energy use is discussed in the following section.

23.3 ENERGY CONSUMPTION AND CONSERVATION

CEQA requires that an EIR includes a discussion of the potential energy impacts of a proposed project, with emphasis on avoiding or reducing inefficient, wasteful and unnecessary consumption of energy (Public Resources Code Section 21100(b)(3)). Appendix F of the CEQA Guidelines provides guidance for a discussion of energy impacts. Subjects may include identifying wasteful, inefficient and unnecessary consumption of energy during project construction, operation, maintenance and/or removal that cannot be feasibly mitigated, and the pre-emption of future energy development or future energy conservation.

23.3.1 Energy Setting

According to the latest information from the U.S. Energy Information Administration (EIA), California consumed 7,830 trillion British thermal units (BTUs) of energy in 2016. Only Texas consumed more energy. However, consumption per capita in California was 197 million BTUs, which was 49th among all states and the District of Columbia. Transportation accounted for approximately 39.8% of the energy consumed in California, followed by industrial with 23.7%, commercial with 18.9%, and residential with 17.7%. Natural gas accounted for approximately 2,250 trillion BTUs of the energy consumed in California, while motor gasoline accounted for approximately 1,700 trillion BTUs. California ranked third in the U.S. in petroleum production, third in conventional hydroelectric generation, second in net electricity generation from all other renewable energy resources combined, and first as a producer of electricity from solar, geothermal, and biomass resources (EIA 2017).

Electricity is a major energy source for residences and businesses in California. In 2016, electricity consumption in California totaled approximately 285,701 gigawatt-hours (GWh) (CEC 2018a). In San Joaquin County, electricity consumption in 2016 totaled approximately 5,457 million kilowatt-hours (kWh) [5,457 gigawatt-hours], of which approximately 3,698 million kWh were consumed by non-residential uses and the remainder by residential uses (CEC 2018b). As indicated above, natural gas is another major energy source. In 2016, natural gas consumption in California totaled approximately 12,750 million therms (CEC 2018a). In San Joaquin County, natural gas consumption in 2016 totaled approximately 195 million therms, of which approximately 115 million therms were consumed by non-residential uses and the remainder by residential uses and the remainder by residential uses and the remainder by residential uses (CEC 2018b).

Motor vehicle use accounts for substantial energy usage. The SJCOG estimated countywide vehicle miles traveled (VMT) daily was 17,868,785 miles in 2015, which led to the consumption of approximately 511 million gallons of gasoline and diesel fuel in 2015 (SJCOG 2018). Travel mileage in San Joaquin County is influenced by the County's relative jobs/housing imbalance and the resulting commute patterns, which involve relatively long commute trips. Approximately 30% of the employed workforce living within San Joaquin County commute to out-of-county job sites (SJCOG 2018).

23.3.2 Energy Regulatory Framework

California has implemented numerous energy efficiency and conservation programs that have resulted in substantial energy savings. The State has adopted comprehensive energy efficiency standards as part of its Building Standards Code, California Codes of Regulations, Title 24. Part 6 of Title 24, also known as the California Energy Code, contains energy conservation standards applicable to all residential and non-residential buildings throughout California, including schools and community colleges. These standards are occasionally updated. The City of Stockton has adopted the 2013 version of the California Energy Code as part of its building codes.

In 2009, the California Building Standards Commission adopted a voluntary Green Building Standards Code, also known as CALGreen. In January 2010, the Commission made CALGreen mandatory, effective January 1, 2011, and it has since been incorporated in the State's Building Standards Code, California Codes of Regulations, Title 24. Part 11. CALGreen sets forth mandatory measures, applicable to new residential and nonresidential structures as well as additions and alterations, on water efficiency and conservation, building material conservation, interior environmental quality, and energy efficiency. Mandatory energy efficiency measures for nonresidential structures include compliance with the latest building energy efficiency measures

adopted by the State. The City of Stockton has not formally incorporated CALGreen in its building codes. However, as noted above, it has incorporated the 2013 California Energy Code, which contains the measures deemed mandatory by CALGreen.

In 2002, California adopted a Renewables Portfolio Standard (RPS), and subsequently modified it in 2006 and 2011. Under the 2011 modifications, all electricity retailers in the state must generate 20% of electricity they sell from renewable energy sources (i.e., solar, wind, geothermal, hydroelectric from small generators, etc.) by the end of 2013, 25% by the end of 2016, and 33% by the end of 2020. In 2015, SB 350 was signed into law, which increased the electricity generation requirement from renewable sources to 50% by 2030. As of the end of 2017, California derived 30% of its electricity from renewable sources, which is within 3% of the 2020 target and within 20% of the 2030 target (CEC 2018a).

23.3.3 Project Energy Impacts

The project proposes development of a CarMax dealership that would consist of 18,124 square feet of commercial structures. The project also proposes future commercial development of Site 2. Although no development plans have been made for Site 2 at this time, the EIR has assumed that approximately 27,000 square feet of commercial development would occur. According to the 2012 Commercial Buildings Energy Consumption Survey by the EIA, the most recent such survey conducted, a vehicle dealership consumed on average 14.0 kWh of electricity per square foot annually and 33.5 cubic feet of natural gas per square foot annually. For retail buildings other than a shopping mall, the average amount of electricity consumed was 15.2 kWh per square foot annually, and the average amount of natural gas consumed was 21.5 cubic feet per square foot annually. By comparison, the average annual electricity use by all mercantile buildings (including malls) was 18.3 kWh per square foot, and the average annual natural gas use was 33.5 cubic feet per square foot (EIA 2012). Table 23-1 provides estimates of the annual energy consumption of the proposed development on the project site.

Electricity			
Project	Square Footage	Average Annual Use per Square Foot (kWh)	Annual Electricity Use (kWh)
CarMax	18,124	14.0	253,736
Site 2	27,000	15.2	410,400
		Total Electricity	664,136
Natural Gas			
Project	Square Footage	Average Annual Use per Square Foot (cubic feet)	Annual Natural Gas Use (cubic feet)
CarMax	18,124	33.5	605,154
Site 2	27,000	21.3	575,100
	1	Total Natural Gas	1,180,254

TABLE 23-1ANNUAL ENERGY CONSUMPTION OF PROJECT

Development on the project site would be required to comply with the adopted California Energy Code, which specify building energy efficiency standards. The California Energy Commission estimated that the implementation of the 2013 California Energy Code may reduce statewide annual electricity consumption by approximately 613 GWh per year, electrical peak demand by 195 megawatts, and natural gas consumption by 10 million therms per year (CEC 2013). Compliance with the California Energy Code adopted by the City of Stockton would reduce electricity and natural gas consumption by project development. Along with compliance with the RPS targets, the project would consume a smaller amount of fossil fuels.

As indicated in the CalEEMod run (see Appendix C), VMT generated by traffic associated with project development is estimated to be 3,429,218 miles annually under unmitigated conditions. However, with the project features and regulations that would mitigate GHG emissions, as described in Chapter 10.0, Greenhouse Gas Emissions, total annual VMT would be 2,365,265 miles. Based on estimates by SJCOG, this would lead to a reduction of approximately 30,447,675 gallons of gasoline and diesel fuel being consumed by project traffic annually from business-as-usual conditions.

Project construction would consume substantial amounts of energy in grading, development of buildings and site improvements, and installation of utilities and street improvements. Required project conformance with air quality mitigation programs, including provision of required construction mitigation and compliance with the ISR (see Chapter 6.0, Air Quality), would result in reductions in energy expenditures associated with construction. Because of the relatively flat topography of the site, the project would not require any extraordinary grading requirements such as leveling hills or the import or export of fill. Project construction is not expected to involve substantially inefficient, wasteful, or unnecessary consumption of energy.

In summary, the project would consume less energy in building operations and vehicle trips associated with project development, and the project would implement measures that would reduce energy consumptions. The project would not consume energy in a manner that is wasteful, inefficient or unnecessary.

24.0 SOURCES

24.1 REFERENCES CITED

Alfors, John T., John L. Burnett and Thomas E. Gay, Jr. 1973. Urban Geology Master Plan for California. California Division of Mines and Geology Bulletin 198. 1973.

BridgeNet International. 2015. Noise Analysis for Carmax Pleasanton. February 12, 2015.

Brown and Caldwell. 2016. Draft 2015 Urban Water Management Plan. Prepared for City of Stockton. May 2016.

Bryant, William A. and Earl W. Hart. 2007. Fault-Rupture Hazard Zones in California: Alquist-Priolo Earthquake Fault Zoning Act with Index to Earthquake Fault Zones Maps. Department of Conservation, California Geological Survey Special Publication 42. Interim Revision 2007.

C2 Consult, Corp. 2015a. Wetland Report for CenterPoint Integrated Solutions, LLC and CarMax Auto Superstores California, LLC. July 29, 2015.

_____. 2015b. Endangered Species Report for CenterPoint Integrated Solutions, LLC and CarMAx Auto Superstores California, LLC. July 29, 2015.

_____. 2015c. Cultural Resources Record Search Report for CenterPoint Integrated Solutions, LLC and CarMAx Auto Superstores California, LLC. August 6, 2015.

California Air Pollution Control Officers Association (CAPCOA). 2009. Model Policies for Greenhouse Gases in General Plans: A Resource for Local Government to Incorporate General Plan Policies to Reduce Greenhouse Gas Emissions. June 2009.

California Air Resources Board (ARB). 1993. Assessment and Mitigation of the Impacts of Transported Pollutants on Ozone Concentrations in California. June 1993.

_____. 2008. Climate Change Scoping Plan: A Framework for Change. December 2008.

_____. 2013. The California Almanac of Emissions and Air Quality. 2013 Edition.

_____. 2014. First Update to the Climate Change Scoping Plan: Building on the Framework. May 2014.

_____. 2016. Ambient Air Quality Standards. June 4, 2016.

- _____. 2017. California's 2017 Climate Change Scoping Plan. November 2017.
- _____. 2018. California Greenhouse Gas Emission Inventory: 2000-2016. 2018 Edition.

California Climate Action Team. 2010. Climate Action Team Biennial Report – Executive Summary. April 2010.

California Department of Conservation, Division of Land Resources Protection, Farmland Mapping and Monitoring Program (FMMP). 2014. San Joaquin County 1990-2014 Land Use Summary.

_____. 2016a. San Joaquin County 2014-2016 Land Use Conversion.

_____. 2016b. San Joaquin County Important Farmland 2016 (map).

_____. 2016c. The California Land Conservation Act of 1965 2016 Status Report. December 2016.

California Department of Conservation, Division of Mines and Geology (DMG). 1977. Mineral Land Classification Study of the Stanislaus River Area, San Joaquin and Stanislaus Counties, California. DMG Open File Report 77-16.

_____. 1988. Mineral Land Classification of Portland Cement Concrete Aggregate in the Stockton-Lodi Production-Consumption Region. Special Report 160.

California Department of Conservation, Division of Oil, Gas and Geothermal Resources (DOGGR). 2001. Oil, Gas, and Geothermal Fields in California 2001. Map S-1.

California Department of Finance. 2012. Report E-8, Historical Population and Housing Estimates, 2000-2010 Report, by Year. Sacramento, California, November 2012.

_____. 2018. Report E-5, Population and Housing Estimates for Cities, Counties, and the State, January 1, 2011-2018, with 2010 Benchmark. Sacramento, California, May 2018.

California Department of Fish and Wildlife (CDFW). 2017. State and Federally Listed Endangered and Threatened Animals of California. July 2017.

California Department of Resources Recovery and Recycling (CalRecycle). 2016. Facility/Site Summary Details, San Joaquin County. Available online at <u>http://www.calrecycle.ca.gov/SWFacilities/Directory/Detail/</u>. Accessed August 6, 2017.

California Department of Toxic Substances Control (DTSC). 2017. EnviroStor database, <u>www.envirostor.dtsc.ca.gov</u>. Accessed August 4, 2017.

California Department of Transportation (Caltrans). 2013. Transportation and Construction Vibration Guidance Manual. September 2013.

_____. 2015. List of Officially Designated State Scenic Highways. Available online at <u>http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/scenic_hwy.htm</u>. Accessed January 25, 2017.

California Energy Commission. 2012. 2013 Building Energy Efficiency Standards for Residential and Nonresidential Buildings. May 2012.

_____. 2018a. 2017 Integrated Energy Policy Report. CEC-100-2017-001-C. February 2018.

_____. 2018b. Electricity Consumption by County – San Joaquin County. Available online at ecdms.energy.ca.gov/elecbycounty.aspx. Accessed July 26, 2018.

_____. 2018c. Gas Consumption by County – San Joaquin County. Available online at <u>ecdms.energy.ca.gov/gasbycounty.aspx</u>. Accessed July 26, 2018.

California Environmental Protection Agency (CalEPA). 2016a. Sites Identified with Waste Constituents Above Hazardous Waste Levels Outside the Waste Management Unit. Available online at <u>http://www.calepa.ca.gov/SiteCleanup/CorteseList/CurrentList.pdf</u>. Accessed August 2, 2017.

_____. 2016b. List of "Active" CDO and CAO from Water Board. Available online at <u>http://www.calepa.ca.gov/SiteCleanup/CorteseList/default.htm</u>. Accessed August 1, 2017.

California Geological Survey (CGS). 2015. CGS Information Warehouse: Regulatory Maps. Available online at <u>http://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?</u> <u>map=regulatorymaps</u>. Accessed July 29, 2017.

California Office of Noise Control. 1976. Guidelines for the Preparation and Content of Noise Elements of the General Plan. February 1976.

City of Stockton. 2006. City of Stockton General Plan Update Draft Environmental Impact Report. December 1, 2006.

_____. 2007a. Stockton General Plan 2035 Background Report. Prepared by Mintier and Associates. December 2007.

_____. 2007b. Stockton General Plan 2035 Goals and Policies Report. Prepared by Mintier and Associates. December 2007.

_____. 2014. City of Stockton Climate Action Plan. Prepared by ICF International. August 2014.

_____. 2018a. City of Stockton Interim Sphere of Influence Plan/Municipal Services Review. Prepared by Mintier Harnish. September 20, 2018.

_____. 2018b. Envision Stockton 2040 General Plan Update and Utility Master Plan Supplements Draft EIR. Prepared by PlaceWorks. June 2018.

EDAW/AECOM. 2009. Draft Environmental Impact Report, Proposed Wal-Mart Regional Distribution Center. February 2009.

Federal Emergency Management Agency. 2009. Flood Insurance Rate Map (FEMA #06077C0320F). San Joaquin County, California. Effective Date October 16, 2009.

Federal Highway Administration (FHWA). 2006. Construction Noise Handbook. FHWA-HEP-06-015. Final Report August 2006.

Federal Transit Administration (FTA). 2006. Transit Noise and Vibration Impact Assessment. FTA-VA-90-1003-06. May 2006.

Genesis Society. 2008. Archaeological Inventory Study, Origone Specific Plan Project, c. 500 Acres, Stockton, San Joaquin County, California. April 14, 2008.

Harris, Cyril M. 1991. Handbook of Acoustical Measurements and Noise Control. McGraw-Hill, Inc., New York.

KD Anderson and Associates. 2018. Traffic Impact Analysis for Hammer Lane CarMax Project, Stockton, CA. May 30, 2018.

Leedshill-Herkenhoff, Inc. 1985. Update of the North Stockton Master Water Plan. March 1985.

Neil O. Anderson and Associates, Inc., a Terracon Company. 2015. Geotechnical Investigation Carmax Automotive Dealership Southwest Corner of East Hammer Lane and Maranatha Drive Stockton, Ca. 95212. August 26, 2015.

PBSJ. 2010. Sutter County General Plan Draft Environmental Impact Report. September 2010.

Regional Water Quality Control Board (RWQCB), Central Valley Region. 2014. California 303(d) list of Water Quality Limited Segments. Available online at http://www.waterboards.ca.gov/centralvalley/water_issues/tmdl/impaired_waters_list/index.shtml.

_____. 2015. The Water Quality Control Plan (Basin Plan) for the California Regional Water Quality Control Board Central Valley Region: The Sacramento River Basin and the San Joaquin River Basin. Fourth Edition, Revised June 2015 (with Approved Amendments).

San Joaquin Council of Governments. (SJCOG). 2000. San Joaquin County Multi-Species Open Space and Habitat Conservation Plan (SJMSCP). November 14, 2000.

_____. 2016. San Joaquin County Regional Congestion Management Program. March 2016.

_____. 2018. 2018 Regional Transportation Plan/Sustainable Communities Strategy Draft Programmatic Environmental Impact Report. March 2018.

San Joaquin County. 2016a. San Joaquin County General Plan Policy Document. Prepared by Mintier Harnish. December 2016.

_____. 2016b. San Joaquin County General Plan Background Report. Prepared by Mintier Harnish. December 2016.

San Joaquin County Agricultural Commissioner. 2017. 2016 Agricultural Report, San Joaquin County.

San Joaquin County Office of Emergency Services (OES). 2003. Dam Failure Plan. December 2003.

San Joaquin County Public Works Department (SJCPWD). 2016. 200-Year Floodplain Analysis Map. Available online at <u>http://www.arcgis.com/home/webmap/viewer.html?url=http%3a%2f</u> %2fsjmap.org%2fArcGIS%2frest%2fservices%2fPublicWorks%2f200_year_floodplain%2fMapSe rver&source=sd. Created October 31, 2016. Accessed August 4, 2017.

San Joaquin Valley Unified Air Pollution Control District (SJVAPCD). 2009. Final Staff Report – Climate Change Action Plan: Addressing Greenhouse Gas Emissions Impact under the California Environmental Quality Act. December 17, 2009.

_____. 2015a. Ambient Air Quality Standards & Valley Attainment Status. Available online at http://www.valleyair.org/aqinfo/attainment.htm. Accessed December 7, 2015.

_____. 2015b. Guide for Assessing and Mitigating Air Quality Impacts (GAMAQI). March 19, 2015.

Sierra Valley Cultural Planning. 2015. Results of Extended Phase I Testing for the 7.19-Acre Stockton Carmax Site Project, Stockton Carmax Site Project. November 2015.

State Water Resources Control Board (SWRCB). 2017. GeoTracker website, <u>www.geotracker.swrcb.ca.gov</u>. Accessed August 5, 2017.

Terracon Consultants, Inc. 2015. Phase I Environmental Site Assessment, Proposed CarMax Automotive Dealership, Stockton, California, Project No. NA157024. August 8, 2015.

United Nations Intergovernmental Panel on Climate Change (IPCC). 2001. Climate Change 2001: The Scientific Basis. Contribution of Working Group I to the Third Assessment Report of the Intergovernmental Panel on Climate Change.

_____. 2004. "16 Years of Scientific Assessment in Support of the Climate Convention." December 2004.

_____. 2015. Climate Change 2014: Synthesis Report. Contribution of Working Groups I, II and III to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change.

U.S. Bureau of Reclamation. 2014. West-Wide Climate Risk Assessment: Sacramento and San Joaquin Basins Climate Impact Assessment. September 2014.

U.S. Department of Agriculture. 2014. 2012 Census of Agriculture. California, State and County Data, Volume 1 – Geographic Area, Part 5. Issued May 2014.

U.S. Department of Agriculture, Natural Resources Conservation Service (NRCS). 2016. Custom Soil Resource Report for San Joaquin County, California. November 18, 2016.

U.S. Department of Agriculture, Soil Conservation Service (SCS). 1992. Soil Survey of San Joaquin County, California.

U.S. Energy Information Administration (EIA). 2012. 2012 Commercial Buildings Energy Consumption Survey. Available online at <u>https://www.eia.gov/consumption/commercial/</u>.

_____. 2017. California State Energy Profile. Last updated October 19, 2017.

U.S. Environmental Protection Agency (EPA). 2009. Endangerment and Cause of Contribute Findings for Greenhouse Gases Under Section 202(a) of the Clean Air Act. Federal Register Vol. 74, No. 239, pp. 66496-66546. December 15, 2009.

_____. 2015a. Standards of Performance for Greenhouse Gas Emissions from New, Modified, and Reconstructed Stationary Sources: Electric Utility Generating Units – Final Rule. Environmental Protection Agency, 40 CFR Parts 60, 70, 71, and 98 [EPA-HQ-OAR-2013-0495; EPA-HQ-OAR-2013-0603; FRL-9930-66-OAR]. Signed August 3, 2015.

_____. 2015b. Carbon Pollution Emission Guidelines for Existing Stationary Sources: Electric Utility Generating Units – Final Rule. Environmental Protection Agency, 40 CFR Part 60 [EPA-HQ-OAR-2013-0602; FRL-XXXX-VAR]. Signed August 3, 2015.

U.S. Geological Survey. 1989. The Severity of an Earthquake. U.S. Government Printing Office: 1989-288-913. Available online at <u>http://earthquake.usgs.gov/learn/topics/mercalli.php</u>.

24.2 PERSONS CONSULTED

Haggerson, Stacey. Centerpoint Integrated Solutions.

Merrill, Adam. Professional Engineer, Siegfried Engineering.

Simon, Phil. Fire Prevention Specialist, Stockton Fire Department.

Wotila, John. Engineer, City of Stockton Municipal Utilities Department

24.3 EIR PREPARERS

This document was prepared by BaseCamp Environmental, Inc. of Lodi, with assistance from, and under the direction of, the City of Stockton. BaseCamp Environmental staff participating in document preparation included the following:

Charles Simpson, Principal Terry Farmer, AICP, Senior Environmental Planner Amy Gartin, Environmental Planner Krista Simpson, Graphics Emily Kelso, Document Production

APPENDIX A NOTICE OF PREPARATION

Attachment A

Notice of Preparation, Environmental Impact Report

CarMax Auto Superstore Project

A.1 Project Location

The project site is located at the southwest corner of the existing intersection of Hammer Lane and Maranatha Drive in the northeast portion of the Stockton metropolitan area. The project site abuts the City limits and is currently in the San Joaquin County unincorporated area. The project site is assigned Assessor's Parcel Number (APN) 130-030-12. See Figures 1 through 3 for the specific project location.

A.2 Project Background

The project site contained a residence until the early 1980s and a walnut orchard through the mid-2000s. The site is currently vacant. Commercial uses along East Hammer Lane have developed progressively from the Union Pacific Railroad east toward SR 99 from the 1980s through the present. The project site is adjacent to existing commercial retail development on the west.

On February 27, 2018, the City published an Initial Study/Mitigated Negative Declaration (IS/MND) for a similar project. Subsequently, on July 27, 2018, the City received a new application for a revised project. The revised project will be evaluated in an Environmental Impact Report (EIR), and the prior IS/MND will not be considered further by the City.

A.3 Project Objectives

The primary objective of the project is the construction and operation of a retail commercial facility providing automobile sales and related services. The project would provide an additional vehicle purchase option for local residents, create employment opportunities, and generate additional revenue for the City. Several other auto dealerships are located in the northeast Stockton area.

A.4 Project Details

Annexation

The project includes the annexation of approximately 10.5 acres of private land and the abutting street right-of-way into the City of Stockton (Figure 4). The annexation area includes: (a) the proposed CarMax site (7.2 acres); (b) the abutting balance of APN 130-030-12 (3.3 acres) to be used for future commercial development; (c) the abutting East Hammer Lane (along the project frontage to centerline); and (d) the abutting Maranatha Drive from its intersection with East Hammer Lane to the eastern boundary of APN 130-030-12. City action related to the proposed annexation would be to approve submittal of

an annexation application to the San Joaquin Local Agency Formation Commission (LAFCO). The LAFCO would be responsible for approval of the annexation.

<u>Prezone</u>

The project includes a request that the City prezone APN 130-030-12 to CG - Commercial General. Prezoning would require a recommendation for approval from the Stockton Planning Commission and final approval by the City Council. Prezoning would take effect upon annexation of the site.

Land Development Permit, Design Review

In conjunction with the annexation and prezone approval requests, the City will also consider development plans for the CarMax facility under a Land Development Permit (Stockton Development Code Chapter 16.136) and Design Review (Stockton Development Code Chapter 16.120).

Project Site Plan

CarMax Site

The project proposes development of a CarMax dealership on 7.2 acres of the project site. The dealership would consist of a sales building, a vehicle staging and service area, employee and customer parking and an outdoor vehicle sales display area; a total of 18,824 square feet of buildings are proposed (Figure 5).

The project includes a total of 527 parking spaces, including 290 spaces for automobile sales display and 151 spaces for customer and employee parking. Vehicle access to the site would be from two new driveways along Maranatha Drive. External pedestrian access to the site would be provided from an existing sidewalk on Hammer Lane along the northern border of the project. The project would include the construction of new sidewalk, curb and gutter along the west side of Maranatha Drive.

Utility service, including sewer, water and storm drainage, would be provided by the City of Stockton from existing in-street lines near the site. Electrical, gas and communication utilities would be extended to the site from existing facilities along Hammer Lane. The site perimeter would be enclosed by a steel guard rail on wooden posts. An above-ground fuel storage/dispensing facility would be located in the southeast corner of the staging/service area. The perimeter area would be landscaped with trees, shrubs and other vegetation.

Future Commercial Development

The approximate 3.3-acre balance of APN 130-030-12 is not subject to a specific development plan at this time. However, the EIR will evaluate the potential environmental effects of future commercial development under the proposed CG (Commercial General) pre-zoning designation. The EIR will assume that approximately 27,000 square feet of commercial floor area will be developed, based on a Floor-Area Ratio (FAR) of 0.25, consistent with the underlying General Plan designation of Commercial.
Future Application

Although not included with the current project applications filed with the City, the EIR will consider thE potential environmental effects of a potential future Tentative Parcel Map application, which would create the followingparcels: the CarMax site (7.2 acres, a portion of APN 130-030-12); the 3.3-acre balance of APN 130-030-12 for future commercial development; and a remainder parcel consisting of APN 130-030-13. The map would also establish the ultimate boundaries of Maranatha Drive. The map would be processed after annexation (as mentioned above) to the City of Stockton. The Tentative Parcel Map would require review and action by the City of Stockton.

A.5 Issues to be Analyzed in the EIR

The EIR proposes to analyze probable environmental effects of the project, including development of the CarMax site and the adjoining 3.3 acres for future commercial development, as follows:

- Aesthetics and Visual Resources Visual character of proposed structures and site improvements, lighting impacts.
- Agricultural Resources Conversion of land formerly used for orchards to urban use.
- Air Quality Construction and operational air pollutant emissions, carbon monoxide concentrations at nearby intersections.
- Biological Resources Impacts on habitat for special-status and migratory species, removal of "heritage trees".
- Cultural Resources Potential impacts on undiscovered historical, archaeological, and/or paleontological resources.
- Geology, Soils, and Mineral Resources Seismic hazards, soil erosion, suitability of soil for development, impact on accessibility of mineral resources.
- Greenhouse Gas Emissions Construction and operational emissions, consistency with applicable GHG management plans including the Stockton CAP.
- Hazards and Hazardous Materials Existence of environmental contamination on project site, if any, and use and storage of hazardous materials.
- Hydrology and Water Quality Surface and groundwater impacts, storm water runoff amount and quality, potential flood hazard.
- Land Use Consistency with applicable land use plans and ordinances.
- Noise Construction and operational noise levels and impacts on nearby land uses.

- Population and Housing Impacts on population growth and housing needs.
- Public Services and Recreation New or expanded facilities required for agencies responsible for fire protection, police protection, schools, parks and recreation.
- Transportation Generation of traffic and impact on traffic flow in streets and intersections in area, creation of traffic hazards, accessibility of alternative travel modes.
- Tribal Cultural Resources Potential impacts on resources of importance to local tribes.
- Utilities and Service Systems Environmental impacts of any necessary extension of water, wastewater, storm drainage, solid waste, and other services.

Based on comments received in response to this Notice of Preparation (NOP), the EIR may be revised or expanded to conform to responses to the NOP.

CarMax EIR, Notice of Preparation, Attachment A

Insert Figures 1 through 6

CITY OF STOCKTON NOTICE OF PREPARATION

August 17, 2018

To: (See attached list)

From: <u>Lead Agency</u> City of Stockton Community Development Department 345 N. El Dorado Street Stockton, CA 95202

SUBJECT: NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT PURSUANT TO PUB. RES. CODE SEC. 21080.4 AND CAL. CODE OF REGULATIONS TITLE 14, SEC 15082(a) FOR THE CARMAX AUTO SUPERSTORE PROJECT

The City of Stockton Community Development Department will be the Lead Agency and will prepare a Draft Environmental Impact Report (EIR) for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project.

The project description, location and the probable environmental effects are contained in the attached materials. An Initial Study will not be relied upon to identify potential significant effects and to narrow the scope of the EIR.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice. We respectfully request that you return your comments to the above-noted Lead Agency address **by 5:00 p.m. on September 17, 2018**. If no comments are received by the date indicated, it will be assumed that the document is acceptable.

If you have any questions regarding this matter, please contact Assistant Planner Kanoa Kelly at (209) 937-8266.

PROJECT TITLE: CarMax Auto Superstore Project

EIR FILE #: EIRX-XX

DISCRETIONARY APPLICATION NO: P17-0551, for Annexation, Prezoning, Land Development Permit, and Design Review.

APPLICANT: CarMax Auto Superstores, Inc.

PROJECT DESCRIPTION/LOCATION: The project is located at the southwest corner of the intersection of East Hammer Lane and Maranatha Drive, Stockton, California on Assessor's Parcel Number (APN) 130-030-12. The project includes development of a car sales and service facility on a 7.2-acre portion of APN 130-030-12. The project will require San Joaquin LAFCO approval of annexation to the City, and City of Stockton approvals of Prezoning, Land Development Permit, Design Review, and associated street and utility improvements. The proposed annexation also includes: (a) the abutting East Hammer Lane (along the project frontage to centerline) and abutting Maranatha Drive from its intersection with East Hammer Lane to the eastern boundary of APN 130-030-12; and (b) the 3.3-acre balance of APN 130-030-12, which is also proposed to be prezoned for commercial development by the City of Stockton. Refer to Attachment A for more information.

DAVID KWONG, DIRECTOR STOCKTON COMMUNITY DEVELOPMENT DEPARTMENT

By:

Kanoa Kelley, Assistant Planner

Date: August 17, 2018

APPENDIX B LIGHTING PLANS, CARMAX DEVELOPMENT

CARMAX LIGHTING PLAN, TITLE BLOCK



AREA LIGHT AND WALL MOUNT DETAILS

XALM LED Area Light

XWM LED Wall Mount



PERSPECTIVE VIEW



END VIEW





PERSPECTIVE VIEW







SUMMARY NOTES

LPD Area Summary	
Label	Total Watts
C E LOT	4335,301
SALES LOT	23076.01
SALES STAGING	4740
Total Project Watts	32151.3

Calculation Summary							
Label	CalcType	Units	Avg	Ma×	Min	Avg/Min	Max/Min
CALCS @ 4' ABOVE GRADE	Illuminance	Fc	7,54	33,3	0.0	N.A.	N.A.
C E LOT	Illuminance	Fc	5.49	14.4	0.6	9.15	24.00
SALES LOT	Illuminance	Fc	22.73	33.3	5.3	4.29	6.28
SALES STAGING	Illuminance	Fc	7.22	14.5	3.2	2.26	4.53

Luminaire Sche	dule								
Symbol	Qty	Label	Arrangement	Description	LLF	Lumens/Lamp	Arr. Lum. Lumens	Arr. Watts	BUG Rating
	25	DLA	TWIN	XALM-2-LED-HD-50-IL-24	0.900	N.A.	42068	478.4	B3-U0-G3
>-	14	OLB	3 @ 120 DEGREES	XALM-5W-LED-HD-50-24	0.900	N.A.	87285	732	B5-U0-G3
1	13	DLC	D180°	XALM-5W-LED-HD-50-24	0.900	N.A.	58190	488	B5-U0-G3
	13	DLG	SINGLE	XALM-FT-LED-SS-50-IL-24	0.900	N.A.	14362	154.1	B2-U0-G3
•	5	DLW	SINGLE	XWM-FT-LED-08-50-13' MH	0.900	N.A.	8654	76	B2-U0-G2
•	19	DLW2	SINGLE	XWM-FT-LED-08-50-19' MH	0.900	N.A.	8654	76	B2-U0-G2

PHOTOMETRIC PLAN SECTION 1, NORTH



PHOTOMETRIC PLAN SECTION 2



PHOTOMETRIC PLAN SECTION 3



PHOTOMETRIC PLAN SECTION 4, SOUTH

ħ.o	b .o	ħ.0	b. o	b. o	b. o	b.o	b. o	b.o	Ъл	βı	βı	βı	Ъл	ቬ 1	ā.	b .1	ħı	ħ.
ħ.o	ħ.o	ħ.o	b.1	b.1	b.1	b.1	Ъı	b.1	Ъı	b.e	b,e	b,a	B.4	δs	đ6	Ъs	₿6	₿6
(here)	0.0	0.1	0,2	0,5	b.5	b.3	ha.	ħ4	h6	h.7	he	ħ.e	1a	ţ,	ţ,	1 ,0	ŧ.	t. E.I
	ħe	ŊД		- <u>C</u> /	RRI	FŖ	-	HIG	<u>е,</u> н	AL E	5.7	28	VI- 35	F X P	7FT. 1	F II	-	6.0
Ţ					JLG					DLC	5				βų	5	5	
191	D.6	5.0	3.7	4.0	51	4.9	4.8	5.8	11	6.0	7.1	6.7	7.3	8.7	32	₿.	1 6.6	208
t.z	ъs	2.2	32	4.4	5.3	5.7	6.6	72	- to	ā.	ā.o	8.3	18.7	9.7	t32	Ъг.	L.X	18.5
t z	<u>р</u> е	Ъз	Ţà	3.0	41	6.4	8.4	8 .9	_ b .7	8 .3	9.5	^{9.6}	rge.	8.9	1as	┝┉┟	ľ₽,	X
1.z	5. 4	<u>с</u> в	Ъз	2.5	3.9	6.7	10.2	10.9	96	88	115	11.0	10.9	85	5 5 ∕	9.6	Ĭ03	85
1.1	2.2	B.4	Ţς	2.5	4.0	6.5	2010	п <u>ь</u> с	10.3	5 4 •	1	יית		7.9	7	65	6 .6	6. 7
1.1	ħ.1	b .3	ÌΖ	2.0	4.4	¥.,	8.6	ica	⊃ _{10.7}	10.3	_ <u>110</u>	\$7	33	7.5	1.5	5.3	5.0	5.3
1.1	ħ.	b .3	12	3.	4.6	5.9	71	b .7	9.9	toa	\$6	Ē.1	7.3	č .3	3.	4.6] *=	4.5
1.0	ħ.	Ъз	Ì1	2.	4.4	6.7	9.6	101	10.6	10.2	10.9	\$2	₿1	37	7.3	<u> </u>	35	3.9
1.1	ħ.1	ъз	10	2.9	3.7	ر_ ٤.5	9.9	110	_) 9.9	\$1	11.2	9.9	 18.4	4.9	3.5	.3.1	3.3	4,8
11	ħı	b .9	6.8	20	3.3	6.5	3.3	ΠĻÇ	8.9	B2 ·	tow.	<u>л</u> і (<u>,</u>	3.4	3		3.2	5.1
t.	ħ2	ħ.+	6.9	1,	31	5.8	6.6	7.4	75	7.1	79	6.8	t.)	4.0	z.	3.0	Դ⊷	5.5
tz	65	b .7	iz	21	3.0	3.8	\$15	51	5.6	5.7	\$5	4.8	/1.1	34	9.0	38	3.6	5.
ŧ,	ţ.e	Ţз	1 7	2.4	2.9	3.7	4,3	4.3	4.6	4.6	4.6	4.4	36	3.1	3.1	5.4	4.0	4.5
ŧ.e	10	2 .3	3.0	3.4	3.6	3.8	42	4.0	42	4,2	28	3.8	35	3.7	3.8	4.2	4.1	1 4.1
t	ħ.s	2.4	3.7	27	40	3.3	3.3	\$7	şт	5	3.3	17	3.	1 4.0	3.0	¥2	3.1	E.
<u>_</u>	ħε	6. 8	14	2.0	م بر من	1.o	10	1.3	50 -	 n ta	1.0	ð.s	1.0	1.7		6 ¹⁵	1 1.9	ā.e
ā.o	ō.o	ð.ı	0.2	b.3	b.3	ð.ı	δı	b. 2	b.4	b.4	βı	δı	Ъг	Ъз	ā.4		ħ.	ъ.
b. o	ħ.o	ā .o	b.o	b.1	b.1	b.o	b .o	b .o	δı	Ъı	ō.o	ð.o	Ъo	ħ1	ō.1	ħ.ı	ħ.o	ħ.o

APPENDIX C AIR QUALITY MODELING RESULTS

Hammer Lane Carmax & Retail Commercial

San Joaquin County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	4.49	Acre	4.49	195,584.40	0
Automobile Care Center	17.90	1000sqft	0.41	17,900.00	0
Regional Shopping Center	27.00	1000sqft	0.62	27,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.7	Precipitation Freq (Days)	51
Climate Zone	2			Operational Year	2020
Utility Company	Pacific Gas & Electric Con	npany			
CO2 Intensity (Ib/MWhr)	290	CH4 Intensity (Ib/MWhr)	0.029	N2O Intensity 0 (Ib/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - CO2 Intensity Factor 290 Lbs CO2 / MWh from PG&E 2015.

Land Use - Land use quantities from traffic impact study & BaseCamp Environmental (17.9 KSF AutoCareCtr, 27.0 KSF ShoppingCtr, 4.49 acres parking lot).

Construction Phase - No demolition - phase deleted. Default construction schedule retained.

Architectural Coating - 50 g/L per SJVAPCD Rule.

Vehicle Trips - AutoCare (Carmax) Wkday (68.37) & Sat (99.27) rates from Carmax Trip Gen Study; Sun (41.69) factored using ITE Trip Generation. Shopping Wkday (50.00) per TIS; Sat (49.97) & Sun (25.24) left at CalEEMod default.

Area Coating - 50 g/L per SJVAPCD rule.

Energy Use - No user-specified entries. All CalEEMod default values.

Mobile Land Use Mitigation - Approx 4.5 miles to downtown (LUT-4). SJRTD Route 43 weekday 15-minute headway (LUT-5).

Area Mitigation - Per SJVAPCD Rule, applied to non-residential & parking.

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

Page 3 of 32

Hammer Lane Carmax & Retail Commercial - San Joaquin County, Annual

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	150.00	50.00
tblArchitecturalCoating	EF_Parking	150.00	50.00
tblArchitecturalCoating	EF_Residential_Exterior	150.00	50.00
tblArchitecturalCoating	EF_Residential_Interior	150.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	150	50
tblAreaCoating	Area_EF_Nonresidential_Interior	150	50
tblAreaCoating	Area_EF_Parking	150	50
tblAreaCoating	Area_EF_Residential_Exterior	150	50
tblAreaCoating	Area_EF_Residential_Interior	150	50
tblAreaMitigation	UseLowVOCPaintParkingCheck	False	True
tblProjectCharacteristics	CO2IntensityFactor	641.35	290
tblProjectCharacteristics	OperationalYear	2018	2020
tblVehicleTrips	ST_TR	23.72	99.27
tblVehicleTrips	SU_TR	11.88	41.69
tblVehicleTrips	WD_TR	23.72	68.37
tblVehicleTrips	WD_TR	42.70	50.00

2.0 Emissions Summary

Page 4 of 32

Hammer Lane Carmax & Retail Commercial - San Joaquin County, Annual

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					ton	s/yr							MT	/yr		
2019	0.3924	3.5637	2.7466	5.7900e- 003	0.2763	0.1798	0.4561	0.1160	0.1686	0.2846	0.0000	519.6629	519.6629	0.0907	0.0000	521.9303
2020	0.1399	0.1514	0.1669	2.7000e- 004	2.6500e- 003	8.2800e- 003	0.0109	7.0000e- 004	7.7100e- 003	8.4100e- 003	0.0000	23.9288	23.9288	6.4200e- 003	0.0000	24.0892
Maximum	0.3924	3.5637	2.7466	5.7900e- 003	0.2763	0.1798	0.4561	0.1160	0.1686	0.2846	0.0000	519.6629	519.6629	0.0907	0.0000	521.9303

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					tor	ns/yr							М	T/yr		
2019	0.3924	3.5637	2.7466	5.7900e- 003	0.2763	0.1798	0.4561	0.1160	0.1686	0.2846	0.0000	519.6625	519.6625	0.0907	0.0000	521.9299
2020	0.1399	0.1514	0.1669	2.7000e- 004	2.6500e- 003	8.2800e- 003	0.0109	7.0000e- 004	7.7100e- 003	8.4100e- 003	0.0000	23.9288	23.9288	6.4200e- 003	0.0000	24.0892
Maximum	0.3924	3.5637	2.7466	5.7900e- 003	0.2763	0.1798	0.4561	0.1160	0.1686	0.2846	0.0000	519.6625	519.6625	0.0907	0.0000	521.9299
	ROG	NOx	со	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-1-2019	3-31-2019	1.0668	1.0668
2	4-1-2019	6-30-2019	0.9548	0.9548
3	7-1-2019	9-30-2019	0.9653	0.9653
4	10-1-2019	12-31-2019	0.9655	0.9655
5	1-1-2020	3-31-2020	0.2938	0.2938
		Highest	1.0668	1.0668

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	СО	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					ton	s/yr							МТ	ī/yr		
Area	0.1998	0.0000	4.6000e- 004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	8.8000e- 004	8.8000e- 004	0.0000	0.0000	9.4000e- 004
Energy	3.5200e- 003	0.0320	0.0269	1.9000e- 004		2.4300e- 003	2.4300e- 003	 - - - -	2.4300e- 003	2.4300e- 003	0.0000	120.8509	120.8509	9.2700e- 003	2.4200e- 003	121.8033
Mobile	0.7315	4.5623	6.2956	0.0199	1.2892	0.0211	1.3103	0.3457	0.0199	0.3656	0.0000	1,830.870 2	1,830.870 2	0.1243	0.0000	1,833.977 9
Waste	n					0.0000	0.0000		0.0000	0.0000	19.6353	0.0000	19.6353	1.1604	0.0000	48.6457
Water	n				1	0.0000	0.0000		0.0000	0.0000	1.1688	3.6617	4.8305	0.1204	2.9100e- 003	8.7080
Total	0.9348	4.5943	6.3230	0.0201	1.2892	0.0235	1.3128	0.3457	0.0223	0.3680	20.8041	1,955.383 7	1,976.187 8	1.4144	5.3300e- 003	2,013.135 8

Page 6 of 32

Hammer Lane Carmax & Retail Commercial - San Joaquin County, Annual

2.2 Overall Operational

Mitigated Operational

	ROG	NO	X	со	SO2	Fugi PM	tive 10	Exhaust PM10	PM10 Total	Fugi PM	tive E 2.5 I	xhaust PM2.5	PM2.5 Total	Bio	o- CO2	NBio- CO2	Total CC	02 C	CH4	N2O	CO2e
Category							tons	:/yr										MT/yr			
Area	0.1998	0.00	00 4.	.6000e- 004	0.0000			0.0000	0.0000		(0.0000	0.0000	0.	.0000	8.8000e- 004	8.8000e 004	÷ 0.(0000	0.0000	9.4000e- 004
Energy	3.0000e- 003	0.02	73 (0.0229	1.6000e- 004			2.0700e- 003	2.0700e- 003		2.	.0700e- 003	2.0700e- 003	0.	.0000	112.9295	112.929	5 8.8 (900e- 003	2.2700e- 003	113.8273
Mobile	0.6795	4.05	28 5	5.1284	0.0149	0.88	392	0.0158	0.9050	0.23	385 (0.0149	0.2533	0.	.0000	1,371.387 0	1,371.38 0	37 0.´	1109	0.0000	1,374.158 4
Waste	f;				 			0.0000	0.0000		(0.0000	0.0000	4	.9088	0.0000	4.9088	0.2	2901	0.0000	12.1614
Water	f;				 			0.0000	0.0000		(0.0000	0.0000	0.	.9350	2.9294	3.8644	0.0	0963	2.3300e- 003	6.9664
Total	0.8823	4.08	01 5	5.1518	0.0150	0.88	392	0.0179	0.9071	0.23	385 (0.0169	0.2554	5.	.8438	1,487.246 8	1,493.09 7	0 0.	5062	4.6000e- 003	1,507.114 5
	ROG		NOx	С	: 0	802	Fugit PM ⁻	tive Exh 10 PN	aust P /10 1	M10 Total	Fugitive PM2.5	e Exh PN	aust P 12.5 1	M2.5 otal	Bio- C	CO2 NBio	-CO2 Toi	al CO2	СН	4 N	20 CO:
Percent Reduction	5.61		11.19	18.	.52 2	5.09	31.0	03 24	.06 3	0.90	31.03	24	.07 3	0.61	71.9	23.	94 2	24.45	64.2	:1 13	.70 25.′

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/1/2019	1/14/2019	5	10	
2	Grading	Grading	1/15/2019	2/11/2019	5	20	; ;
3	Building Construction	Building Construction	2/12/2019	12/30/2019	5	230	,
4	Paving	Paving	12/31/2019	1/27/2020	5	20	,
5	Architectural Coating	Architectural Coating	1/28/2020	2/24/2020	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 10

Acres of Paving: 4.49

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 67,350; Non-Residential Outdoor: 22,450; Striped Parking Area: 11,735 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

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
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	97.00	39.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	19.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Site Preparation - 2019

Unmitigated Construction On-Site

	ROG	NOx	СО	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					ton	s/yr							МТ	/yr		
Fugitive Dust					0.0903	0.0000	0.0903	0.0497	0.0000	0.0497	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0217	0.2279	0.1103	1.9000e- 004		0.0120	0.0120		0.0110	0.0110	0.0000	17.0843	17.0843	5.4100e- 003	0.0000	17.2195
Total	0.0217	0.2279	0.1103	1.9000e- 004	0.0903	0.0120	0.1023	0.0497	0.0110	0.0607	0.0000	17.0843	17.0843	5.4100e- 003	0.0000	17.2195

Unmitigated Construction Off-Site

	ROG	NOx	СО	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					ton	s/yr							МТ	/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	3.9000e- 004	2.9000e- 004	2.8600e- 003	1.0000e- 005	7.2000e- 004	1.0000e- 005	7.2000e- 004	1.9000e- 004	0.0000	2.0000e- 004	0.0000	0.6558	0.6558	2.0000e- 005	0.0000	0.6563
Total	3.9000e- 004	2.9000e- 004	2.8600e- 003	1.0000e- 005	7.2000e- 004	1.0000e- 005	7.2000e- 004	1.9000e- 004	0.0000	2.0000e- 004	0.0000	0.6558	0.6558	2.0000e- 005	0.0000	0.6563

Page 10 of 32

Hammer Lane Carmax & Retail Commercial - San Joaquin County, Annual

3.2 Site Preparation - 2019

Mitigated Construction On-Site

	ROG	NOx	со	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					ton	s/yr							MT	/yr		
Fugitive Dust					0.0903	0.0000	0.0903	0.0497	0.0000	0.0497	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0217	0.2279	0.1103	1.9000e- 004		0.0120	0.0120		0.0110	0.0110	0.0000	17.0843	17.0843	5.4100e- 003	0.0000	17.2195
Total	0.0217	0.2279	0.1103	1.9000e- 004	0.0903	0.0120	0.1023	0.0497	0.0110	0.0607	0.0000	17.0843	17.0843	5.4100e- 003	0.0000	17.2195

Mitigated Construction Off-Site

	ROG	NOx	со	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					ton	s/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	3.9000e- 004	2.9000e- 004	2.8600e- 003	1.0000e- 005	7.2000e- 004	1.0000e- 005	7.2000e- 004	1.9000e- 004	0.0000	2.0000e- 004	0.0000	0.6558	0.6558	2.0000e- 005	0.0000	0.6563
Total	3.9000e- 004	2.9000e- 004	2.8600e- 003	1.0000e- 005	7.2000e- 004	1.0000e- 005	7.2000e- 004	1.9000e- 004	0.0000	2.0000e- 004	0.0000	0.6558	0.6558	2.0000e- 005	0.0000	0.6563

Page 11 of 32

Hammer Lane Carmax & Retail Commercial - San Joaquin County, Annual

3.3 Grading - 2019

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					ton	s/yr							МТ	/yr		
Fugitive Dust			1		0.0655	0.0000	0.0655	0.0337	0.0000	0.0337	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0258	0.2835	0.1629	3.0000e- 004		0.0140	0.0140		0.0129	0.0129	0.0000	26.6423	26.6423	8.4300e- 003	0.0000	26.8530
Total	0.0258	0.2835	0.1629	3.0000e- 004	0.0655	0.0140	0.0795	0.0337	0.0129	0.0465	0.0000	26.6423	26.6423	8.4300e- 003	0.0000	26.8530

Unmitigated Construction Off-Site

	ROG	NOx	со	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					ton	s/yr							МТ	/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	6.6000e- 004	4.9000e- 004	4.7600e- 003	1.0000e- 005	1.1900e- 003	1.0000e- 005	1.2000e- 003	3.2000e- 004	1.0000e- 005	3.3000e- 004	0.0000	1.0930	1.0930	3.0000e- 005	0.0000	1.0939
Total	6.6000e- 004	4.9000e- 004	4.7600e- 003	1.0000e- 005	1.1900e- 003	1.0000e- 005	1.2000e- 003	3.2000e- 004	1.0000e- 005	3.3000e- 004	0.0000	1.0930	1.0930	3.0000e- 005	0.0000	1.0939

Page 12 of 32

Hammer Lane Carmax & Retail Commercial - San Joaquin County, Annual

3.3 Grading - 2019

Mitigated Construction On-Site

	ROG	NOx	СО	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					ton	s/yr							МТ	/yr		
Fugitive Dust		, , ,			0.0655	0.0000	0.0655	0.0337	0.0000	0.0337	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0258	0.2835	0.1629	3.0000e- 004		0.0140	0.0140		0.0129	0.0129	0.0000	26.6422	26.6422	8.4300e- 003	0.0000	26.8530
Total	0.0258	0.2835	0.1629	3.0000e- 004	0.0655	0.0140	0.0795	0.0337	0.0129	0.0465	0.0000	26.6422	26.6422	8.4300e- 003	0.0000	26.8530

Mitigated Construction Off-Site

	ROG	NOx	со	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					ton	s/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	6.6000e- 004	4.9000e- 004	4.7600e- 003	1.0000e- 005	1.1900e- 003	1.0000e- 005	1.2000e- 003	3.2000e- 004	1.0000e- 005	3.3000e- 004	0.0000	1.0930	1.0930	3.0000e- 005	0.0000	1.0939
Total	6.6000e- 004	4.9000e- 004	4.7600e- 003	1.0000e- 005	1.1900e- 003	1.0000e- 005	1.2000e- 003	3.2000e- 004	1.0000e- 005	3.3000e- 004	0.0000	1.0930	1.0930	3.0000e- 005	0.0000	1.0939

Page 13 of 32

Hammer Lane Carmax & Retail Commercial - San Joaquin County, Annual

3.4 Building Construction - 2019

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					ton	s/yr							MT	/yr		
Off-Road	0.2715	2.4241	1.9738	3.0900e- 003		0.1483	0.1483		0.1395	0.1395	0.0000	270.3698	270.3698	0.0659	0.0000	272.0164
Total	0.2715	2.4241	1.9738	3.0900e- 003		0.1483	0.1483		0.1395	0.1395	0.0000	270.3698	270.3698	0.0659	0.0000	272.0164

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					ton	s/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	0.0225	0.5836	0.1304	1.2800e- 003	0.0296	4.4700e- 003	0.0341	8.5600e- 003	4.2800e- 003	0.0128	0.0000	121.4542	121.4542	8.1300e- 003	0.0000	121.6575
Worker	0.0488	0.0363	0.3540	9.0000e- 004	0.0889	6.2000e- 004	0.0895	0.0236	5.8000e- 004	0.0242	0.0000	81.2849	81.2849	2.4900e- 003	0.0000	81.3472
Total	0.0713	0.6199	0.4843	2.1800e- 003	0.1185	5.0900e- 003	0.1236	0.0322	4.8600e- 003	0.0370	0.0000	202.7392	202.7392	0.0106	0.0000	203.0047

Page 14 of 32

Hammer Lane Carmax & Retail Commercial - San Joaquin County, Annual

3.4 Building Construction - 2019

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					ton	s/yr							МТ	/yr		
Off-Road	0.2715	2.4241	1.9738	3.0900e- 003		0.1483	0.1483	1 1 1	0.1395	0.1395	0.0000	270.3695	270.3695	0.0659	0.0000	272.0161
Total	0.2715	2.4241	1.9738	3.0900e- 003		0.1483	0.1483		0.1395	0.1395	0.0000	270.3695	270.3695	0.0659	0.0000	272.0161

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					ton	s/yr							МТ	/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	0.0225	0.5836	0.1304	1.2800e- 003	0.0296	4.4700e- 003	0.0341	8.5600e- 003	4.2800e- 003	0.0128	0.0000	121.4542	121.4542	8.1300e- 003	0.0000	121.6575
Worker	0.0488	0.0363	0.3540	9.0000e- 004	0.0889	6.2000e- 004	0.0895	0.0236	5.8000e- 004	0.0242	0.0000	81.2849	81.2849	2.4900e- 003	0.0000	81.3472
Total	0.0713	0.6199	0.4843	2.1800e- 003	0.1185	5.0900e- 003	0.1236	0.0322	4.8600e- 003	0.0370	0.0000	202.7392	202.7392	0.0106	0.0000	203.0047

Page 15 of 32

Hammer Lane Carmax & Retail Commercial - San Joaquin County, Annual

3.5 Paving - 2019

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					ton	s/yr							МТ	/yr		
Off-Road	7.3000e- 004	7.6200e- 003	7.3300e- 003	1.0000e- 005		4.1000e- 004	4.1000e- 004		3.8000e- 004	3.8000e- 004	0.0000	1.0238	1.0238	3.2000e- 004	0.0000	1.0319
Paving	2.9000e- 004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	1.0200e- 003	7.6200e- 003	7.3300e- 003	1.0000e- 005		4.1000e- 004	4.1000e- 004		3.8000e- 004	3.8000e- 004	0.0000	1.0238	1.0238	3.2000e- 004	0.0000	1.0319

Unmitigated Construction Off-Site

	ROG	NOx	со	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					ton	s/yr							МТ	/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	3.0000e- 005	2.0000e- 005	2.4000e- 004	0.0000	6.0000e- 005	0.0000	6.0000e- 005	2.0000e- 005	0.0000	2.0000e- 005	0.0000	0.0547	0.0547	0.0000	0.0000	0.0547
Total	3.0000e- 005	2.0000e- 005	2.4000e- 004	0.0000	6.0000e- 005	0.0000	6.0000e- 005	2.0000e- 005	0.0000	2.0000e- 005	0.0000	0.0547	0.0547	0.0000	0.0000	0.0547

Page 16 of 32

Hammer Lane Carmax & Retail Commercial - San Joaquin County, Annual

3.5 Paving - 2019

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					ton	s/yr							MT	/yr		
Off-Road	7.3000e- 004	7.6200e- 003	7.3300e- 003	1.0000e- 005		4.1000e- 004	4.1000e- 004		3.8000e- 004	3.8000e- 004	0.0000	1.0238	1.0238	3.2000e- 004	0.0000	1.0319
Paving	2.9000e- 004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	1.0200e- 003	7.6200e- 003	7.3300e- 003	1.0000e- 005		4.1000e- 004	4.1000e- 004		3.8000e- 004	3.8000e- 004	0.0000	1.0238	1.0238	3.2000e- 004	0.0000	1.0319

Mitigated Construction Off-Site

	ROG	NOx	со	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					ton	s/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	3.0000e- 005	2.0000e- 005	2.4000e- 004	0.0000	6.0000e- 005	0.0000	6.0000e- 005	2.0000e- 005	0.0000	2.0000e- 005	0.0000	0.0547	0.0547	0.0000	0.0000	0.0547
Total	3.0000e- 005	2.0000e- 005	2.4000e- 004	0.0000	6.0000e- 005	0.0000	6.0000e- 005	2.0000e- 005	0.0000	2.0000e- 005	0.0000	0.0547	0.0547	0.0000	0.0000	0.0547

Page 17 of 32

Hammer Lane Carmax & Retail Commercial - San Joaquin County, Annual

3.5 Paving - 2020

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					ton	s/yr							MT	/yr		
Off-Road	0.0129	0.1336	0.1392	2.2000e- 004		7.1500e- 003	7.1500e- 003		6.5800e- 003	6.5800e- 003	0.0000	19.0268	19.0268	6.1500e- 003	0.0000	19.1807
Paving	5.5900e- 003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0185	0.1336	0.1392	2.2000e- 004		7.1500e- 003	7.1500e- 003		6.5800e- 003	6.5800e- 003	0.0000	19.0268	19.0268	6.1500e- 003	0.0000	19.1807

Unmitigated Construction Off-Site

	ROG	NOx	со	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					ton	s/yr							МТ	/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	5.7000e- 004	4.1000e- 004	4.0300e- 003	1.0000e- 005	1.1400e- 003	1.0000e- 005	1.1400e- 003	3.0000e- 004	1.0000e- 005	3.1000e- 004	0.0000	1.0066	1.0066	3.0000e- 005	0.0000	1.0073
Total	5.7000e- 004	4.1000e- 004	4.0300e- 003	1.0000e- 005	1.1400e- 003	1.0000e- 005	1.1400e- 003	3.0000e- 004	1.0000e- 005	3.1000e- 004	0.0000	1.0066	1.0066	3.0000e- 005	0.0000	1.0073

Page 18 of 32

Hammer Lane Carmax & Retail Commercial - San Joaquin County, Annual

3.5 Paving - 2020

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					ton	s/yr							MT	/yr		
Off-Road	0.0129	0.1336	0.1392	2.2000e- 004		7.1500e- 003	7.1500e- 003		6.5800e- 003	6.5800e- 003	0.0000	19.0268	19.0268	6.1500e- 003	0.0000	19.1806
Paving	5.5900e- 003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0185	0.1336	0.1392	2.2000e- 004		7.1500e- 003	7.1500e- 003		6.5800e- 003	6.5800e- 003	0.0000	19.0268	19.0268	6.1500e- 003	0.0000	19.1806

Mitigated Construction Off-Site

	ROG	NOx	СО	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					ton	s/yr							МТ	/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	5.7000e- 004	4.1000e- 004	4.0300e- 003	1.0000e- 005	1.1400e- 003	1.0000e- 005	1.1400e- 003	3.0000e- 004	1.0000e- 005	3.1000e- 004	0.0000	1.0066	1.0066	3.0000e- 005	0.0000	1.0073
Total	5.7000e- 004	4.1000e- 004	4.0300e- 003	1.0000e- 005	1.1400e- 003	1.0000e- 005	1.1400e- 003	3.0000e- 004	1.0000e- 005	3.1000e- 004	0.0000	1.0066	1.0066	3.0000e- 005	0.0000	1.0073

Page 19 of 32

Hammer Lane Carmax & Retail Commercial - San Joaquin County, Annual

3.6 Architectural Coating - 2020

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					ton	s/yr							MT	/yr		
Archit. Coating	0.1177					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.4200e- 003	0.0168	0.0183	3.0000e- 005		1.1100e- 003	1.1100e- 003		1.1100e- 003	1.1100e- 003	0.0000	2.5533	2.5533	2.0000e- 004	0.0000	2.5582
Total	0.1201	0.0168	0.0183	3.0000e- 005		1.1100e- 003	1.1100e- 003		1.1100e- 003	1.1100e- 003	0.0000	2.5533	2.5533	2.0000e- 004	0.0000	2.5582

Unmitigated Construction Off-Site

	ROG	NOx	со	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					ton				МТ	'/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	7.6000e- 004	5.4000e- 004	5.3700e- 003	1.0000e- 005	1.5100e- 003	1.0000e- 005	1.5200e- 003	4.0000e- 004	1.0000e- 005	4.1000e- 004	0.0000	1.3421	1.3421	4.0000e- 005	0.0000	1.3431
Total	7.6000e- 004	5.4000e- 004	5.3700e- 003	1.0000e- 005	1.5100e- 003	1.0000e- 005	1.5200e- 003	4.0000e- 004	1.0000e- 005	4.1000e- 004	0.0000	1.3421	1.3421	4.0000e- 005	0.0000	1.3431

Page 20 of 32

Hammer Lane Carmax & Retail Commercial - San Joaquin County, Annual

3.6 Architectural Coating - 2020

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					ton	s/yr							MT	/yr		
Archit. Coating	0.1177					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.4200e- 003	0.0168	0.0183	3.0000e- 005		1.1100e- 003	1.1100e- 003		1.1100e- 003	1.1100e- 003	0.0000	2.5533	2.5533	2.0000e- 004	0.0000	2.5582
Total	0.1201	0.0168	0.0183	3.0000e- 005		1.1100e- 003	1.1100e- 003		1.1100e- 003	1.1100e- 003	0.0000	2.5533	2.5533	2.0000e- 004	0.0000	2.5582

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													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	7.6000e- 004	5.4000e- 004	5.3700e- 003	1.0000e- 005	1.5100e- 003	1.0000e- 005	1.5200e- 003	4.0000e- 004	1.0000e- 005	4.1000e- 004	0.0000	1.3421	1.3421	4.0000e- 005	0.0000	1.3431
Total	7.6000e- 004	5.4000e- 004	5.3700e- 003	1.0000e- 005	1.5100e- 003	1.0000e- 005	1.5200e- 003	4.0000e- 004	1.0000e- 005	4.1000e- 004	0.0000	1.3421	1.3421	4.0000e- 005	0.0000	1.3431

4.0 Operational Detail - Mobile

CalEEMod Version: CalEEMod.2016.3.1

Page 21 of 32

Hammer Lane Carmax & Retail Commercial - San Joaquin County, Annual

4.1 Mitigation Measures Mobile

Improve Destination Accessibility

Increase Transit Accessibility

Improve Pedestrian Network

	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					ton	s/yr							МТ	/yr		
Mitigated	0.6795	4.0528	5.1284	0.0149	0.8892	0.0158	0.9050	0.2385	0.0149	0.2533	0.0000	1,371.387 0	1,371.387 0	0.1109	0.0000	1,374.158 4
Unmitigated	0.7315	4.5623	6.2956	0.0199	1.2892	0.0211	1.3103	0.3457	0.0199	0.3656	0.0000	1,830.870 2	1,830.870 2	0.1243	0.0000	1,833.977 9

4.2 Trip Summary Information

	Avei	rage Daily Trip Ra	ate	Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	1,223.82	1,776.93	746.25	1,229,905	848,313
Parking Lot	0.00	0.00	0.00		
Regional Shopping Center	1,350.00	1,349.19	681.48	2,199,313	1,516,951
Total	2,573.82	3,126.12	1,427.73	3,429,218	2,365,265

4.3 Trip Type Information

		Miles			Trip %			Trip Purpos	e %
Land Use	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
Automobile Care Center	9.50	7.30	7.30	33.00	48.00	19.00	21	51	28
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Parking Lot	0.546554	0.037008	0.181258	0.129446	0.020679	0.005026	0.016032	0.054515	0.001184	0.001555	0.005196	0.000618	0.000931
Automobile Care Center	0.546554	0.037008	0.181258	0.129446	0.020679	0.005026	0.016032	0.054515	0.001184	0.001555	0.005196	0.000618	0.000931
Regional Shopping Center	0.546554	0.037008	0.181258	0.129446	0.020679	0.005026	0.016032	0.054515	0.001184	0.001555	0.005196	0.000618	0.000931

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Page 23 of 32

Hammer Lane Carmax & Retail Commercial - San Joaquin County, Annual

	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					ton	s/yr							MT	ī/yr		
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	83.2455	83.2455	8.3200e- 003	1.7200e- 003	83.9668
Electricity Unmitigated	n	 - - - -			 - - - -	0.0000	0.0000		0.0000	0.0000	0.0000	86.0301	86.0301	8.6000e- 003	1.7800e- 003	86.7756
NaturalGas Mitigated	3.0000e- 003	0.0273	0.0229	1.6000e- 004		2.0700e- 003	2.0700e- 003		2.0700e- 003	2.0700e- 003	0.0000	29.6841	29.6841	5.7000e- 004	5.4000e- 004	29.8605
NaturalGas Unmitigated	3.5200e- 003	0.0320	0.0269	1.9000e- 004		2.4300e- 003	2.4300e- 003	**************************************	2.4300e- 003	2.4300e- 003	0.0000	34.8208	34.8208	6.7000e- 004	6.4000e- 004	35.0277

5.2 Energy by Land Use - NaturalGas

<u>Unmitigated</u>

	NaturalGa s Use	ROG	NOx	со	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					ton	s/yr							МТ	'/yr		
Automobile Care Center	335267	1.8100e- 003	0.0164	0.0138	1.0000e- 004		1.2500e- 003	1.2500e- 003		1.2500e- 003	1.2500e- 003	0.0000	17.8911	17.8911	3.4000e- 004	3.3000e- 004	17.9974
Parking Lot	0	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
Regional Shopping Center	317250	1.7100e- 003	0.0156	0.0131	9.0000e- 005		1.1800e- 003	1.1800e- 003		1.1800e- 003	1.1800e- 003	0.0000	16.9297	16.9297	3.2000e- 004	3.1000e- 004	17.0303
Total		3.5200e- 003	0.0320	0.0269	1.9000e- 004		2.4300e- 003	2.4300e- 003		2.4300e- 003	2.4300e- 003	0.0000	34.8208	34.8208	6.6000e- 004	6.4000e- 004	35.0277
Page 24 of 32

Hammer Lane Carmax & Retail Commercial - San Joaquin County, Annual

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGa s 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					ton	s/yr							MT	/yr		
Automobile Care Center	285138	1.5400e- 003	0.0140	0.0117	8.0000e- 005		1.0600e- 003	1.0600e- 003		1.0600e- 003	1.0600e- 003	0.0000	15.2161	15.2161	2.9000e- 004	2.8000e- 004	15.3065
Parking Lot	0	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
Regional Shopping Center	271121	1.4600e- 003	0.0133	0.0112	8.0000e- 005		1.0100e- 003	1.0100e- 003		1.0100e- 003	1.0100e- 003	0.0000	14.4680	14.4680	2.8000e- 004	2.7000e- 004	14.5540
Total		3.0000e- 003	0.0273	0.0229	1.6000e- 004		2.0700e- 003	2.0700e- 003		2.0700e- 003	2.0700e- 003	0.0000	29.6841	29.6841	5.7000e- 004	5.5000e- 004	29.8605

5.3 Energy by Land Use - Electricity

<u>Unmitigated</u>

	Electricity Use	Total CO2	CH4	N2O	CO2e			
Land Use	kWh/yr	MT/yr						
Automobile Care Center	154119	20.2731	2.0300e- 003	4.2000e- 004	20.4488			
Parking Lot	172114	22.6402	2.2600e- 003	4.7000e- 004	22.8364			
Regional Shopping Center	327780	43.1168	4.3100e- 003	8.9000e- 004	43.4904			
Total		86.0301	8.6000e- 003	1.7800e- 003	86.7756			

Page 25 of 32

Hammer Lane Carmax & Retail Commercial - San Joaquin County, Annual

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e	
Land Use	kWh/yr	MT/yr				
Automobile Care Center	149474	19.6621	1.9700e- 003	4.1000e- 004	19.8325	
Parking Lot	172114	22.6402	2.2600e- 003	4.7000e- 004	22.8364	
Regional Shopping Center	311256	40.9432	4.0900e- 003	8.5000e- 004	41.2980	
Total		83.2455	8.3200e- 003	1.7300e- 003	83.9668	

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Page 26 of 32

Hammer Lane Carmax & Retail Commercial - San Joaquin County, Annual

	ROG	NOx	СО	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					ton	s/yr							МТ	/yr		
Mitigated	0.1998	0.0000	4.6000e- 004	0.0000	1 1 1	0.0000	0.0000		0.0000	0.0000	0.0000	8.8000e- 004	8.8000e- 004	0.0000	0.0000	9.4000e- 004
Unmitigated	0.1998	0.0000	4.6000e- 004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	8.8000e- 004	8.8000e- 004	0.0000	0.0000	9.4000e- 004

6.2 Area by SubCategory

<u>Unmitigated</u>

	ROG	NOx	СО	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	0.0118					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1880		, , ,		,	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	4.0000e- 005	0.0000	4.6000e- 004	0.0000	,	0.0000	0.0000		0.0000	0.0000	0.0000	8.8000e- 004	8.8000e- 004	0.0000	0.0000	9.4000e- 004
Total	0.1998	0.0000	4.6000e- 004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	8.8000e- 004	8.8000e- 004	0.0000	0.0000	9.4000e- 004

Page 27 of 32

Hammer Lane Carmax & Retail Commercial - San Joaquin County, Annual

6.2 Area by SubCategory

Mitigated

	ROG	NOx	со	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	0.0118				1	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1880					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	4.0000e- 005	0.0000	4.6000e- 004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	8.8000e- 004	8.8000e- 004	0.0000	0.0000	9.4000e- 004
Total	0.1998	0.0000	4.6000e- 004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	8.8000e- 004	8.8000e- 004	0.0000	0.0000	9.4000e- 004

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Page 28 of 32

Hammer Lane Carmax & Retail Commercial - San Joaquin County, Annual

	Total CO2	CH4	N2O	CO2e				
Category	MT/yr							
Mitigated	3.8644	0.0963	2.3300e- 003	6.9664				
Unmitigated	4.8305	0.1204	2.9100e- 003	8.7080				

7.2 Water by Land Use

<u>Unmitigated</u>

	Indoor/Out door Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal		MT	√yr	
Automobile Care Center	1.68405 / 1.03216	2.2081	0.0550	1.3300e- 003	3.9806
Parking Lot	0/0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	1.99996 / 1.22578	2.6224	0.0654	1.5800e- 003	4.7274
Total		4.8305	0.1204	2.9100e- 003	8.7080

Page 29 of 32

Hammer Lane Carmax & Retail Commercial - San Joaquin County, Annual

7.2 Water by Land Use

Mitigated

	Indoor/Out door Use	Total CO2	CH4	N2O	CO2e	
Land Use	Mgal	MT/yr				
Automobile Care Center	1.34724 / 0.825729	1.7665	0.0440	1.0600e- 003	3.1845	
Parking Lot	0/0	0.0000	0.0000	0.0000	0.0000	
Regional Shopping Center	1.59997 / 0.980625	2.0979	0.0523	1.2600e- 003	3.7819	
Total		3.8644	0.0963	2.3200e- 003	6.9664	

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Page 30 of 32

Hammer Lane Carmax & Retail Commercial - San Joaquin County, Annual

Category/Year

	Total CO2	CH4	N2O	CO2e					
	MT/yr								
Mitigated	4.9088	0.2901	0.0000	12.1614					
Unmitigated	19.6353	1.1604	0.0000	48.6457					

8.2 Waste by Land Use

<u>Unmitigated</u>

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons		МТ	/yr	
Automobile Care Center	68.38	13.8805	0.8203	0.0000	34.3884
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	28.35	5.7548	0.3401	0.0000	14.2573
Total		19.6353	1.1604	0.0000	48.6457

Page 31 of 32

Hammer Lane Carmax & Retail Commercial - San Joaquin County, Annual

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e		
Land Use	tons	MT/yr					
Automobile Care Center	17.095	3.4701	0.2051	0.0000	8.5971		
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		
Regional Shopping Center	7.0875	1.4387	0.0850	0.0000	3.5643		
Total		4.9088	0.2901	0.0000	12.1614		

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Load Eactor Eucl Type	20	Equipment Type
Equipment Type		þe	Equipment Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type Number

Page 32 of 32

Hammer Lane Carmax & Retail Commercial - San Joaquin County, Annual

11.0 Vegetation

APPENDIX D BIOLOGICAL RESOURCES REPORTS

Endangered Species Report

for CenterPoint Integrated Solutions, LLC and

CarMax Auto Superstores California, LLC

E. Hammer Lane and Marantha Drive (Parcel ID: 13003012) Stockton, California



July 29, 2015

Completed by:



C2 Consult, Corp. 7451 N. Remington Ave., Suite 100 Fresno, CA 93711

c2consultcorp.com

Table of Contents

1.0	Introduction	1
2.0	Regulations	1
3.0	Methodology	2
4.0	Findings	7
5.0	Conclusion	10
6.0	References	11

<u>Figures</u>

Figure 1	Vicinity Map
Figure 2	Project Site Plan
Figure 3	Project Aerial
Figure 4	USGS Quadrangle Map, Lodi South

Appendices

- Appendix A Site Photos
- Appendix B Sensitive Species List
- Appendix C Occurrence Maps

1.0 INTRODUCTION

Proposed Project

The project includes the construction of a +/-19,109 square foot auto dealership located at the southwest corner of E. Hammer Lane and Marantha Drive (APN 13003012). The property will be accessed from both E. Hammer Lane and from Marantha Drive, and will include 294 sales display parking spots, 146 customer/employee parking spots, and 90 sale staging parking spots. The site is currently undeveloped and is a 7.19 acre portion of a larger 10.56 acre site.

Purpose/Objective

The purpose of this report is to complete environmental investigations and evaluations specific to endangered species, as defined below. This report was completed in a manner to allow CenterPoint Integrated Solutions, LLC and CarMax Auto Superstores California, LLC to rely on the report. San Joaquin County, acting as a Lead Agency for future entitlements, may use information in this report to support the CEQA process and the recommendations in the report as mitigation measures and/or conditions of approval.

2.0 REGULATIONS

Federal and state endangered species legislation gives special status to several plant and animal species known to occur in the vicinity of the project site. In addition, state resource agencies and professional organizations, whose lists are recognized by agencies when reviewing environmental documents, have identified sensitive species occurring in the vicinity of the project site. Such special-status species include plants and animals listed, proposed for listing, or candidates for listing as threatened or endangered under the Federal Endangered Species Act (FESA) or the California Endangered Species Act (CESA); animals listed as "fully protected" under the California Fish and Game (CDFG); and plants listed as rare or endangered by the California Native Plant Society (CNPS).

FESA provisions protect federally listed threatened and endangered species and their habitats from unlawful take. Under the FESA, "take" is defined as "to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any of the specifically enumerated conduct." Regulations of the U.S. Fish and Wildlife Service (Service) define harm to mean "an act which actually kills or injures wildlife." Such an act "may include significant habitat modification or degradation where it actually kills or injures wildlife by significantly impairing essential behavioral patterns, including breeding, feeding or sheltering" (50 CFR § 17.3). The Service regulates activities that may result in the "take" of individuals. The Service periodically produces an updated list of candidate species. Candidate species are not afforded any legal protection under FESA; however, candidate species typically receive special attention from federal and state agencies during the environmental review process.

Provisions of CESA protect state-listed threatened and endangered species. CDFG regulates activities that may result in "take" of individuals (i.e., to "hunt, pursue, catch, capture, or kill, or attempt to hunt,

pursue, catch, capture, or kill"). Habitat degradation or modification is not expressly included in the definition of "take" under the California Fish and Game Code. Additionally, the California Fish and Game Code contain lists of vertebrate species designated as "fully protected" (California Fish & Game Code §§ 3511 [birds], 4700 [mammals], 5050 [reptiles and amphibians], 5515 [fish]). Such species may not be taken or possessed.

The CDFG also has a list of Species of Special Concern which serves as a "watch list." Species on this list are of limited distribution or the extent of their habitats has been reduced substantially, and that threat to their populations may be imminent. Species of Special Concern may receive special attention during environmental review but do not have statutory protection.

The Service also uses the label Species of Concern as an informal term that refers to those species that might be in need of concentrated conservation actions. Species of Concern receive no legal protection as a result of their designation, and the use of the term does not necessarily mean that the species will eventually be proposed for listing as a threatened or endangered species. Most, if not all, of these species are currently protected by state and federal laws.

The federal Migratory Bird Treaty Act (MBTA) prohibits killing, possessing, or trading in migratory birds except in accordance with regulations prescribed by the Secretary of the Interior. This act encompasses whole birds, parts of birds, and bird nests and eggs. Birds of prey are protected in California under the State Fish and Game Code section 3503.5 states it is "unlawful to take, possess, or destroy any birds in the order Falconiformes or Strigiformes (birds of prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this Code or any regulation adopted pursuant thereto." California Fish and Game Code Section 3503 prohibit the take of all birds and their nests. Construction disturbance during the breeding season could result in the incidental loss of fertile eggs or nestlings or otherwise lead to nest abandonment. Disturbance that causes nest abandonment and/or loss of reproductive effort is considered "take" by the CDFG.

Vascular plants listed as rare or endangered by the California Native Plant Society, but which might not have designated status under state endangered species legislation.

3.0 METHODOLOGY

The objective of this report is to determine if the proposed project has the potential to impact sensitive plant or animal species. Sampling transects were run along contours at approximately 50 foot intervals. A total of 4 hours were spent on site surveys and species/habitat identification. Site photos can be found in Appendix A.



Figure 1. Vicinity Map







Figure 3. Project Aerial



Figure 4. USGS Quadrangle Map, Lodi South

Prior to conducting a field survey, C2 Consult staff reviewed the following resources:

- Aerial photographs of the survey area;
- Preliminary site layout (Charles J. O'Brien Architect);
- Lodi South USGS 7.5-minute topographic quadrangle;
- USDA Soil Survey;
- US Fish and Wildlife, List of Threatened and Endangered Species; and
- California Department of Fish and Wildlife California Natural Diversity Database.

In addition, the County of San Joaquin was contacted to obtain copies of any prior surveys or entitlements completed on the project site. According to the Planning Department at the County of San Joaquin, no previous land use permits or entitlements have been completed on the project site. The project site is zoned AU-20 and has a general plan land use designation of Residential.

3.1 Site Conditions

Ms. Quincy Yaley, a C2 Consult biologist completed one site visit to the project site. During the site inspection, very little wildlife and vegetation was observed. The project site is vacant and shows evidence of past agricultural uses (walnut tree crops) and human disturbance (burned areas, human habitation). Many of the walnut trees have been removed from the site or were partially removed, but several remain in the northern portion of the site, spaced at even intervals. Other ornamental and other fruit trees were found on the site, including fig, olive, and cherry. One valley oak tree (*Quercus lobata*) was found in the western portion of the site. The tree trunk split approximately 2 feet off the ground, and each trunk measured 17.5 inches dbh and 14.5 inches dbh (diameter at breast height), respectively. The site is actively plowed, as evidenced by tire tracks throughout the site and recent vegetation management activities. Other plant species observed on the site include wild oats (*Avena* sp.), black mustard (*Brassica nigra*), wild radish (*Raphanus raphanistrum*), and *Poa* sp. No evidence of water sources or depressions that would create pools, ponds, or wetlands was observed.

4.0 FINDINGS

Figure 3 and 4 show an aerial view of the site and the topography, respectively. The 2014 USGS 7.5 minute Lodi South quadrangle map shows the site as vacant. The 1968 USGS 7.5 minute Lodi South quadrangle map shows the site as agricultural, and the aerial also shows historical agricultural uses on the site. Maps and soil surveys consulted during the project indicated that no wetlands or aquatic habitat was present on the project site, which was confirmed during the site visit. The soil survey identifies the entire site as having "Stockton clay" soil. The soil includes the following characteristics:

Soil Type	Parent Material	Runoff class	Frequency of ponding	Drainage class	Slope
Stockton Clay	Alluvium derived from mixed rock sources	High	Rare	Somewhat poorly drained	0-2 percent

Approximatley 15 percent of the Stockton clay soil is comprised of minor soil types. This includes Jacktone, Galt, Guard, Egbert, Rioblancho, Archerdale, Vignolo, and unnamed saline sodic. Of these minor soil types, Jacktone, Galt, Guard, Egbert, and Rioblacho are considered hydric soils, and comprise 10 percent of the overall Stockton clay soil composition. Therefore, while the soil type on the site isn't a strict hydric soil, parts of the composition of the soil type are derived from hydric sources.

C2 completed a review of the potential sensitive plant and animal species that have been found in the Lodi South Quadrangle and surrounding 8 quadrangles, as reported to the CNDDB. The USFWS Endangered Species Act Species List was also consulted. Forty-two species had occurrence records in the 9 quadrangles. Of the 42 species, 35 are found exclusively in aquatic habitat or on other habitat not present on the site (see Appendix B for full list of the 42 species). The following is a summary of sensitive plants and animals with potential habitat on the project site:

• Athene cunicularia, burrowing owl

Habitat: Coastal prairie, Coastal scrub, Great Basin grassland, Great Basin scrub, Mojavean desert scrub, Sonoran desert scrub, Valley & foothill grassland. Found in open, dry annual or perennial grasslands, deserts & scrublands characterized by low-growing vegetation. A subterranean nester, the burrowing owl is dependent upon burrowing mammals, most notably, the California ground squirrel.

• Buteo swainsoni, Swainson's hawk

Habitat: Great Basin grassland, Riparian forest, Riparian woodland, Valley & foothill grassland. Breeds in grasslands with scattered trees, juniper-sage flats, riparian areas, savannahs, & agricultural or ranch lands with groves or lines of trees. Swainson's hawk requires adjacent suitable foraging areas such as grasslands, or alfalfa or grain fields supporting rodent populations.

• Elanus leucurus, white-tailed kite

Habitat: Cismontane woodland, Marsh & swamp, Riparian woodland, Valley & foothill grassland, Wetland. Found in rolling foothills and valley margins with scattered oaks & river bottomlands or marshes next to deciduous woodland. Also in open grasslands, meadows, or marshes for foraging close to isolated, dense-topped trees for nesting and perching.

• Chloropyron palmatum, palmate-bracted bird's-beak

Habitat: Chenopod scrub, Meadow & seep, Valley & foothill grassland, Wetland. Usually on Pescadero silty clay which is alkaline, with Distichlis, Frankenia, etc. Found from 5-155 m, and blooms May-October

• California macrophylla, round-leaved filaree

Habitat: Cismontane woodland, Valley & foothill grassland. Found on clay soils. 15-1200 m. Blooms March-May.

• Blepharizonia plumose, big tarplant

Habitat: Valley & foothill grassland. Found in dry hills & plains in annual grassland, on clay to clay-loam soils; usually on slopes and often in burned areas. 30-505 m. Blooms July-October.

• Delphinium recurvatum, recurved larkspur

Habitat: Chenopod scrub, Cismontane woodland, Valley & foothill grassland. Found on alkaline soils; often in valley saltbush or valley chenopod scrub. 3-685m. Blooms March-June.

Of the 7 species with potential habitat on the project site, the four plant species are all assumed to be absent from the site, based on the site conditions and the evidence of active ground disturbance that occurs on the site. The remaining three species are all bird species, as well as species protected by the Migratory Bird Treaty Act. The following summarizes the potential presence/absence of each species:

Burrowing Owl

Presumed absent. No burrows were observed on the project site, and there was no evidence of ground squirrel activity. However, burrowing owls have been observed in the project vicinity, approximately 0.25 miles north of the project site. Given the frequency of disturbance on the project site, as well as the lack of suitable burrows, burrowing owls are presumed absent from the project site. It is advised that if ground disturbing activities no longer occur on the site in the future, pre-construction surveys for burrowing owls is recommended prior to construction.

• Swainson's Hawk

No breeding habitat found on the project site, but potential foraging habitat is found on the project site. It is considered low quality due to high levels of disturbance on the project site, lack of signs of rodent population, and adjacent land uses. Individuals have been found in the project vicinity, with the nearest occurrence approximately 0.8 miles northeast of the project site. However, the species was not observed on the project site either nesting or foraging. While the habitat on the project site is considered low quality, given the history of the species in the area, pre-construction surveys for Swainson's hawk are recommended prior to project construction. Further, mitigation measures may be required by the Lead Agency to reduce any project related impacts to a less than significant level, which may include construction timing and buffers if active nests are found on the site during pre-construction surveys.

• White Tailed Kite

Presumed absent. No potential breeding habitat on the project site. Foraging habitat on the site is low quality due to levels of disturbance, absence of rodents, and adjacent land uses. No occurrences have been reported to the CNDDB within 5 miles of the site. Their presence on the project site is unlikely. No mitigation measures are recommended, as no project-related impacts are anticipated to this species.

• Other Migratory Birds

The Migratory Bird Treaty Act (MBTA) protects many avian species that have the potential to nest or forage on the project site. None were observed during the site visit. It is advised that prior to construction, pre-construction surveys for protected migratory birds and their nests are completed, and if necessary, appropriate mitigation measures are implemented, which may include construction timing and buffers if active nests are found on the site during pre-construction surveys.

5.0 CONCLUSION

The project will not result in impacts to sensitive plant species, as their presence on the site is unlikely due to active ground disturbance on the property. The project could potentially impact three bird species, as well as avian species protected by the Migratory Bird Treaty Act. It is recommended that prior to construction, nesting bird surveys are conducted to ensure impacts to sensitive bird species (burrowing owl, Swainson's hawk, and MBTA species) are less than significant. Further, it may be necessary for construction buffers around nests or restrictions on construction during nesting season if active nests are found on the project site.

6.0 REFERENCES

California Native Plant Society. Inventory of Rare and Endangered Vascular Plats of California. Rare Plant Scientific Advisory Committee, David P Tibor, Convening Editor. 2001.

California Department of Fish and Wildlife, Natural Diversity Database (CNDDB). Computer based search for the Stockton East, Stockton West, Lodi South, Lodi North, Waterloo, Lockeford, Holt, Thorton, and Terminous Quadrangles, July, 2015.

Cowardian, L.M. F.C Golet, and E.T. Laroe. Classification of wetlands and deep water habitats of the United States. Fish and Wildlife Service publication FWS/OBS-79/31, December, 1979, U.S. Department of Interior, Washington, D.C.

Department of Fish and Game Natural Resource Agency, Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities. November 24, 2009.

Hickman, James C. ed. The Jepson Manual: Higher Plants of California. University of California Press, Berkeley, CA. 1993.

Holland, R. F. Preliminary Description of the Terrestrial Natural Communities of California. Resources Agency. 1986.

Sawyer, J, T Keeler-Wolf. A Manual of California Vegetation. California Native Plant Society. 1995.

San Joaquin County Planning Department. Phone call. July 17, 2015.

U.S. Department of Agriculture, Custom Soil Resources Report for San Joaquin County, July 21, 2015.

U.S. Fish and Wildlife Service. Conservation Guidelines for the Valley Elderberry Longhorn Beetle. 1999.

U.S. Fish and Wildlife Service. Endangered Species Act Species List, Carmax Project, July 2, 2105. http://ecos.fws.gov/ipac

Woodbridge, B. 1998. Swainson's Hawk (*Buteo swainsoni*). *In* The Riparian Bird Conservation Plan: a strategy for reversing the decline of riparian-associated birds in California. California Partners in Flight. <u>http://www.prbo.org/calpif/htmldocs/riparian_v-2.html</u>

Zeiner, D.C., W.F. Laudenslayer, Jr., K.E. Mayer, and M. White, eds. 1988-1990. California's Wildlife. Vol. I-III. California Depart. of Fish and Game, Sacramento, California.

Appendix A – Site Photos

























Appendix B – Sensitive Species List

Species Name	Federal Status 	CNPS Rank	Other Status	Habitat	Present/Absent Potential Habitat on Site?
Ambystoma californiense	Threatened			Cismontane woodland Meadow & seep Riparian woodland Valley & foothill grassland Vernal pool Wetland	Presumed absent. No
California tiger salamander	Threatened		CDFW-SSC	Need underground refuges, especially ground squirrel burrows, & vernal pools or other seasonal water sources for breeding.	aquatic or retuge habitat on site.
				Aquatic Marsh & swamp Riparian forest Riparian woodland Riparian scrub Wetland	
<i>Rana draytonii</i> California red-legged frog	Threatened			Lowlands & foothills in or near permanent sources of deen water with dense. shrubby or emergent riparian	Presumed absent. No aquatic habitat on
	None			vegetation. Requires 11-20 weeks of permanent water for larval development. Must have access to estivation habitat.	site.
	None			Aquatic Chaparral Cismontane woodland Coastal scrub Lower montane coniferous forest Meadow &	Presumed absent. No
foothill yellow-legged frog	None		CDFW-SSC	Partly-shaded, shallow streams & riffles with a rocky substrate in a variety of habitats.	aquatic habitat on site.
	None		BLM-S	Freshwater marsh Marsh & swamp Swamp Wetland	Presumed absent. No
Ageratus tricolor tricolored blackbird	Endangered		CDFW-SSC USFWS-BCC	Requires open water, protected nesting substrate, & foraging area with insect prey within a few km of the colony.	aquatic habitat on site.
Athene cunicularia	None		S-MJB	Coastal prairie Coastal scrub Great Basin grassland Great Basin scrub Mojavean desert scrub Coastal desert scrub Mallow & Footbill grassland	Presumed absent. No burrows present on
burrowing owl	None		USFWS-BCC	Open, dry annual or perennial grasslands, deserts &	site. No evidence of squirrel activity.

CenterPoint Integrated Solutions/CarMax ES Report C2 Consult, Corp

Appendix B- 1

	Federal Status	CNPS			Present/Absent
opecies Name	State Status	Rank	Other status	Париат	Potential Habitat on Site?
				scrublands characterized by low-growing vegetation. Subterranean nester, dependent upon burrowing mammals, most notably, the California ground squirrel.	
				Great Basin grassland Riparian forest Riparian woodland Valley & foothill grassland	Doccorro un librit. No
	a con			Breeds in grasslands with scattered trees, juniper-sage flats, riparian areas, savannahs, & agricultural or ranch	breeding habitat on site. Foraging habitat
<i>Buteo swainsoni</i> Swainson's hawk	Threatened		BLM-S	lands with groves or lines of trees. Requires adjacent suitable foraging areas such as grasslands, or alfalfa or	is low quality due to levels of disturbance,
				grain fields supporting rodent populations. In the	absence of rodents,
				Central Valley, nest sites are strongly associated with riparian forest vegetation. The primary habitat	and adjacent land uses.
				requisite provided by riparian systems is nesting	
				Cismontane woodland Marsh & swamp Riparian	Presence unlikely. No
				woodland Valley & foothill grassland Wetland	breeding habitat on
	None			Dolling foothille and vollay margine with cottored only	site. Foraging habitat
erurius reucurus white-tailed kite	:			& river bottomlands or marshes next to deciduous	levels of disturbance,
	None			woodland. Open grasslands, meadows, or marshes for	absence of rodents,
				foraging close to isolated, dense-topped trees for	and adjacent land
				Brackish marsh Freshwater marsh Marsh & swamp	u303.
Laterallus jamaicensis coturniculus	None		BLM-S	Salt marsh Wetland	Presumed absent. No
California black rail	Threatened		CDFW-FP	Inhabits freshwater marshes, wet meadows & shallow	site.
	Alco C				Droctimod abreat No
song sparrow ("Modesto"	None		CDFW-SSC	ine Modesto song sparrow remains locally numerous in areas where extensive wetlands remain. Affinity for	Presumed absent. No potential habitat on
population)	None			emergent freshwater marshes dominated by tules and	the project site.

CenterPoint Integrated Solutions/CarMax ES Report C2 Consult, Corp

Appendix B- 2
Spaciae Nama	Federal Status	CNPS	Other Status	tetideH	Present/Absent Dotential Habitat on
	State Status	Rank			
				cattails as well as riparian willow thickets. Nests in riparian forests of valley oak (Quercus lobata) with a sufficient understory of blackberry (Rubus spp.), along vegetated irrigation canals and levees, and in recently planted valley oak restoration sites	
<i>Setophaga petechia</i> yellow warbler	None None		CDFW-SSC USFWS-BCC	Riparian forest Riparian scrub Riparian woodland Riparian plant associations in close proximity to water. Also nests in montane shrubbery in open conifer forests in Cascades and Sierra Nevada.	Presumed absent. No riparian habitat on site.
Vireo bellii pusillus least Bell's vireo	Endangered Endangered			Riparian forest Riparian scrub Riparian woodland Nests placed along margins of bushes or on twigs projecting into pathways, usually willow, <i>Baccharis</i> , mesquite.	Presumed absent. No riparian habitat on site.
<i>Branchinecta lynchi</i> vernal pool fairy shrimp	Threatened None			Valley & foothill grassland Vernal pool Wetland Inhabit small, clear-water sandstone-depression pools and grassed swale, earth slump, or basalt-flow depression pools.	Presumed absent. No vernal pools or wetlands on site.
<i>Branchinecta mesovallensis</i> midvalley fairy shrimp	None None			Vernal pool Wetland Vernal pools in the Central Valley.	Presumed absent. No vernal pools or wetlands on site.
<i>Lepidurus packardi</i> vernal pool tadpole shrimp	Endangered None			Valley & foothill grassland Vernal pool Wetland Pools commonly found in grass bottomed swales of unplowed grasslands. Some pools are mud-bottomed & highly turbid.	Presumed absent. No vernal pools or wetlands on site.
Astragalus tener var. tener alkali milk-vetch	None None	18.2		Alkali playa Valley & foothill grassland Vernal pool Wetland Low ground, alkali flats, and flooded lands; in annual	Presumed absent. No potential habitat on site.

Tr. None grassland Prasund Tr. None 18.2 BLM-5 Chenopod scrub Meadow & seep Valley & foothill Presun grassland None 18.2 BLM-5 Chenopod scrub Meadow & seep Valley & foothill Presun grassland Presun poten None 18.1 BLM-5 Chanopod scrub Meadow & seep Valley & foothill grassland Presun poten None 18.1 None 18.1 Valley & foothill grassland Presun poten None 18.1 Dry hills & plains in amual grassland Presun poten Presun poten None 28.3 None 28.3 Aduatic from water bodies both natural and artificial poten Presun poten None 18.1 BLM-5 Cismontane wooldnal Valley & foothill grassland Presun poten None 28.3 None 18.1 BLM-5 Presun difform. March-May. Presun poten None 18.1 BLM-5 Cismontane wooldnal Valley & foothill grassland Presun difform. March-May. Presun difform. March-May. None 18.1 BLM-5 Cismontane wooldnal Valley & foothill grassland Presun difform. March-May. Presun difform. March March None 18.1 BLM-5 Cismontane wooldnal Valley & foothill grassland Presun diffore	ame	Federal Status 	CNPS Rank	Other Status	Habitat	Present/Absent Potential Habitat on Site?
None 1B.2 Chenopod scrub Meadow & seep Valley, & foothill Presun None 1B.2 BLM-5 Akaline flats and scalds in the Central Valley, sandy poten None 1B.1 BLM-5 Akaline flats and scalds in the Central Valley, sandy poten None 1B.1 Valley & foothill grassland Presun poten None 1B.1 Valley & foothill grassland Presun poten None 1B.1 None Valley & foothill grassland poten None 2B.3 Aquatic from water bodies both natural and artificial poten None 1B.1 BLM-5 Cay soils. 15-1200 m. March-May. poten None 1B.1 BLM-5 Cay soils. 15-1200 m. March-May. poten Threatened 1B.1 BLM-5 Cay soils. 15-1200 m. March-May. poten Mone 1B.1 BLM-5 Cay soils. 15-1200 m. March-May. poten Findangered 1B.1 Cay soils. 15-1200 m. March-May. poten Endangered 1B.1 Cay soils. 15-1200 m. March-May. po					grassland or in playas or vernal pools. 1-170m. Mar- June.	
None Description Makine flats and scalds in the Central Valley, sandy soils. 0-560 m. April-October. Presunt None 1B.1 valley & foothill grassland Presunt None 1B.1 valley & foothill grassland Presunt None 1B.1 poliny unual grassland. Clay to clay-loam Presunt None 1B.1 poliny unual grassland. Clay to clay-loam Presunt None 2B.3 Marsh & swamp Wetland Presunt None 2B.3 Marsh & swamp Wetland Presunt None 1B.1 BLM-S clinontane woodland Valley & foothill grassland Presunt None 1B.1 BLM-S clay solis. 15-1200 m. March-May. Presunt Threatened 1B.1 BLM-S clay solis. 15-1200 m. March-May. Presunt Threatened 1B.1 BLM-S Clay solis. 15-1200 m. March-May. Presunt Threatened 1B.1 BLM-S Clay solis. 15-1200 m. March-May. Presunt Fudangered 1B.1 BLM-S Vernal pool Wetland Presunt Endangere		None	C at	3 W Id	Chenopod scrub Meadow & seep Valley & foothill grassland	Presumed absent. No
None Valley & foothill grassland Presun None 18.1 Dry hills & plains in annual grassland. Clay to clay-loam solis, usualy on slopes and often in burned areas. 30- Presun None 18.1 solis, usualy on slopes and often in burned areas. 30- Presun None 28.3 Marsh & swamp Wetland Presun None 28.3 Aquatic from water bodies both natural and artificial in california. June-Sept. Presun None 18.1 BLM-S Clay soils. 15-1200 m. March-May. Presun None 18.1 BLM-S Clay soils. 15-1200 m. March-May. Presun Incatingered 18.1 BLM-S Clay soils. 15-1200 m. March-May. Presun Incatangered 18.1 BLM-S Clay soils. 15-1200 m. March-May. Presun Incatangered 18.1 BLM-S Clay soils. 15-1200 m. March-May. Presun Incatangered 18.1 BLM-S Clay soils. 15-1200 m. March-May. Presun Indangered 18.1 Vernal pool Vernal pool Presun Presun Indangered 18.1 Us		None	7.01	C-10110	Alkaline flats and scalds in the Central Valley, sandy soils. 0-560 m. April-October.	potential nabitat on site.
1B.1 Dry hills & plains in annual grassland. Clay to clay-loam soils: usually on slopes and often in burned areas. 30-505 m. July-October. poten None 2B.3 Marsh & swamp Wetland Presun None 2B.3 Marsh & swamp Wetland Presun None 2B.3 Aquatic from water bodies both natural and artificial poten Presun None 1B.1 BLM-S Cismontane woodland Valley & foothill grassland Presun None 1B.1 BLM-S Cismontane woodland Valley & foothill grassland Presun None 1B.1 BLM-S Cismontane woodland Valley & foothill grassland Presun None 1B.1 BLM-S Cismontane woodland Valley & foothill grassland Presun Threatened 1B.1 BLM-S Cismontane woodland Valley & foothill grassland Presun Mone 1B.1 BLM-S Vernal pool Wetland Presun Mone 1B.2 Noist places, often in acidic soils. 50-750 m. April- Presun Endangered 1B.1 Vernal pool Wetland Presun Endangered 1B.1 Brasslan		None			Valley & foothill grassland	Presumed absent. No
None 2B.5 m.July-October. None 2B.3 None 1B.1 BLM-S Cismontane woodland Valley & foothill grassland Presun 0 Threatened 1B.1 BLM-S Clay soils. 15-1200 m. March-May. Presun Presun None 1B.2 Clay soils. 15-1200 m. March-May. Presun None 1B.2 Clay soils. 15-1200 m. March-May. Presun Vernal pool Wetland Endangered 1B.1 Budangered 1B.1 Chenopod scrub Meadow & seep Valley & foothill Endangered 1B.1 Usually on Pescadero silty clay which is alkaline, with Presur Distichlis, Frankenia, etc. 5-155 m. May-October None 2B.1 None 2B.1 None 2B.1 <td></td> <td>None</td> <td>18.1</td> <td></td> <td>Dry hills & plains in annual grassland. Clay to clay-loam soils; usually on slopes and often in burned areas. 30-</td> <td>potential habitat on site.</td>		None	18.1		Dry hills & plains in annual grassland. Clay to clay-loam soils; usually on slopes and often in burned areas. 30-	potential habitat on site.
None None2B.3Aquatic from water bodies both natural and artificial in California. June-Sept.Presun potenNone1B.1BLM-SCismontane woodland Valley & foothill grassland potenPresun potenNone1B.1BLM-SCismontane woodland Valley & foothill grassland potenPresun potenThreatened1B.1BLM-SClay soils. 15-1200 m. March-May.Presun potenThreatened1B.2Clay soils. 15-1200 m. March-May.Presun potenEndangered1B.2Moist places, often in acidic soils. 50-750 m. April- May.Presun potenEndangered1B.1Usually on Pescadero silty clay which is alkaline, with Distichlis, Frankenia, etc. 5-155 m. May-OctoberPresun potenNone2B.10-200 m.0-200 m.PresunPresun					Marsh & swamp Wetland	
NoneTubeAquatic from water bodies both natural and artificial in California. June-Sept.PresunNone1B.1BLM-SCismontane woodland Valley & foothill grasslandPresunNone1B.1BLM-SCiay soils. 15-1200 m. March-May.PresunThreatened1B.2Clay soils. 15-1200 m. March-May.PresunThreatened1B.2Moist places, often in acidic soils. 50-750 m. April-PresunEndangered1B.1Chenopod scrub MetlandPresunEndangered1B.1Usually on Pescadero silty clay which is alkaline, withPresunEndangered1B.1Usually on Pescadero silty clay which is alkaline, withPresunEndangered2B.1Distichlis, Frankenia, etc. 5-155 m. May-OctoberPresunNone2B.10-200 m.0-200 m.Presun		None	2R 3			Presumed absent. No
None1B.1BLM-SCismontane woodland Valley & foothill grasslandPresunNone1B.1BLM-SClay soils. 15-1200 m. March-May.PresunThreatened1B.2Clay soils. 15-1200 m. March-May.PresunEndangered1B.2Moist places, often in acidic soils. 50-750 m. April- May.PresunEndangered1B.1Chenopod scrub Meadow & seep Valley & foothillPresunEndangered1B.1Usually on Pescadero silty clay which is alkaline, with Distichlis, Frankenia, etc. 5-155 m. May-OctoberPresunNone2B.10-200 m.Octom.Presun		None			Aquatic from water bodies both natural and artificial in California. June-Sept.	site.
NoneTh. Dum3Clay soils. 15-1200 m. March-May.PocenThreatened1B.2Clay soils. 15-1200 m. March-May.PresunEndangered1B.2Vernal pool WetlandPresunEndangered1B.1May.Chenopod scrub Meadow & seep Valley & foothillEndangered1B.1Chenopod scrub Meadow & seep Valley & foothillPresunEndangered1B.1Usually on Pescadero silty clay which is alkaline, withPresunEndangered1B.1Distichlis, Frankenia, etc. 5-155 m. May-OctoberPresunNone2B.10-200 m.0-200 m.Presun		None	1 1		Cismontane woodland Valley & foothill grassland	Presumed absent. No
Threatened18.2Vernal pool WetlandPresunEndangered18.2Moist places, often in acidic soils. 50-750 m. April- May.PresunEndangered18.1Chenopod scrub Meadow & seep Valley & foothill grassland WetlandPresunEndangered18.1Usually on Pescadero silty clay which is alkaline, with Distichlis, Frankenia, etc. 5-155 m. May-OctoberPresunNone28.10-200 m.0-200 m.		None	т.от		Clay soils. 15-1200 m. March-May.	potentian nabitat on site.
IB.2Moist places, often in acidic soils. 50-750 m. April- May.potenEndangeredMay.Chenopod scrub Meadow & seep Valley & foothill grassland WetlandPresunEndangered1B.1Usually on Pescadero silty clay which is alkaline, with Distichlis, Frankenia, etc. 5-155 m. May-OctoberPotenNone2B.10-200 m.0-200 m.		Threatened			Vernal pool Wetland	Presumed absent. No
EndangeredChenopod scrub Meadow & seep Valley & foothillEndangered1B.1Endangered1B.1Usually on Pescadero silty clay which is alkaline, withNoneDistichlis, Frankenia, etc. 5-155 m. May-OctoberNone2B.1None2B.1None0-200 m.		Endangered	18.2		Moist places, often in acidic soils. 50-750 m. April- May.	potential habitat on site.
IB.1Usually on Pescadero silty clay which is alkaline, with Distichlis, Frankenia, etc. 5-155 m. May-OctoberpotenNone2B.1Marsh & swamp Salt marsh WetlandPresun aquaNone0-200 m.0-200 m.Presun		Endangered			Chenopod scrub Meadow & seep Valley & foothill grassland Wetland	Presumed absent. No
NoneMarsh & swamp Salt marsh WetlandPresun2B.10-200 m.aqua		Endangered	18.1		Usually on Pescadero silty clay which is alkaline, with Distichlis, Frankenia, etc. 5-155 m. May-October	potential habitat on site.
Aqua 28.1 0-200 m.		None			Marsh & swamp Salt marsh Wetland	Presumed absent. No
		None	7B.1		0-200 m.	aquatic nabitat on site.

Cancing Mamo	Federal Status	CNPS	Othor Status	+++++	Present/Absent
	State Status	Rank	Ouner status	חמטונמו	Fotential Habitat Off Site?
Delphinium recurvatum	None	C 01		Chenopod scrub Cismontane woodland Valley & foothill grassland	Presumed absent. No
recurved larkspur	None	7.QT	C-IVI-D	On alkaline soils; often in valley saltbush or valley chenopod scrub. 3-685m. March-June.	
Extriplex joaquinana	None	C 01		Alkali playa Chenopod scrub Meadow & seep Valley & foothill grassland	Presumed absent. No
San Joaquin spearscale	None	7.01	DLIVI-5	In seasonal alkali wetlands or alkali sink scrub with Distichlis spicata, Frankenia, etc. 1-835 m. Apr-October	potential nabitat on site.
				Freshwater marsh Marsh & swamp Wetland	
Hibiscus lasiocarpos var.	None	C 0 7		Moist, freshwater-soaked river banks & low peat	Presumed absent. No
occuenturs woolly rose-mallow	None	7.0T		islands in sloughs; can also occur on riprap and levees. In California, known from the delta watershed. 0-120	aquatic nabitat on site.
				- - - - - - - - - - - - - - - - - - -	
l athvrus iensonii var	None			Freshwater marsh Marsh & swamp Wetland	Presumed absent. No
jepsonii	0	1B.2		Often found with Typha, Aster lentus, Rosa californica,	aquatic habitat on
Delta tule pea	None			Juncus spp., Scirpus, etc. Usually on marsh and slough edges. 0-5 m.	site.
Leaenere limosa	None			Vernal pool Wetland	Presumed absent. No
legenere	None	18.1	BLM-S	In beds of vernal pools. 1-880 m.	aquatic habitat on site.
				Freshwater marsh Marsh & swamp Riparian scrub	
Lilaeopsis masonii	None	, 1		Wetland	Presumed absent. No
Mason's lilaeopsis	Rare	T.GT		Tidal zones, in muddy or silty soil formed through river	aquatic flabitat off site.
				deposition or river bank erosion. 0-10 m.	
Limosella australis	None			Brackish marsh Freshwater marsh Marsh & swamp	Presumed absent. No
Delta mudwort	None	2B.1		Riparian scrub Wetland	aquatic habitat on
					2110

Species Name	Federal Status	CNPS	Other Status	Habitat	Present/Absent Potential Habitat on
	State Status	Rank			Site?
				Riparian scrub, freshwater marsh, brackish marsh. Probably the rarest of the suite of Delta rare plants.	
Scutellaria lateriflara	None			Marsh & swamp Meadow & seep Wetland	Presumed absent. No
side-flowering skullcap	None	2B.2		Wet meadows and marshes. In the Delta, often found on logs3-500m.	aquatic habitat on site.
	None			Brackish marsh Freshwater marsh Marsh & swamp Wetland	Presumed absent. No
Suisun Marsh aster	None	18.2		Most often seen along sloughs with Phragmites, Scirpus, blackberry, Typha, etc. 0-3 m.	aquatic habitat on site.
Caaittaria ca afordii	None			Marsh & swamp Wetland	Presumed absent. No
Sanford's arrowhead	None	18.2	BLM-S	In standing or slow-moving freshwater ponds, marshes, and ditches. 0-650 m.	aquatic habitat on site.
Сагех сотоза	None			Freshwater marsh Marsh & swamp Wetland	Presumed absent. No
bristly sedge	None	28.1		Lake margins, wet places; site below sea level is on a Delta island5-1005m.	aquatic habitat on site.
Trifolium hydrophilum	None	1R 2		Marsh & swamp Valley & foothill grassland Vernal pool Wetland	Presumed absent. No
saline clover	None			Mesic, alkaline sites. 0-300 m. Apr-June.	site.
Hvpomesus transpacificus	Threatened			Aquatic Estuary	Presumed absent. No
Delta smelt	Endangered			Sacramento-San Joaquin Delta. Seasonally in Suisun Bay, Carquinez Strait & San Pablo Bay.	aquatic habitat on site.
Oncorhynchus mykiss irideus	Threatened			Aquatic Sacramento/San Joaquin flowing waters	Presumed absent. No
steelhead - Central Valley DPS	None			Populations in the Sacramento and San Joaquin rivers and their tributaries.	aquatic habitat on site.

Pogonichthys State Status Pogonichthys None macrolepidotus None Sacramento splittail None Sarramento splittail Candidate Spirinchus thaleichthys Candidate Iongfin smelt Threatened	Rank		וומאונמו	
Pogonichthys None None accolepidotus None Sacramento splittail Candidate Spirinchus thaleichthys Iongfin smelt Threatened				Site?
macrolepidotus Sacramento splittail None Spirinchus thaleichthys Candidate longfin smelt Threatened			Aquatic Estuary Freshwater marsh	Presumed absent. No
Sacramento splittail None Spirinchus thaleichthys Candidate longfin smelt Threatened			Endemic to the lakes and rivers of the Central Valley,	aquatic habitat on
<i>Spirinchus thaleichthys</i> Longfin smelt Threatened			but now confined to the Delta, Suisun Bay & associated marshes.	site.
<i>Spirinchus thaleichthys</i> Iongfin smelt Threatened			Aquatic Estuary	
longfin smelt Threatened		CDFW-SSC	Eurvhaline. nektonic & anadromous. Found in open	Presumed absent. No aquatic habitat on
			waters of estuaries, mostly in middle or bottom of	site.
Desmocerus calitornicus			Riparian scrub	
dimorphus any orman Threatened			Occurrent of the Control Veller, of Celifernia in	Presumed absent. No
valley elderberry longhorn None			occurs only in the central valley of california, in association with blue elderberry (Sambucus	potential napitat on site.
beetle			mexicana).	
Sylvilagus bachmani Endangered			Riparian forest	Presumed absent. No
<i>riparius</i> riparian brush rabbit Endangered			Riparian areas on the San Joaquin River in northern Stanislaus County.	riparian habitat on site.
			Aquatic Artificial flowing waters Marsh & swamp Wetland	
Emys marmorata		BLM-S	A thoroughly aquatic turtle of ponds, marshes, rivers,	Presumed absent. No
western pond turtle None		CDFW-SSC	streams & irrigation ditches, usually with aquatic	aquatic nabitat on site.
			vegetation, below bulu It elevation. Need basking sites and suitable (sandy banks or grassy open fields)	
			upland habitat up to 0.5 km from water for egg-laying.	
Thamponhis airacs			Marsh & swamp Riparian scrub Wetland	Presumed absent. No
giant garter snake Threatened			Prefers freshwater marsh and low gradient streams. Has adapted to drainage canals & irrigation ditches.	aquatic habitat on site.
Great Valley Oak Riparian None			Riparian forest.	No.
CenterPoint Integrated Solutions/CarMax ES Report				Appendix B- 7

Cancioce Namo	Federal Status	CNPS	Othor Status		Present/Absent
	State Status	Rank			Site?
Forest					
	None				
	None				
Valley Oak Woodland				Cismontane woodland.	No.
	None				
Coastal and Vallev	None			-	
Freshwater Marsh	None			Marsh and swamp Wetland	No.
Northern Hardpan Vernal	None				
Pool	None			Vernal pools Wetland	No.

Appendix C – Occurrence Maps

White-tail Kite Occurrences in Project Vicinity







Burrowing Owl Occurrences in Project Vicinity



Wetlands Report

for CenterPoint Integrated Solutions, LLC and

CarMax Auto Superstores California, LLC

E. Hammer Lane and Marantha Drive (Parcel ID: 13003012) Stockton, California



July 29, 2015

Completed by:



C2 Consult, Corp. 7451 N. Remington Ave., Suite 100 Fresno, CA 93711

c2consultcorp.com

Table of Contents

1.0	Introduction	1
2.0	Regulations	1
3.0	Methodology	2
4.0	Findings	5
5.0	Conclusion	9
6.0	References	10

<u>Figures</u>

Figure 1	Vicinity Map
Figure 2	Project Site Plan
Figure 3	Project Aerial
Figure 4	USGS Quadrangle Map, Lodi South
Figure 5	NWI Map

Appendices

Appendix A Site Photos

1.0 INTRODUCTION

Proposed Project

The project includes the construction of a +/-19,109 square foot auto dealership located at the southwest corner of E. Hammer Lane and Marantha Drive (APN 13003012). The property will be accessed from both E. Hammer Lane and from Marantha Drive and will include 294 sale display parking spots, 146 customer/employee parking spots, and 90 sales staging parking spots. The site is currently undeveloped and is a 7.19 acre portion of a larger 10.56 acre site.

Purpose/Objective

The purpose of this report is to complete environmental investigations and evaluations specific to wetlands. This report was completed in a manner to allow CenterPoint Integrated Solutions, LLC and CarMax Auto Superstores California, LLC to rely on the report. San Joaquin County, acting as a Lead Agency for future entitlements, may use information in this report to support the CEQA process and the recommendations in the report as mitigation measures and/or conditions of approval.

2.0 REGULATIONS

Wetlands and permanent and intermittent drainages, creeks, and streams identified as waters of the US are generally subject to the jurisdiction of the U.S. Army Corps of Engineers (Corps) under Section 404 of the Federal Clean Water Act. Streambeds are subject to regulation by the CDFG under Section 1602 of the California Fish and Game Code. A stream is defined under these regulations as a body of water that flows at least periodically or intermittently through a bed or channel having banks and that supports fish or other aquatic life. This definition includes watercourses having a surface or subsurface flow that supports or has supported riparian vegetation. CDFG jurisdiction typically extends to the edge of the riparian vegetation canopy.

This report defines wetlands per the United States (33CFR Part 328.3), as *"those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas". Three key provisions of the definition of wetlands include: a. Inundated or saturated soil conditions resulting from permanent or periodic inundation by ground water or surface water, b. a prevalence of vegetation typically adapted for life in saturated soil conditions (hydrophytic vegetation), and c. the presence of "normal circumstances". Explicit in the definition is the consideration of three environmental parameters: hydrology, soil, and vegetation. Positive wetland indicators of all three parameters are normally present in wetlands. However, not all areas having hydric soils qualify as wetlands. Only when a hydric soil supports hydrophytic vegetation and the area has indicators of wetland hydrology may the soil be referred to as a "wetland soil". In general, evidence of a minimum of one positive wetland indicator from each parameter (hydrology, soil, and vegetation) must be found in order to make a positive wetland determination.*

The State of California uses a broader definition of wetlands. In conjunction with adopting a wetlands policy on March 9, 1987, the California Fish and Game Commission assigned the Department of Fish and Wildlife the task of recommending a wetlands definition. The CDFW found the U.S. Fish and Wildlife Service wetland definition and classification system based on the Cowardin definition to be the most biologically valid. The CDFW staff use this definition as a guide in identifying wetlands while conducting on-site inspections for the implementation of its Commission's wetlands policy. Like the Army Corps of Engineers definition, the Service definition (Cowardin, et al., 1979) of a wetland incorporates the three key parameters of hydrophytic vegetation, hydric soils, and hydrology:

Wetlands are lands transitional between terrestrial and aquatic systems where the water table is usually at or near the surface or the land is covered by shallow water. For the purpose of this classification, wetlands must have one or more of the following attributes: (1) at least periodically, the land supports predominantly hydrophytes; (2) the substrate is predominantly undrained hydric soil; (3) the substrate is non-soil and is saturated or covered with shallow water at some time during the growing season of each year (Cowardin et al. 1979:3).

The main difference between the federal and state definition of a wetlands is, under some circumstances, only one of the three federal criteria need be met. In accordance with direction from the applicant, this report will utilize the federal definition of wetlands. However, if areas on the site are found to meet the state definition only, those areas will also be identified and noted as such.

3.0 METHODOLOGY

The objective of this report is to determine if the proposed project has the potential to impact wetland habitat. The report survey methodology follows the guidance in the Routine Determination Method described in the US Army Corps of Engineers Wetlands Delineation Manual (1987 – revised 1997). A site visit was completed on July 16, 2015. Sampling transects were run along contours at approximately 50 foot intervals. A total of 4 hours were spent on site surveys and species/habitat identification. Site photos can be found in Appendix A.

Prior to conducting a field survey, C2 Consult staff reviewed the following resources:

- Aerial photographs of the survey area;
- Preliminary site layout (Charles J. O'Brien Architect);
- New Melones Dam and Sonora USGS 7.5-minute topographic quadrangle;
- USDA Soil Survey; and
- National Wetland Inventory (NWI) maps.

In accordance with the Routine Determination, prior to the site visit, the above resources were reviewed to determine the presence of potential wetlands on the project site. After review of the materials, it was determined that an atypical situation does not exist on the site, and a field investigation to the site is necessary to determine the presence or absence of wetlands.



Figure 1. Vicinity Map



Figure 2. Project Site Plan

In addition, the County of San Joaquin was contacted to obtain copies of any prior surveys or entitlements completed on the project site. According to the Planning Department at the County of San Joaquin, no previous land use permits or entitlements have been completed on the project site. The project site is zoned AU-20 and has a general plan land use designation of Residential.

3.1 Site Conditions

Ms. Quincy Yaley, a C2 Consult biologist completed one site visit to the project site. During the site inspection, very little wildlife and vegetation was observed. The project site is vacant and shows evidence of past agricultural uses (walnut tree crops) and human disturbance (burned areas, human habitation). Many of the walnut trees have been removed from the site or were partially removed, but several remain in the northern portion of the site, spaced at even intervals. Other ornamental and other fruit trees were found on the site, including fig, olive, and cherry. One valley oak tree (*Quercus lobata*) was found in the western portion of the site. The tree trunk split approximately 2 feet off the ground, and each trunk measured 17.5 inches dbh and 14.5 inches dbh (diameter at breast height), respectively. The site is actively plowed, as evidenced by tire tracks throughout the site and recent vegetation management activities. Other plant species observed on the site include wild oats (*Avena* sp.), black mustard (*Brassica nigra*), wild radish (*Raphanus raphanistrum*), and *Poa* sp. No evidence of water sources or depressions that would create pools, ponds, or wetlands was observed.

4.0 FINDINGS

Maps and soil surveys consulted during the project indicated that no wetlands or aquatic habitat were present on the project site, which was confirmed during the site visit. Figure 3, 4, and 5 show an aerial view of the site, the topography, and wetland indicators, respectively. The aerial photo shows the site primarily vacant, with evidence of agricultural activities on the northern portion of the site. The 2014 USGS 7.5 minute Lodi South quadrangle map shows the site as vacant. The 1968 USGS 7.5 minute Lodi South quadrangle map shows the site as vacant. The 1968 USGS 7.5 minute Lodi south quadrangle map shows the site as vacant. The 1968 USGS 7.5 minute Lodi south quadrangle map shows the site as agricultural, and the aerial also shows historical agricultural uses on the site (tree crop). The National Wetland Inventory (NWI) map shows no aquatic or wetland features on the site. The USDA soil survey identifies the entire site as having "Stockton clay" soil. The soil includes the following characteristics:

Soil Type	Parent Material	Runoff class	Frequency of ponding	Drainage class	Slope
Stockton Clay	Alluvium derived from mixed rock sources	High	Rare	Somewhat poorly drained	0-2 percent

Approximatley 15 percent of the Stockton clay soil is comprised of minor soil types. This includes Jacktone, Galt, Guard, Egbert, Rioblancho, Archerdale, Vignolo, and unnamed saline sodic. Of these minor soil types, Jacktone, Galt, Guard, Egbert, and Rioblacho are considered hydric soils, and comprise 10 percent of the overall Stockton clay soil composition. Therefore, while the soil type on the site isn't a strict hydric soil, parts of the composition of the soil type are derived from hydric sources.





Figure 4. USGS Quadrangle Map, Lodi South



Figure 5. NWI Map

Pursuant to the Routine Determination Method described in the U.S. Army Corps of Engineers Wetlands Delineation Manual (1987 – revised 1997), wetlands have the following general diagnostic environmental characteristics:

- *Vegetation.* The prevalent vegetation consists of macrophytes that are typically adapted to areas having hydrologic and soil conditions typical of wetlands. Hydrophytic species, due to morphological, physiological, and/or reproductive adaptation(s), have the ability to grow, effectively compete, reproduce, and/or persist in anaerobic soil conditions.
- *Soil.* Soils are present and have been classified as hydric, or they possess characteristics that are associated with reducing soil conditions.
- *Hydrology.* The area is inundated either permanently or periodically at mean water depths <6.6 feet, or the soil is saturated to the surface at some time during the growing season of the prevalent vegetation.

In general, evidence of a minimum of one positive wetland indicator from each parameter (hydrology, soil, and vegetation) must be found in order to make a positive wetland determination. Only one positive indicator was found on the project site, which is the Stockton clay soil. While this soil type isn't a strict hydric soil, it does contain a small amount of hydric soil mixtures, which could be an indicator of wetlands. However, not all areas having hydric soils qualify as wetlands. Only when a hydric soil supports hydrophytic vegetation and the area has indicators of wetland hydrology may the soil be referred to as a "wetland soil". As the site does not support hydrophytic vegetation and the area has no indicators of wetland hydrology, the site is not classified as having "wetland soil". Therefore, under the Routine Method outlined in the U.S. Army Corps of Engineers Wetlands Delineation Manual, the site (or any portion of it) does not meet the wetlands definition, as no wetland indicators are present. In addition, the site surveys, in combination with the wetland criteria in the delineation manual, there are no wetlands within the project boundaries.

5.0 CONCLUSION

The project will not result in impacts to wetlands, riparian, or aquatic habitat. Wetlands as defined by the Wetland Delineation manual are not found on the project site, which is supported by mapping and other resources discussed in this report. No further mapping or delineations of wetlands is recommended.

6.0 REFERENCES

California Native Plant Society. Inventory of Rare and Endangered Vascular Plats of California. Rare Plant Scientific Advisory Committee, David P Tibor, Convening Editor. 2001.

California Department of Fish and Wildlife, Natural Diversity Database (CNDDB). Computer based search for the Stockton East, Stockton West, Lodi South, Lodi North, Waterloo, Lockeford, Holt, Thorton, and Terminous Quadrangles, July, 2015.

Cowardian, L.M. F.C Golet, and E.T. Laroe. Classification of wetlands and deep water habitats of the United States. Fish and Wildlife Service publication FWS/OBS-79/31, December, 1979, U.S. Department of Interior, Washington, D.C.

Department of Fish and Game Natural Resource Agency, Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities. November 24, 2009.

Hickman, James C. ed. The Jepson Manual: Higher Plants of California. University of California Press, Berkeley, CA. 1993.

Holland, R. F. Preliminary Description of the Terrestrial Natural Communities of California. Resources Agency. 1986.

Sawyer, J, T Keeler-Wolf. A Manual of California Vegetation. California Native Plant Society. 1995.

San Joaquin County Planning Department. Phone call. July 17, 2015.

Zeiner, D.C., W.F. Laudenslayer, Jr., K.E. Mayer, and M. White, eds. 1988-1990. California's Wildlife. Vol. I-III. California Depart. of Fish and Game, Sacramento, California.

Appendix A – Site Photos

























APPENDIX E CULTURAL RESOURCES REPORTS

Federal and State laws protect cultural resources in part by keeping the location of resources confidential and unavailable to the general public. Reports are available to qualified reviewers at the offices of the Stockton Community Development Department, 345 N. El Dorado Street, Stockton, CA 95202

APPENDIX F GEOTECHNICAL REPORT

GEOTECHNICAL INVESTIGATION

CARMAX AUTOMOTIVE DEALERSHIP

SOUTHWEST CORNER OF EAST HAMMER LANE AND MARANATHA DRIVE (APN: 130-030-12)

STOCKTON, CALIFORNIA 95212

REPORT PREPARED FOR:

CENTERPOINT INTEGRATED SOLUTIONS

OUR PROJECT NUMBER: NA155036

August 26, 2015

This document was prepared for use only by the client, only for the purposes stated, and within a reasonable time from issuance. Non-commercial, educational, and scientific use of this report by regulatory agencies is regarded as a "fair use" and not a violation of copyright. Regulatory agencies may make additional copies of this document for internal use. Copies may also be made available to the public as required by law. The reprint must acknowledge the copyright and indicate that permission to reprint has been received.



August 26, 2015 Our Project Number: NA155036

Ms. Amanda Steinle CenterPoint Integrated Solutions 1240 Bergen Parkway, Suite A-250 Evergreen, Colorado 80439

Subject: Geotechnical Investigation CarMax Automotive Dealership Southwest Corner of East Hammer Lane and Maranatha Drive (APN: 130-030-12) Stockton, California

Dear Ms. Steinle:

The following report presents the findings and conclusions of our geotechnical investigation conducted at the subject site. The purpose of the report was to provide geotechnical recommendations for site grading, foundations, liquefaction analysis, pavement sections, and seismic criteria in accordance with the 2013 California Building Code, as indicated in our proposal dated April 13, 2015, and accepted July 2, 2015. Recommendations for this project have been provided in the body of the report. Coordination between our office and your grading contractor will help reduce the potential for soil related problems.

Key information regarding this geotechnical report is presented on the following page. This information sheet has been provided to aid you in assessing the limitations of this geotechnical investigation as well as to indicate when additional information from our office may be required.

We appreciate the opportunity of working with you on this project and look forward to providing our services in the future. Please contact us if you have any questions.

Sincerely, NEIL O. ANDERSON & ASSOCIATES, INC. A Terracon Company

Anthony K. Tran, Project Manager Geotechnical Engineer 3003 Patrick C. Dell, Senior Associate Geotechnical Engineer 2186 Geotechnical Department Manager
KEY INFORMATON REGARDING YOUR GEOTECHNICAL REPORT

> The Applicability of Geotechnical Reports is Limited

Geotechnical reports are written to provide test results, observations, and professional opinions regarding a specific site for a specific project. Reports are tailored to the client and are influenced by each client's risk management strategies, economical constraints, and personal preferences. Since each report is a "custom fit" for a particular client, reports should not be transferred to anyone else without first consulting the geotechnical engineer.

Each geotechnical report considers only the construction information and site boundaries that existed at the time of the investigation. Modification of construction plans, such as a change in the shape, size, weight, location, or intended use of a project, nullifies the recommendations contained in the report, unless the geotechnical engineer indicates otherwise. A geotechnical report cannot be used for an adjacent site. Time and money can often be saved by consulting with the geotechnical engineer when circumstances change from those which existed when the report was written.

Site Conditions Can Change

The conditions which existed at the time of a geotechnical investigation can change. Investigations can only report conditions at a particular time and place and no guarantee exists to ensure that recommendations will apply after natural or man-made changes occur. Examples of some possible changes include: earthquakes, floods, fluctuations in groundwater, construction on or *next* to the site, and the addition or removal of soil. In addition, even the mere passing of time can affect site conditions. Consult with the geotechnical engineer to verify site conditions have not changed since the geotechnical report was completed.

> Geotechnical Findings Are Comprised Primarily of Professional Opinions

Even if typical 6-inch borings were spaced 5 feet apart across an entire site (typical borehole spacings are on the order of at least 10's or 100's of feet apart), *less than one percent* of the soil or rock on the site would actually be explored. From this limited exploration, the geotechnical engineer is called on to provide an opinion regarding the subsurface conditions across the site, provide appropriate foundation recommendations, and predict the response of subsurface materials to numerous scenarios using information from samples that may or may not be representative of the entire site. Obviously, most of the geotechnical report is based on the professional opinion of the geotechnical engineer. The actual subsurface conditions may significantly differ from those which were encountered during the geotechnical investigation. Consequently, the most effective method of managing the risks associated with a project is to retain the geotechnical engineer who provided the report throughout construction of the project.

Contact Your Geotechnical Engineer When in Doubt

Time, money, and confusion can all be saved by simple explanations at critical moments. Please contact your geotechnical engineer whenever there is any doubt regarding subsurface conditions or their effect on part or all of any project.



GEOTECHNICAL INVESTIGATION CARMAX AUTOMOTIVE DEALERSHIP STOCKTON, CALIFORNIA

TABLE OF CONTENTS

1.0	INTRODUCTION	1
2.0	SUMMARY OF CONCLUSIONS	2
3.0	GENERAL (SURFICIAL) SITE CONDITIONS	2
4.0	GENERAL GEOLOGY AND SEISMICITY	3
5.0	FIELD EXPLORATION AND LABORATORY TESTING	3
6.0	SOIL CONDITIONS	4
7.0	LIQUEFACTION ANALYSIS	5
8.0	DESIGN STUDIES AND RECOMMENDATIONS	5
8.1	Option 1 — Engineered Fill	6
	8.1.1 Building Pad Preparation	7
	8.1.2 Building Foundations	7
	8.1.3 Building Slab-on-Grade	8
	8.1.4 Industrial/Equipment Floor Slab	9
8.2	Option 2 — Post Tensioned Foundations	9
	8.2.1 Building Pad Preparation	10
	8.2.2 Building Foundations/Slabs	10
8.3	Option 3 – Lime Treated Subgrade for Building Pads	12
	8.3.1 Building Pad Preparation	13
	8.3.2 Spread Foundations	14
	8.3.3 Building Slab	14
	8.3.4 Industrial/Equipment Floor Slab	15
8.4	Drilled Pier Foundation	16
8.5	Winterization and Construction Equipment Mobilization	1/
8.6	Retaining/Screen Walls	1/
8.7	Exterior Flatwork and Drainage	18
8.8		18
8.9		18
9.0		19
10.0		20
11.0		22
12.0		23
	ΝΠΙΧΑ	

Engineered Fill Specifications

APPENDIX B

Exploration Plan	Plate No. 1
Test Boring Logs	Plate Nos. 2 - 36
Test Boring Legend	Plate No. 37
Typical Retaining Wall Detail	



APPENDIX C Laboratory Test Results



GEOTECHNICAL INVESTIGATION

CARMAX AUTOMOTIVE DEALERSHIP

SOUTHWEST CORNER OF EAST HAMMER LANE AND MARANATHA DRIVE (APN: 130-030-12)

STOCKTON, CALIFORNIA

OUR PROJECT NUMBER: NA155036

1.0 INTRODUCTION

This report presents the findings, conclusions, and recommendations of a geotechnical investigation conducted for the proposed CarMax automotive dealership located at the southwest corner of East Hammer Lane and Maranatha Drive, APN: 130-030-12, in Stockton, California.

We understand that the proposed project will consist of the construction of a CarMax automotive dealership encompassing approximately 7.19 acres. The dealership will include a sales building, presentation lanes, service building, and carwash with a footprint area of approximately 9,680, 1,746, 6,141, and 936 square feet, respectively. The buildings will either be concrete masonry units (CMU) or concrete tilt-up and will be 24-feet tall supported by shallow spread footings with a concrete slab-on-grade floor. Maximum foundation loads for the structures were provided to our office. Maximum (dead plus live) isolated column loads will 120 kips. Concrete and asphalt concrete pavement will be constructed over the majority of the site. Light poles for lighting will be constructed throughout the development and will be supported by drilled piers extending approximately 7 to 9 feet below ground surface. The development will also include 6-foot high CMU walls and associated landscaping. Since the site is relatively flat, we expect that grading will consist of minor cuts and fills, less than 3 feet in vertical extent.

The geotechnical study conducted at this site was prepared for the use of the architect and engineer for application to the design of the building and grading plans in accordance with generally accepted geotechnical engineering practices. No warranty is expressed or implied. This report presents the results of this study.

2.0 SUMMARY OF CONCLUSIONS

- 1. The main concern that will affect the development of the site is the highly expansive nature of the surface clay soils encountered in our borings and the potential for post-construction damage to the structures from heaving and/or swelling of these expansive soils. The native surficial and subsurface clay soils are medium stiff to hard, and should provide adequate bearing support; however, they are expansive and subject to volume changes with variations in moisture content. Special measures should be taken to protect the slabs from the swelling pressures of the clay. Three options are being provided as a way to reduce the potential for damage of the slabs from the expansive soils.
- 2. The soils encountered during our field investigation were fairly consistent between the test holes. The upper soils consisted of stiff to hard fat clay that extended to depths between 2 and 4 feet below the existing ground surface (bgs). The upper soils were underlain by medium stiff to hard lean clay, silty clay, sandy silt, and silt to the maximum depth explored of 211/2 feet bgs. In borings B3, B4, B5, B6, B8, B9, B11, and B13, medium dense silty sand and sand were encountered at depths between 4 and 91/2 feet bgs and varied in thickness from 3 to 7 feet. In boring B16, the medium dense silty sand and sand stratum was 15 feet thick and was encountered at 4 feet bgs. For a more detailed description of the soils encountered in the test holes see the Logs of Test Boring sheets. Groundwater was not encountered in any of our borings at the time the borings were drilled. San Joaquin County groundwater maps were reviewed for the area and indicated that groundwater is greater than 50 feet bgs. Groundwater conditions in the future could change due to rainfall, construction activities, irrigation, or other factors. The evaluation of these factors is beyond the scope of this study.
- 3. Good surface drainage should be constructed to provide rapid removal of runoff away from the building.

3.0 GENERAL (SURFICIAL) SITE CONDITIONS

The general topography of the site and surrounding area is relatively flat. At the time of our investigation, the site consisted of a disced open field with dry vegetation growth. There are numerous rows of trees throughout the middle and northern half of the site ranging from 3 to 6 feet in height. The site used to be an orchard. Remnants of an agricultural well were observed approximately 360 feet south of Hammer Lane and 40 feet west of Maranatha Drive. The site is bordered to the north by East Hammer Lane, to the west by commercial development (Home Depot and Self Storage), to the east by Maranatha Drive, and to the south by a walnut orchard. There is a CMU block wall located along the western edge of the property separating Home Depot and the Self



Storage property and the site. The CMU block wall was not continuous and had a gap between Home Depot and the Self Storage property.

4.0 GENERAL GEOLOGY AND SEISMICITY

A geologic map of the area was reviewed and indicated the surface soils are described as Pleistocene age arkosic alluvium of the upper and lower members of the Modesto formation.

Following is a table of the 2013 California Building Code Soil Parameters¹ which may be used for seismic design of structures at the subject site:

2013 California Building Code Seismic Design Parameters							
Site Class	D						
Mapped Spectral Acceleration Value of Rock (Short Period), S_S	0.820g						
Mapped Spectral Acceleration Value of Rock (1-Second Period), S1	0.315g						
Site (Amplification) Coefficient, F _a	1.172						
Site (Amplification) Coefficient, F_v	1.770						
Maximum Considered Earthquake/Site Modified (MCE) Spectral	0.961g						
Response Acceleration Value (Short Period), S _{MS}	_						
Maximum Considered Earthquake/Site Modified (MCE) Spectral	0.558g						
Response Acceleration Value (1-Second Period), S _{M1}							
Design Spectral Acceleration Value (Short Period), S _{DS}	0.641g						
Design Spectral Acceleration Value (1-Second Period), S _{D1}	0.372g						
PGA _M =F _{PGA} *PGA=1.223*0.288 (ref. ASCE 7-10, Eqn. 11.8-1)	0.353g						

A site latitude and longitude of 38.01963° and -121.26478° were utilized in conjunction with the tools provided by United States Geologic Survey web site. A discussion of the potential for earthquake-induced liquefaction for the proposed site is included in Section 7.0, Liquefaction Analysis, of this report.

5.0 FIELD EXPLORATION AND LABORATORY TESTING

The field investigation conducted at this site consisted of drilling 35 exploratory test holes carried to a depth of 21½ feet bgs. The test holes were drilled with a CME 75 drill rig, utilizing 6-inch diameter continuous flight hollow stem auger. The locations of the test holes are indicated on the Exploration Plan, Plate No. 1. The locations of the test holes were determined by pacing from existing site features; hence, accuracy can be implied only to the degree that this method warrants.

¹ USGS Design Detailed Report, http://geohazards.usgs.gov/designmaps/us/application.php

Sampling of the drilled test holes was performed at various depths using a California Modified 2.5-inch O.D. split spoon sampler with stainless steel tube liners. The sampler was driven by a 140-pound hammer with a 30-inch drop. Blow counts required to drive the sampler every 6 inches for a total of 18 inches were recorded.

Soil samples obtained from the test holes were preserved in stainless steel tubes until the samples could be tested in the laboratory. Samples were taken to the laboratory of Neil O. Anderson & Associates, Inc., Lodi, California and used for performing various laboratory tests. Tests performed consisted of unit weights, moisture content, Atterberg limits, minus No. 200 sieve wash, expansion index, hydrometer, and pocket penetrometer readings. Two (2) soil samples were submitted to Terracon Chemical Laboratory in Las Vegas, Nevada to perform the soil corrosion testing (pH, minimum resistivity, sulfate, chloride, and red-ox). A summary of the test results are presented on the Log of Boring sheets, Plates Nos. 2 through 36. The results of the soil corrosion testing are presented in Appendix C.

6.0 SOIL CONDITIONS

Visual classification of each soil stratum encountered according to ASTM D2488 (Visual – Manual Procedure) was made in the field by a representative from our office at the time the test holes were drilled. The samples obtained were checked in the laboratory by a geotechnical engineer and classification verified according to ASTM D2487. A classification and graphical representation of each soil encountered is presented on the Log of Test Boring sheets. The test boring legend is presented on Plate No. 37.

The soils encountered during our field investigation were fairly consistent between the test holes. The upper soils consisted of stiff to hard fat clay that extended to depths between 2 and 4 feet bgs. The upper soils were underlain by medium stiff to hard lean clay, silty clay, sandy silt, and silt to the maximum depth explored of 21½ feet bgs. In borings B3, B4, B5, B6, B8, B9, B11, and B13, medium dense silty sand and sand were encountered at depths between 4 and 9½ feet bgs and varied in thickness from 3 to 7 feet. In boring B16, the medium dense silty sand and sand stratum was 15 feet thick and was encountered at 4 feet bgs. For a more detailed description of the soils encountered in the test holes see the Logs of Test Boring sheets.

Test hole logs show subsurface conditions at the date and location indicated, and it is not warranted that they are representative of subsurface conditions at other locations and times.

Groundwater was not encountered in any of our borings at the time the borings were drilled. San Joaquin County groundwater maps were reviewed for the area and indicated that groundwater is greater than 50 feet bgs. Groundwater conditions in the future could change due to rainfall, construction activities, irrigation, or other factors. The evaluation of these factors is beyond the scope of this study.



7.0 LIQUEFACTION ANALYSIS

A detailed analysis of earthquake-induced liquefaction for the proposed site was not performed for this site. Liquefaction is a loss of strength in soil when a cyclic stress, such as that caused by an earthquake, is subjected to typical soils, such as loose saturated sands and silts. The cyclic stress attempts to densify the soil causing an immediate increase in pore pressure. A cyclic stress subjected to these soils may result in excessive pore pressures stimulating the soil to behave as a liquid. Factors that affect the potential for liquefaction include the age and density of the deposits, recent depths to subsurface water, amount of fines in the soils, and the potential site ground acceleration from a seismic event.

Due to the depth of groundwater (greater than 50 feet at this location according to San Joaquin County groundwater maps) and the stiff to hard subsurface conditions encountered in our field explorations, it is our opinion that the potential for liquefaction at this site is very low.

8.0 DESIGN STUDIES AND RECOMMENDATIONS

From a soil engineering standpoint, our office concludes that the site is suitable for the proposed CarMax automotive dealership development; however, all of the conclusions and recommendations presented in this report should be incorporated into the design and construction to help reduce the potential for soil and foundation problems. Our main concern is the highly expansive nature of the surface fat clay soils encountered in our borings and the potential for post-construction damage to the structures and pavement from heaving and/or swelling of these expansive soils.

The native surficial and subsurface clay soils are medium stiff to hard, and should provide adequate bearing support; however, they are expansive and subject to volume changes with variations in moisture content. Foundations should extend below the point of seasonal moisture fluctuations and special measures should be taken to protect the slabs from the swelling pressures of the clay as indicated.

The following three options are being provided as a way to reduce the potential for damage of the slab from the expansive soils. Following is a summary of the options:

 Option 1 – Engineered Fill. Slabs and adjacent flatwork/sidewalks shall bear on a minimum of 18 inches of non-expansive engineered fill. Excavate 18 inches of the native subgrade beneath all foundations, slabs, and flatwork/sidewalks, moisture condition the exposed native subgrade and replace native soils with 18 inches of non-expansive engineered fill to help provide more stable building pads.



- **Option 2 Post Tensioned Foundations.** Ensure the native subgrade is in a moist condition to a depth of 18 inches and cast a uniform thickened post tensioned foundation to structurally resist pressures from swelling clay soils.
- **Option 3 Lime Treatment.** Following rough grading operations treat the upper 18 inches of clayey subgrade soils with lime. This procedure reduces the swell potential of the clayey surface soils and creates a stable working platform on which construction can proceed.

These three options have been presented in order of descending risk in order to provide a latitude of methods to manage the expansive soils. **Option 1** would provide a stable foundation, but would have the potential of some movement due to the potential for some variation of the moisture content in the subgrade soils. **Option 2** would provide structural slabs with high strength cables in-lieu of mild conventional reinforcement supported on compacted clay fill soils that could be designed to withstand seasonal effects of these soils and provides the advantage of no (or minimal) control joints and no excavations for footings. Post tensioned slabs-on-grade also remain relatively crack free. **Option 3** would provide a stable building pad with the ability to continue construction during rainy weather and/or provide a building pad with a relative high modulus of subgrade reaction. **If Option 2 is desired, our office can provide the necessary post tensioned design. Our office is knowledgeable in the design and use of post tensioned foundations.**

We would be pleased to further discuss the cost/benefit of each of the options. If the building pads are constructed and the foundations are loaded as indicated in the following recommendations, settlement should be limited to less than 1 inch total and $\frac{1}{2}$ inch differential across the width of the structures. Care should be taken to understand settlements may vary based on loading and associated footing sizes.

8.1 Option 1 — Engineered Fill

Eighteen inches of compacted non-expansive engineered fill over moisture conditioned engineered fill shall be provided under the footings, slabs, and adjacent flatwork. The **18 inches of imported fill does not include any gravel or sand placed beneath the slabs-on-grade.** The fill shall be placed a minimum of 5 feet past perimeter building wall lines and a minimum of 2 feet beyond limits of adjacent flat work. Native clay soils are not suitable for fill within 18 inches of the bottom of the deepest footing depth with this option. Engineered fill or native soils below 18 inches of the rough graded pad which are below 3 percent over optimum moisture content will need to be moisture conditioned as specified herein.



8.1.1 Building Pad Preparation

The proposed building pads should be initially cleared of all vegetation, trees, roots, debris, and deleterious material as outlined in Appendix A, Engineered Fill Specifications. Voids resulting from the removal of any buried structures (such as irrigation structures or pipes, foundations, septic systems or water lines) should be cleaned of all loose soil and debris so that they may be backfilled during filling operations. All wells shall be abandoned in accordance with San Joaquin County requirements. After clearing operations and any cuts have been made from over excavation, the subgrade thus exposed shall be scarified a minimum of 12 inches and compacted as indicated in Appendix A.

The native clay subgrade needs to be in a moist condition at the time the imported fill is placed and should be checked by a representative of our office. All scarified and compacted subgrade and on-site clay soil shall be placed and compacted to between 88 and 92 percent relative compaction, at a minimum of 3 percentage points above optimum moisture content as determined by ASTM D1557 test method. Non-expansive fill shall be placed and compacted to 90 percent relative compaction as determined by the ASTM D1557 test method. If compaction and moisture specifications are not as specified, the fill or compacted subgrade will be considered unacceptable and reworking of the fill or subgrade shall be required.

The depth of scarification of native clay soils and moisture conditioning of the subgrade is highly dependent upon the time of year of construction and site conditions that existed immediately prior to construction. If construction occurs in the winter or spring, when the subgrade soils are already in a moist condition, scarification and compaction need only be 6 inches. If construction occurs in the summer or fall when the subgrade soils have been allowed to dry out deeper, the depth of scarification and moisture conditioning may be as much as 12 to 18 inches or more. Given the recent drought conditions in this area, the required depth of moisture conditioning may be greater than 18 inches. A representative of our office should be present to observe the exposed subgrade and specify the depth of moisture conditioning required. After moisture conditioning of the clay soils is complete, 18 inches of non-expansive engineered fill should be placed and compacted following recommendations given for non-expansive fill in Appendix A. With this option on-site clay soils are not suitable for use as engineered fill within 18 inches of the bottom of the deepest footing depth.

8.1.2 Building Foundations

If grading is accomplished as specified, foundations may consist of conventional shallow spread or continuous footings bearing on 18 inches of engineered fill. The minimum width of footings is 12 inches. The minimum depth of footings is 18 inches below lowest surrounding grade. Foundations constructed in this manner may be loaded to a bearing capacity of 3,000 pounds per square foot (psf) total load. Bearing



capacity may be increased by 1/3 for temporary wind and seismic loads. Lateral loads may be resisted by computing passive pressure acting against the sides of the footings equal to 350 pounds per cubic foot (pcf) equivalent fluid pressure. Lateral loads may also be resisted by computing a frictional force between the bottom of the footing and the soil utilizing a coefficient of friction of 0.35. Passive pressure and friction may be combined but the passive pressure should be reduced by 50 percent.

To ensure footings have adequate support, special care should be taken when footings are located adjacent to trenches. The bottom of such footings should be at least 1 foot below an imaginary plane with an inclination of 1.5 horizontal to 1.0 vertical extending upward from the nearest bottom edge of the adjacent trench.

8.1.3 <u>Building Slab-on-Grade</u>

Moisture transmission through concrete slab-on-grade floors has been known to cause delamination, warping and other damage to floor coverings. Neil O. Anderson and Associates, Inc., A Terracon Company does not profess to be experts in moisture proofing concrete slabs-on-grade, and our firm knows of no construction method that will completely eliminate the risk of damage. In order to provide some level of protection against damage, it is common practice in this area to place a capillary break and a vapor retarder beneath the slab.

There are additional measures that may be incorporated to further reduce, but not eliminate, the risk. Some (but not all) of these measures include: using concrete with a water-cement ratio of 0.45 or less, employing a qualified testing laboratory to provide materials testing and quality control during concrete placement and curing, using topical concrete sealers, installing water stops at cold joints between the foundation capillary break and slab on grade, sealing the vapor retarder where plumbing penetrations occur, limiting the use of vinyl and wood flooring, and testing the concrete slab for moisture transmission rates immediately prior to placement of floor coverings. These measures may be considered if additional protection is desired.

The following recommendations are commonly used in this area and we believe these measures should be incorporated to provide a minimum level of protection against damage if moisture vapor transmission is critical to the project.

Four inches of clean ³/₄ inch gravel should be placed between the slab and the engineered fill. The gravel should be covered by an impervious vapor retarder such as 10 mil sheet vinyl or equivalent. The vapor retarder should be continuous and lapped a minimum of 2 feet and draped down the side of the footings at least 1 foot. The vapor retarder should be covered by 2 inches of sand to protect it during construction and to aid in curing the concrete. This sand should meet the requirements of ACI 302.1R. However, we know from experience that most local sand will not meet these requirements. In our opinion, the sand should be a sand or silty sand containing no



more than 20 percent passing the No. 200 sieve. Alternative materials must be approved by the geotechnical engineer prior to being brought to the site.

The sand should be moist but not saturated at the time of concrete placement. If the sand is saturated or free water is visible, the concrete should not be placed until the sand is dried sufficiently to only be moist or is replaced. If construction will take place in winter, sand may be substituted with $\frac{3}{6}$ inch pea gravel. The pea gravel may not be saturated. Free water must not be visible on the gravel. If the gravel is saturated, it must be dried sufficiently to only be moist or be replaced prior to placement of concrete.

If the recommended 2 inches of sand is not utilized over the vapor retarder, we recommend wet curing the concrete slabs to help limit the potential of slab curl resulting from differential curing of the top and bottom of the slab. Since the sand provided a protection for the vapor barrier, we recommend increasing the thickness to 15 mil and using a product equivalent to Stego Wrap which meets ASTM E1745, Class A.

Our office recommends the floor slab thickness and reinforcing design be determined by the project structural engineer. Exterior finish grades should be below the floor subgrade level unless special drainage and waterproofing features are employed to reduce the potential for moisture migration under the slab.

8.1.4 Industrial/Equipment Floor Slab

Industrial/Equipment floor slabs subjected to forklift or other heavy loads are often designed using a modulus of subgrade reaction. We recommend using a modulus of 100 pounds per cubic inch (pci) for compacted engineered fill subgrade soils. Industrial floor slabs should be underlain by at least 6 inches of compacted Class II aggregate base over compacted engineered fill. The aggregate base should be compacted to at least 95 percent of the maximum dry density obtained in the ASTM D1557 test method. Industrial floor slabs should be designed by the structural engineer. The structural engineer should select the most appropriate design method for the intended use of the slab. We recommend that all construction joints be doweled with slip dowels to provide additional strength against breakage of the slabs at the joints from heavy forklift traffic or movement of heavy equipment over the joints.

8.2 Option 2 — Post Tensioned Foundations

The native clay subgrade should be in a moist condition, at least 3 percentage points above optimum moisture content as determined in the ASTM D1557 test method, for a depth of 18 inches. A uniform thickened post tensioned foundation will be used to structurally resist pressures from swelling clay soils. Fill shall be over excavated, moisture conditioned, and recompacted as specified below. Native clays shall be in a moist condition prior to casting foundation.



8.2.1 Building Pad Preparation

The proposed building pads should be initially cleared of all vegetation, trees, roots, debris, and deleterious material as outlined in Appendix A, Engineered Fill Specifications. Voids resulting from the removal of any buried structures (such as irrigation structures or pipes, foundations, septic systems or water lines) should be cleaned of all loose soil and debris so that they may be backfilled during filling operations. All wells shall be abandoned in accordance with San Joaquin County requirements. After clearing operations and any cuts have been made from over excavation, the subgrade thus exposed shall be scarified a minimum of 12 inches and compacted as indicated in Appendix A.

The native clay subgrade needs to be in a moist condition and should be checked by a representative of our office. All scarified and compacted subgrade and on-site clay soil shall be placed and compacted to between **88 and 92 percent relative** compaction, at a minimum of 3 percentage points above optimum moisture content as determined by ASTM D1557 test method. Non-expansive fill shall be placed and compacted to 90 percent relative compaction as determined by the ASTM D1557 test method. If compaction and moisture specifications are not as specified, the fill or compacted subgrade will be considered unacceptable and reworking of the fill or subgrade shall be required.

The depth of scarification of native clay soils and moisture conditioning of the subgrade is highly dependent upon the time of year of construction and site conditions that existed immediately prior to construction. If construction occurs in the winter or spring, when the subgrade soils are already in a moist condition, scarification and compaction need only be 6 inches. If construction occurs in the summer or fall when the subgrade soils have been allowed to dry out deeper, the depth of scarification and moisture conditioning may be as much as 12 to 18 inches or more. Given the recent drought conditions in this area, the required depth of moisture conditioning may be greater than 18 inches. A representative of our office should be present to observe the exposed subgrade and specify the depth of moisture conditioning required.

8.2.2 Building Foundations/Slabs

For this option the foundations/slabs should be post tensioned so that they may act as a unit. Post tensioned foundations should consist of monolithic slabs (California Uniformed Thickened Slab) with deepened areas for concentrated column loads. The post tensioned foundations should encompass an 8- to 12-inch thick slab with a minimum 12-inch thick (measured from top of slab) continuous shovel footing around the perimeter of the building.

The post tensioned foundation engineer should be allowed to calculate the most feasible slabs for the given soil conditions and design parameters presented herein. We are providing design parameters from the Third Edition of the Post Tensioning



Institute manual for "Design and Construction of Post-Tensioned Slabs-on-Ground." In determining design soil parameters in accordance with the Third Edition recommendations, we used the VOLFLO 1.5 software to calculate the respective soil parameters.

Post tensioned slabs designed in accordance with the Third Edition design manual should utilize the following design parameters:

Edge Moisture Distance, E _m	
Center	9.0 feet
Edge	4.9 feet
Estimated Differential Swell, y _m	
Center Lift	0.55 inches
Edge Lift	0.97 inches
Allowable Bearing Capacity (Total load, dead plus live)	2,000 lb/sq ft
Anticipated Differential Settlement	½ inch
Coefficient of Friction (between slab and subgrade)	0.5

Care should be taken by the owner, architect and engineer to understand that these soil parameters have been developed based on several site constraints that shall be followed during and after construction.

- All down spouts will be connected to tight lines connected to the site storm drainage system and the runoff water will be carried out away from the buildings.
- The subgrade soil shall be in an above optimum moisture condition prior to casting the foundations.
- Positive drainage away from the building perimeters is provided to limit any ponding adjacent to the foundations.
- Landscape irrigation next to the foundations shall be monitored so as not to over irrigate clay soils. Experience has shown that misters and drip systems tend to perform this function well when properly monitored.
- No vegetation over six feet in height shall be planted within 20 feet of the building perimeters unless a root barrier is provided between the structures and tree to limit roots within 5 feet of building. Roots can draw additional moisture from the soils and cause excessive volume changes in the soil.
- The site grading, drainage, and irrigation shall be maintained around the entire perimeter of the buildings during the useful life of the post tensioned foundation.



The moistened subgrade should be covered by a <u>impervious vapor retarder such as 10</u> <u>mil</u> visqueen or equivalent, with seams and penetrations taped, in order to reduce subgrade friction when stressing and reduce the potential for moisture vapor traveling up though the slab. The vapor retarder should be covered by 1 to 2 inches of sand to protect it during construction and to aid in curing the concrete. However, we know from experience that most local sand will not meet these requirements. In our opinion, the sand should be a sand or silty sand containing no more than 20 percent passing the No. 200 sieve. Alternative materials must be approved by the geotechnical engineer prior to being brought to the site.

The sand should be moist but not saturated at the time of concrete placement. If the sand is saturated or free water is visible, the concrete should not be placed until the sand is dried sufficiently to only be moist or is replaced. Excessive moisture in the sand can lead to problems with excessive moisture vapor related problems with the concrete slab on grade.

If construction will take place in winter, sand may be substituted with $\frac{3}{6}$ inch pea-gravel. The pea gravel may not be saturated. Free water must not be visible on the gravel. If the gravel is saturated, it must be dried sufficiently to only be moist or be replaced prior to placement of concrete.

If the recommended 2 inches of sand is not utilized over the vapor retarder, we recommend wet curing the concrete slabs to help limit the potential of slab curl resulting from differential curing of the top and bottom of the slab. Since the sand provided a protection for the vapor barrier, we recommend increasing the thickness to 15 mil and using a product equivalent to Stego Wrap which meets ASTM E1745, Class A.

Exterior finish grades should be at or below the floor subgrade level unless special drainage and waterproofing features are employed to reduce the potential for moisture migration under the slab.

For this option, subgrade moisture conditions should be achieved, maintained, and checked by a representative from our office. *If a post tensioned foundation is desired, our office is qualified and experienced in designing this type of foundation.*

8.3 Option 3 – Lime Treated Subgrade for Building Pads

Any imported clay fill and the expansive native clay subgrade should be lime treated for a depth of 18 inches. This will help reduce the expansion potential of the surface clays and provide a stable building pad. Fill below 18 inches of the rough graded pad and native clays below 3 percent optimum moisture content will need to be moisture conditioned and compacted as specified herein.



8.3.1 Building Pad Preparation

The proposed building pad should be initially cleared of all vegetation, trees, roots, debris, and deleterious material as outlined in Appendix A, Engineered Fill Specifications. Voids resulting from the removal of any buried structures (such as irrigation structures or pipes, foundations, septic systems or water lines) should be cleaned of all loose soil and debris so that they may be backfilled during filling operations. All wells shall be abandoned in accordance with San Joaquin County requirements.

All fill and native soils shall be scarified and compacted to between **88 and 92 percent** relative compaction, at a minimum of 3 percentage points above optimum moisture content as determined by the ASTM D1557 test method. Non-expansive fill shall be placed and compacted to 90 percent relative compaction as determined by the ASTM D1557 test method. If compaction and moisture conditions are not as specified, the fill or compacted subgrade will be considered unacceptable and reworking of the fill or subgrade shall be required.

The depth of scarification of native clay soils and moisture conditioning of the subgrade prior to fill placement is highly dependent upon the time of year of construction and the site conditions that existed immediately prior to construction. If construction occurs in the winter or spring, when the subgrade soils are already in a moist condition, scarification and compaction usually only needs to be 6 inches. If construction occurs in the summer or fall when the subgrade soils have been allowed to dry out deeper, the depth of scarification and moisture conditions in this area, the required depth of moisture conditioning may be greater than 18 inches. A representative of our office should be present to observe the exposed subgrade and specify the depth of scarification and moisture conditioning required.

Following rough grading operations, the building pad should be treated with a percentage of high calcium lime based on the dry unit weight of the soil. For estimating purposes we recommend using 4.5 percent lime and a soil unit weight of 110 pounds per cubic foot. For an 18-inch treatment depth, this results in an estimated minimum spread rate of 7.4 pounds per square foot. The actual amount of lime to be used should be determined by our office and by laboratory testing **at least two weeks prior** to the start of grading operations. The lime treatment operations should be performed in general conformance with the recommendations of Section 24 of the Standard Caltrans Specifications, latest edition. Following lime treatment, the building pads should be kept moist by sprinkling or application of a curing seal as detailed in the Caltrans specifications. If the pads are allowed to dry out, deterioration of the building pads may occur which may cause problems following construction.



8.3.2 Spread Foundations

If grading is accomplished as specified, foundations for the proposed buildings may consist of shallow, spread or continuous foundations bearing on compacted native soils. Foundations constructed in this manner may be designed using a bearing capacity of 2,000 psf for dead plus live loads. The above bearing capacities may be increased by 1/3 for temporary wind and seismic loads.

The minimum width of all foundations should be 12 inches. Foundations should be embedded a minimum depth of 24 inches below lowest surrounding grade.

Potential <u>construction</u> settlement, either immediate or long term, of foundations constructed on lime treated fill constructed as recommended in Section 9.3.1 and loaded in the manner described above, should be less than 1 inch total and ½ inch differential across the width of the buildings. Care should be taken to understand settlements may vary based on actual loads and footing sizes.

To ensure footings have adequate support, special care should be taken when footings are located adjacent to trenches. The bottom of such footings should be at least 1 foot below an imaginary plane with an inclination of 1.5 horizontal to 1.0 vertical extending upward from the nearest bottom edge of the adjacent trench.

Lateral resistance for spread footings may be provided by assuming a passive pressure acting against the side of the footings equal to 350 pcf equivalent fluid pressure. Lateral resistance may also be provided by computing friction between the bottom of the footing and the soil. A coefficient of friction of 0.35 should be utilized. If footings are cast against firm native soil, passive and frictional resistance may be combined but the passive resistance should be reduced by 50 percent.

8.3.3 Building Slab

Moisture transmission through concrete slab-on-grade floors has been known to cause delamination, warping and other damage to floor coverings. Neil O. Anderson and Associates, Inc., A Terracon Company does not profess to be experts in moisture proofing concrete slabs-on-grade, and our firm knows of no construction method that will completely eliminate the risk of damage. In order to provide some level of protection against damage, it is common practice in this area to place a capillary break and a vapor retarder beneath the slab.

There are additional measures that may be incorporated to further reduce, but not eliminate, the risk. Some (but not all) of these measures include: using concrete with a water-cement ratio of 0.45 or less, employing a qualified testing laboratory to provide materials testing and quality control during concrete placement and curing, using topical concrete sealers, installing water stops at cold joints between the foundation capillary break and slab on grade, sealing the vapor retarder where plumbing penetrations occur,



limiting the use of vinyl and wood flooring, and testing the concrete slab for moisture transmission rates immediately prior to placement of floor coverings. These measures may be considered if additional protection is desired.

The following recommendations are commonly used in this area and we believe these measures should be incorporated to provide a minimum level of protection against damage if moisture vapor transmission is critical to the project.

The upper 18 inches of these building pads will be lime treated and compacted as engineered fill. Four inches of clean ³/₄ inch gravel should be placed between the slabs and the engineered fill. The gravel should be covered by an impervious vapor retarder such as 10 mil sheet vinyl or equivalent. The vapor retarder should be continuous and lapped a minimum of 2 feet and draped down the side of the footings at least 1 foot. The vapor retarder should be covered by 2 inches of sand to protect it during construction and to aid in curing the concrete. This sand should meet the requirements of ACI 302.1R. However, we know from experience that most local sand will not meet these requirements. In our opinion, the sand should be a sand or silty sand containing no more than 20 percent passing the No. 200 sieve. Alternative materials must be approved by the geotechnical engineer prior to being brought to the site.

The sand should be moist but not saturated at the time of concrete placement. If the sand is saturated or free water is visible, the concrete should not be placed until the sand is dried sufficiently to only be moist or is replaced. If construction will take place in winter, sand may be substituted with $\frac{3}{6}$ inch pea gravel. The pea gravel may not be saturated. Free water must not be visible on the gravel. If the gravel is saturated, it must be dried sufficiently to only be moist or be replaced prior to placement of concrete.

If the recommended 2 inches of sand is not utilized over the vapor retarder, we recommend wet curing the concrete slabs to help limit the potential of slab curl resulting from differential curing of the top and bottom of the slab. Since the sand provides a protection for the vapor barrier, we recommend increasing the thickness to 15 mil and using a product equivalent to Stego Wrap which meets ASTM E1745, Class A.

Our office recommends the floor slab thickness and reinforcing design be determined by the project structural engineer. Exterior finish grades should be below the floor subgrade level unless special drainage and waterproofing features are employed to reduce the potential for moisture migration under the slab.

8.3.4 Industrial/Equipment Floor Slab

Industrial/Equipment floor slabs subjected to forklift or other heavy loads are often designed using a modulus of subgrade reaction. We recommend using a modulus of 150 pounds per cubic inch (pci) for lime treated subgrade soils. Industrial floor slabs should be underlain by at least 6 inches of compacted Class II aggregate base over the lime treated and compacted subgrade. The aggregate base should be compacted to at



least 95 percent of the maximum dry density obtained in the ASTM D1557 test method. Industrial floor slabs should be designed by the structural engineer. The structural engineer should select the most appropriate design method for the intended use of the slab. We recommend that all construction joints be doweled with slip dowels to provide additional strength against breakage of the slabs at the joints from heavy forklift traffic or movement of heavy equipment over the joints.

8.4 Drilled Pier Foundation

The lighting poles may be supported by either a spread footing foundation or a drilled concrete pier foundation. Footing foundation should be designed in accordance with the criteria specified in Section 8.1.2 of this report. If a drilled concrete pier foundation is desired, the piers should be designed with the following criteria:

- 1. Piers should be designed using an allowable skin friction value of 300 pounds per square foot (psf) from 2 to 10 feet bgs. Skin friction should be neglected for the top 2 feet of pier. Skin friction may be increased by 1/3 for temporary wind and seismic loads. Lateral loads to the pier can be resisted by computing a passive pressure equal to 350 pcf equivalent fluid pressure (EFP) acting against a projected area equal to 1.5 times the pier diameter. The top 2 feet should be ignored when computing passive resistance.
- 2. Pier should have a minimum length of at least 7 feet and a minimum diameter of 18 inches.
- 3. Based on soil conditions encountered during our investigation, our office anticipates that the short term stability of the pier excavations should be sufficient to allow construction of the piers. Concrete should be placed immediately after the hole is drilled, cleaned and inspected utilizing a "drill and pour" procedure to avoid possible contamination of the open pier hole. Concrete should not be placed in pier with more than 4 inches of water. If drilling problems occur, we should be contacted to discuss alternatives with the structural engineer.
- 4. Formation of mushrooms or enlargements at the top of piers should be avoided during pier drilling. If mushrooms develop at the top of the piers during drilling, sono-tube should be placed at the piers top to help isolate the piers.
- 5. Pier excavations should be observed full-time by a representative of our office to verify that suitable depth and bearing material has been encountered.
- 6. Piers designed and constructed as indicated should experience less than 1 inch of settlement. This settlement is based on the soils encountered



during our field explorations. If different soil conditions differ in the field during construction, our office shall be consulted to verify our recommendations are applicable.

8.5 Winterization and Construction Equipment Mobilization

Cohesive soils located across the site can trap moisture from winter rains within the upper zones of the subgrade. This is known to cause unstable "pumping" subgrade conditions which can hinder the movement of grading equipment if construction is occurring in the winter or early spring. This should be taken into consideration when planning the site grading during wet conditions. Our office can provide recommendations for subgrade stabilization upon request.

8.6 Retaining/Screen Walls

Site retaining/screen walls may be constructed. Retaining walls will be subject to lateral earth pressures. The lateral earth pressure on a retaining wall depends on the height of the wall, type of backfill, slope of the backfill surface, and allowable horizontal movement on top of the wall. Site retaining/screen walls may be supported by a spread footing type foundation.

We do not recommend using potentially expansive clay soils directly behind retaining walls unless the walls have been designed to take into account these additional stresses. Walls retaining native soils may be designed using an at-rest pressure and active pressure of 75 pounds per cubic foot (pcf) EFP and 60 pcf EFP, respectively, for walls with a flat backfill. Walls retaining non-expansive engineered fill behind the wall with a width of at least the height of the wall may be designed using an at-rest pressure of 60 pcf EFP and an active pressure of 45 pcf EFP, respectively, for walls with a flat backfill. For walls retaining a slope of 4:1 to 2:1 (H:V), the above lateral EFP loads shall be increased by 15 pcf. If seismic design is required, a lateral load equivalent to $9H^2$ (H = height of retaining wall) should be applied at 0.6H from the bottom of the wall stem.

The recommended equivalent fluid densities do not include allowances for surcharge loads or hydrostatic pressures. The hydrostatic pressure on retaining walls should be relieved using 12-inch thick gravel drainage behind the walls that extend from the bottom of the walls to within 12 inches of the top of the wall. The drain should be capped with 12 inches of compacted clay to help prevent surface runoff from entering the drain. The gravel should consist of Class II permeable material or ³/₄ inch crushed rock wrapped in Mirafi 140N or equivalent filter fabric. A 4-inch diameter perforated drain pipe should be installed at the base of all retaining walls. The drain pipe should slope at a minimum 2 percent slope to an existing drainage system. Geosynthetic drainage composite such as Miradrain 6200, Mirafi G100W or Amerdrain Totaldrain may be used in lieu of the 12 inch gravel drainage. A typical retaining wall drain detail is shown on Plate No. 38.



8.7 Exterior Flatwork and Drainage

The subgrade of exterior concrete flatwork should also be in a moistened condition for a minimum depth of 18 inches prior to concrete placement. The concrete flatwork should be reinforced with No. 4 rebar due to the highly expansive surficial soils encountered in our test holes.

Special care should be taken to ensure adequate drainage is provided throughout the life of the structures. Properly designed and constructed foundations can be seriously damaged by neglecting to install and regularly verify performance of recommended drainage systems. Appropriate down spout extensions from roof drainage should be connected to tight lines that drain away from the buildings. Any flatwork adjacent to the buildings should slope a minimum of 1 percent for a distance of 5 feet. Exposed exterior subgrade (soil or non-paved areas) should slope away from the structures at a minimum slope of ½ inch per foot for a distance of 8 to 10 feet beyond the building perimeters. If this grade is unable to be obtained, proper drainage inlets will need to be placed to carry surface water away from the foundations.

Care should be taken to ensure that landscaping is not excessively irrigated and to ensure that landscaping drains away from the structures. Implementation of adequate drainage for this project can affect the surrounding developments. Consequently, in addition to designing and constructing drainage for the subject site, the effects of site drainage must be taken into consideration for surrounding sites.

8.8 Excavation

As indicated previously, medium stiff to hard clays and silts, and medium dense sandy soils were encountered in our test borings. Consequently, conventional excavating equipment may be utilized on this site. The contractor should plan his work accordingly.

8.9 Testing, Inspections and Review

Neil O. Anderson & Associates, Inc., A Terracon Company should be afforded the opportunity of reviewing the completed foundation and grading plans to verify that our recommendations have been properly interpreted and incorporated. Unless Neil O. Anderson & Associates, Inc., A Terracon Company is allowed this opportunity, we disavow any responsibility from problems arising from failure to follow geotechnical recommendations or improper interpretation and implementation of our recommendations.

Neil O. Anderson & Associates, Inc., A Terracon Company <u>should be retained to</u> <u>perform the recommended foundation inspections, grading observations and</u> <u>compaction testing.</u> Unless we have been retained to provide these services, our office cannot be held responsible for problems arising during or after construction that could



have been avoided had these services been performed. The fees for these services are in addition to that associated with this report.

9.0 EVALUATION FOR SOIL CORROSION

Neil O. Anderson & Associates, Inc., A Terracon Company does not profess to be corrosion engineers. We are providing the following information for use by the design engineer. A competent corrosion engineer should be consulted to determine the necessary corrosion/cathodic protection for the proposed concrete and underground utilities and if additional testing is warranted.

Two (2) soil samples were submitted to Terracon Chemical Laboratory in Las Vegas, Nevada to perform the soil corrosion testing. (pH, minimum resistivity, sulfate, chloride, and red-ox). The tests performed on these sample included pH, minimum resistivity, sulfate concentration, chloride concentration, oxidation reduction potential (Red-ox). The results of these tests are presented below. The test results from the laboratory are included in Appendix C.

Corrosion Potential Results										
Sample ID	Sample Depth, pH Resistivity, ohm-cm		Sulfate concentration, ppm	Chloride concentration, ppm	Red-Ox, mV					
B13-1-I	3 - 3.5	7.95	1,164	55	50	+680				
B13-2-I	6 - 6.5	7.79	1,892	47	37	+674				

According to the ACI Code 318, Sections 4.3 and 4.4, sulfate concentrations between 0 ppm to 150 ppm are considered negligible. The sulfate tests resulted in negligible values. Furthermore, ACI does not specify a specific cement type, a maximum water-cement ratio, or minimum compressive strength for concrete exposed to negligible sulfate exposure. For further information see the ACI Code 318, Sections 4.3 and 4.4.

The results for laboratory resistivity using ASTM G-57 rendered values of 1,164 and 1,892 ohm-cm. Testing indicates the soils are highly corrosive towards buried ferrous metals. A generally accepted correlation between soil resistivity and corrosivity towards buried ferrous metals is provided below².

Minimum Resistivity, ohm-cm	Corrosion Potential
Greater than 20,000	Essentially non-corrosive
10,000-20,000	Mildly corrosive
5,000-10,000	Moderately corrosive
3,000-5,000	Corrosive
1,000-3,000	Highly corrosive

² Roberge, Pierre R., Corrosive Basics: An Introduction of, 2nd Edition, 2006.



Less than 1,000 Extremely corrosive	
-------------------------------------	--

In general, sandy soils are fairly resistant while clay soils, especially those contaminated with saline water, are extremely corrosive. These test results are only an indication of the corrosive potential of the soils encountered in our test borings at the depths indicated. Other factors that affect the life of buried metals are the pH of the soil and whether the soils will be saturated or dry. In general, soils high in pH and low in moisture tend to be less corrosive. Other soils present on the site may produce widely varying test results. As indicated, a competent corrosion engineer should be consulted to determine the necessary corrosion/cathodic protection for the proposed steel piling and underground utilities. Laboratory test results are included in Appendix C.

10.0 PAVEMENT RECOMMENDATIONS

Two soil samples were obtained from the near surface soils from the north and south halves of the site. The approximate locations of these samples are shown on the exploration plan, Plate No. 1. The tests rendered R-values of 14 and less than 5 for the north and south halves of the site, respectively. From the results of the R-value tests, a design R-value of 5 was utilized. Based on this low R-value the conventional pavement sections will be relatively thick. As an alternative to conventional pavement sections, lime treatment of the subgrade soils may be performed to improve their physical support characteristics. This procedure involves treating the pavement subgrade soils with a certain percentage of high calcium guicklime, usually 3 to 5 percent based on the dry unit weight of the soil, for a depth of 12 inches. For estimating purposes we recommend using 4.5 percent lime and a soil unit weight of 110 pounds per cubic foot. For a 12-inch treatment depth, this results in an estimated minimum spread rate of 5.0 pounds per square foot. The actual amount of lime to be used should be determined by our office and by laboratory testing at least two weeks prior to the start of grading operations. Lime treatment is performed after rough grading of the pavement areas is Recommendations for both conventional and lime treated pavement completed. sections are presented below.

Traffic Indices of 5.5 and 7.0 were calculated based on the equivalent single axle loads (ESAL) provided to our office of 7,500 and 75,000 for light duty and heavy duty traffic, respectively. **The project civil engineer should be afforded the opportunity of specifying the most appropriate traffic index for the proposed traffic and usage.** If a different traffic index is desired or required, please contact our office and a suitable recommended design can be provided. Flexible (asphalt) pavement sections have been designed according to the latest edition of the Caltrans Highway design manual and using a 20-year pavement life. The pavement sections designs are shown below.



FLEXIBLE PAVEMENT SECTION DESIGN									
Subgrade	Traffic	Traffic Pavement Section							
R-Value	Index	Trailic	Asphalt Concrete	Aggregate Base					
5	5.5	Light Duty Auto	3.5	11.0					
5	7.0	Heavy Duty Auto	4.0	16.0					

The lime treated pavement sections presented below are based on the following assumptions:

- Lime treated subgrade soil will produce a minimum R-value of 50.
- Lime treated subgrade soil will produce a minimum unconfined compressive strength of 300 pounds per square inch.
- Since it is not possible to compact the subgrade soil beneath the lime treated portion, an additional 3 inches of lime treated soil has been added to the calculated pavement section.
- Lime treated materials shall conform to the requirements in Section 24 of the Caltrans Standard Specifications, latest edition.

LIME TREATED FLEXIBLE PAVEMENT SECTIONS									
			Pavement Section, inches						
Subgrade R-Value	Subgrade Traffic Traffic R-Value Index Traffic		Asphalt Concrete	Aggregate Base	Lime Treated Subgrade				
5	5.5	Light Duty Auto	3.5	4.0	12				
5	7.0	Heavy Duty Auto	4.0	6.0	12				

The recommended concrete pavement sections have been designed utilizing the Portland Cement Associations manual "Thickness Design for Concrete Highway and Street Pavements". Design is based on a 20-year pavement life. The rigid pavement sections are presented next:

RIGID (CONCRETE) PAVEMENT SECTION DESIGN										
Subarada	Troffic		Pave	ment Section, inche	S					
Strength	Index	Traffic	Concrete Pavement	Compressive Strength, psi	Aggregate Base					
Low (clay)	5.5	Light Duty Auto	6.5	4,000	4.0					
Low (clay)	7.0	Heavy Duty Auto	8.0	4,000	4.0					



Note: 3/4 inch diameter by 16 inch smooth dowels spaced at 12 inches on center should be lightly greased and utilized at construction joints. Dowels should be cut not sheared. #3 bars at 18 inches on center may be utilized for shrinkage control, however, bars should not continue across construction or contraction joints. Reinforcement across joints restrains joints from opening as the slab shrinks and expands during temperature fluctuations.³ As an alternative to shrinkage reinforcement, fiber or steel mesh may be utilized. A rough finish of the concrete surface also helps to mask cracks. Contraction joints should have a maximum spacing of 12 feet on center.

The paving materials must conform to the requirements of the State of California, Department of Transportation, Standard Specifications, latest edition. Type B asphalt concrete and Class 2 aggregate base should be used.

The pavement area should be stripped of all organic matter, loose soil, etc., and any required cuts or fills made. A minimum of 8 inches of compacted subgrade should be provided beneath the pavement sections. The subgrade should be compacted to dry densities in excess of between 92 and 95 percent of the maximum dry density obtainable by the ASTM D1557 test method at a moisture content between 2 and 4 percent above optimum moisture content.

Studies have indicated that a major factor in extending pavement life is to provide adequate drainage for both the pavement surface and subgrade. Care should be made during the development of the grading plan to provide for good drainage. We recommend extruded curbs not be utilized for planters. Landscaped and irrigated planters that are constructed adjacent to pavement should have cut-off curbing constructed around them that extends a minimum of 4 inches into the subgrade soil. We recommend rigid concrete pavements in areas where heavy trucks, such as garbage trucks, will travel or make sharp turns. The above recommended pavement sections assume periodic maintenance, such as crack sealing, etc., will be performed over the life of the pavements.

11.0 UTILITY CONSTRUCTION

Based on Occupational Safety and Health Standards, the soils encountered in our test holes classify as Type A (clay) and Type C (sands). Type A soils require a maximum slope of ³/₄H:1V (horizontal to vertical) for excavations less than 20 feet deep. Type C soils require a maximum slope of 1¹/₂H:1V (horizontal to vertical) for excavations less than 20 feet deep. The contractor should have a competent person identify all soils encountered in excavations and refer to OSHA and Cal-OSHA standards to determine appropriate methods to protect individuals working in excavations.

Backfill placed in trenches should be placed in approximately 8-inch lifts in uncompacted thickness. However, thicker lifts may be used, provided the method of compaction is approved by the soil engineer and the required minimum degree of compaction is achieved. Material should be compacted to at least 90 percent of the maximum dry density obtained by the ASTM D1557 test method. The upper 8 inches of



³ ACI, Guide for concrete floor and Slab Construction, ACI 302.1R-96.

trench backfill within pavement areas should be compacted to at least 95 percent relative compaction.

12.0 LIMITATIONS

The recommendations of this report are based on the information provided regarding the proposed construction as well as the subsoil conditions encountered at the test hole locations. If the proposed construction is modified or re-sited, or if it is found during construction that subsurface conditions differ from those described on the test hole logs, the conclusions and recommendations of the report should be considered invalid unless the changes are reviewed and the conclusions and recommendations modified or approved in writing.

The analysis, conclusions and recommendations contained in this report are based on the site conditions as they existed at the time we drilled our test holes. It was assumed that the test holes are representative of the subsurface conditions throughout the site. If there is a substantial lapse of time between the submission of our report and the start of the work at the site, or if conditions have changed due to natural causes or construction operations at or adjacent to the site, we urge that our report be reviewed to determine the applicability of the conclusions and recommendations considering the changed conditions and time lapse. This report is applicable only for the project and site studied. **This report should not be used after 3 years.**

Our professional services were performed, our findings obtained, and our recommendations proposed in accordance with generally accepted engineering principles and practices. This warranty is in lieu of all other warranties either expressed or implied. Test findings and statements of professional opinion do not constitute a guarantee or warranty, expressed or implied.

The scope of our services did not include any environmental assessment or investigation for the presence or absence of wetlands, hazardous or toxic materials in the soil, surface water, groundwater or air, on or below or around this site. Any statements in this report or on the soil logs regarding odors noted or unusual or suspicious items or conditions observed are strictly for the information of our client.



Appendix A Engineered Fill Specifications

APPENDIX A Engineered Fill Specifications

SCOPE

Principal items of work included in this section are as follows:

- A. Cleaning and Striping
- B. Construction of Fill

A. CLEANING AND STRIPPING

Work includes cleaning and stripping of the building pad and surrounding area as indicated on the drawings. From this area remove all debris, irrigation lines, old pavement, trees, brush, roots, and vegetable ruin and grub out all large roots (½ inch or greater diameter) to a depth of at least two feet below the footing elevation. The vegetable materials and all materials from the cleaning operation shall be removed from the site.

B. CONSTRUCTION OF FILL

1. <u>Preliminary Operations</u>

Special moisture and compaction requirements have been provided in the body of this report.

Imported non-expansive fill shall be placed and compacted to dry densities in excess of 90 percent of the maximum dry density as obtained by the Modified Compaction Test, ASTM D1557 designation. It may be necessary to adjust the moisture content of the subgrade soil by watering or aeration, to bring the moisture content of the soil near optimum in order that the specified densities can be obtained.

After the cleaning and stripping operation and the cuts have been completed and before any fill is placed in any particular area, the existing surface shall be scarified to a depth of 8 inches and compacted to dry densities in excess of 90 percent of the maximum dry density as obtained by the Standard Test Methods for Laboratory Compaction Characteristics of Soil using Modified Effort, ASTM D1557 designation. The soil should be compacted at a moisture content between 1 and 3 percentage points above the optimum moisture content. It may be necessary to adjust the moisture content of the subgrade soil by watering or aeration, to bring the moisture content of the soil near optimum in order that the specified densities can be obtained.

2. <u>Source of Material</u>

Engineered fill materials (on site or import) shall consist of sandy silts, sands, or sands and gravels unless stated otherwise in the report. Engineered fill material shall not contain rocks greater than 3 inches in greatest dimension and should be non-expansive in nature with less than 50% passing the No. 200 sieve and a plasticity index less than 12.

At least seven days prior to the placement of any fill, the engineer shall be notified of the source of materials. Samples of the proposed fill shall be obtained to determine the suitability of the materials for use as engineered fill.

3. <u>Placing and Compacting</u>

Fill materials shall be spread in layers and shall have a uniform moisture content that will provide the specified dry density after compaction. If necessary to obtain uniform distribution of moisture, water shall be added to each layer by sprinkling and the soil disked, harrowed, or otherwise manipulated after the water is added. The layers of the fill material shall not exceed 8 inches, and each layer shall be compacted with suitable compaction equipment to provide the specified dry densities.

4. <u>Required Densities</u>

The dry density of the compacted earth shall be at least 90 percent of the maximum dry density obtainable by the ASTM D1557 test method and 95 percent beneath pavements. The optimum moisture content and maximum dry density will be determined by the engineer and this information supplied to the contractor.

5. <u>Seasonal Limits</u>

No fill shall be placed during weather conditions which will alter the moisture content of the fill materials sufficiently to make adequate compaction impossible. After placing operations have been stopped because of adverse weather conditions, no additional fill material shall be placed until the last layer compacted has been checked and found to be compacted to the specified densities.

6. <u>Control of Compaction</u>



The density of the upper 6 inches of subgrade and of each layer of fill shall be checked by the engineer after each layer has been compacted. Field density tests shall be used to check the compaction of the fill materials. Sufficient tests shall be made on each layer by the engineer to assure adequate compaction throughout the entire area. If the dry densities are not satisfactory, the contractor will be required to increase the weight of the roller, the number of passes of the roller, or manipulate the moisture content as required to produce the specified densities.



Appendix B Field Explorations



	BORING LOG NO. B1 Page 1 of 1												
PR	PROJECT: CarMax Auto Dealership			CLIENT: Centerpoint Integrated Solutions									
SIT	ſE:	E. Hammer Ln. and Maranat Stockton, CA	ha Dr.			∟verg	ree	n, CO					
GRAPHIC LOG	LOCATIC Latitude: 3	9N 8.02075° Longitude: -121.26518° A	pproximate Surface Elev: 32	(Ft.) +/-	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	FIELD TEST RESULTS	LABORATORY TORVANE/HP (tsf)	WATER CONTENT (%)	DRY UNIT WEIGHT (pcf)	Atterberg Limits LL-PL-Pi	PERCENT FINES
	FAT	CLAY (CH), black to brown	ELEVANO	<u>JN (Fl.)</u>	_								
	3.0 LEA	N CLAY (CL), brown, very stiff to harc	I	29+/-	-			9-13-13	4.5+ (HP)	38	82		
2					5 -			9-12-16	4.5+ (HP)	13	102		
					_			10-17-21	4.5+ (HP)	30	92		
	som	e rust mottling			10- -			10-15-25	4.5+ (HP)	27	86		
	14.0 SILT	WITH SAND (ML), reddish-brown, ve	ry stiff	18+/-	-	-							
					15- - -			8-8-11	4 (HP)	28	70		
	brow	'n			- - 20-								
	21.5 Bori	ng Terminated at 21.5 Feet		10.5+/-	_			11-13-14	3.5 (HP)	19	86		
	Stratificat	ion lines are approximate. In-situ, the transition	n may be gradual.				На	mmer Type: Auto	matic Ha	mmer			
Advan Hol	ncement Met Iow Stem Au	hod: Iger					Not	es:					
Aband Bor	lonment Met ings backfill	hod: ed with soil cuttings upon completion.	Elevations were estimat	ed using	Google	Earth							
	WAT	ER LEVEL OBSERVATIONS				N 5	Boring Started: 7/7/2015 Boring Comple			pleted: 7/7/20	15		
						ïY	Drill I	Rig: CME-75		Drille	er: R. Ar	nderson	
902 Indus Lodi, Ca				strial Way alifornia			Project No.: NA155036 Plate 2						

	BORING LOG NO. B2 Page 1 of 1													
PR	OJECT: CarMax Auto I	Dealership		CLIE	NT: C		erpo	pint Integrate	ed Sol	utior	າຣ			
SIT	E: E. Hammer Ln Stockton, CA	. and Maranatha	Dr.				gree	an, 00						
GRAPHIC LOG	LOCATION Latitude: 38.02077° Longitude: -1	121.26488° Appro	oximate Surface Elev: 32 ((Ft.) +/-	DEPTH (Ft.)	VATER LEVEL BSERVATIONS	AMPLE TYPE	FIELD TEST RESULTS	.ABORATORY)RVANE/HP (tsf)	WATER CONTENT (%)	DRY UNIT WEIGHT (pcf)	ATTERBERG LIMITS LL-PL-PI	ERCENT FINES	
	DEPTH FAT CLAY (CH), black to	brown, stiff to hard	ELEVATIO	ON (Ft.)		>ō	S		TOL	0	-		ä	
					_									
					_			9-7-11	4.5+ (HP)	26	88			
	4.0 LEAN CLAY (CL), brown	n, very stiff to hard		28+/-	_									
					5 — _		X	5-12-14	4.5+ (HP)	23	94			
	LEAN CLAY WITH SANI	<u>D</u> , fine grained			_			11-18-24	4.5+ (HP)	14	102			
					_									
	rust and black mottling				10— _			10-12-20	3.5 (HP)	19	95			
					_									
					15—									
					_		Х	7-14-18	4.5+ (HP)	14	100			
					_									
	19.0			13+/-	_									
	SILT WITH SAND (ML)	fine grained, brown,	very stiff		_ 20—									
	21.5			10.5+/-	_		X	4-8-12	3 (HP)	20	72			
	Boring Terminated at 2	1.5 Feet												
	Stratification lines are approximate	e. In-situ, the transition ma	ay be gradual.			<u> </u>	Ha	ammer Type: Autor	natic Ha	mmer				
Advan Holl	cement Method: ow Stem Auger						No	tes:						
Abord	opmont Mothed:		-											
Bori	ngs backfilled with soil cuttings upon	a completion.	Elevations were estimate	ed using C	Google I	Earth								
	WATER LEVEL OBSERV	ATIONS				l s	Bori	ng Started: 7/7/201	5	Borin	ıg Comp	oleted: 7/7/201	15	
					COMPANY	(Drill	Rig: CME-75		Drille	er: R. Ar	iderson		
902 Industrial Wa Lodi, California					trial Way alifornia			Project No.: NA155036 Pl				Plate 3		

BORING LOG NO. B3 Page 1 of 1												
PROJECT: CarMax Auto Dealership			CLIENT: Centerpoint Integrated Solutions									
SITE: E. Hammer Ln. and Maranatha Dr. Stockton, CA			-									
GRAPHIC LOG	LOCATION Latitude: 38.02073° Longitude: -121.26453° Approximate Surface El	lev: 30 (Ft.) +/-	DEPTH (Ft.)	WATER LEVEL BSERVATIONS	SAMPLE TYPE	FIELD TEST RESULTS	LABORATORY DRVANE/HP (tsf)	WATER CONTENT (%)	DRY UNIT WEIGHT (pcf)	ATTERBERG LIMITS	ERCENT FINES	
	ELI FAT CLAY (CH), black, stiff to hard	EVATION (Ft.)					Tc					
	4.0	26+/-	_			7-6-8	4.5+ (HP)	18	87			
	LEAN CLAY WITH SAND (CL), fine grained, brown, medium stiff to very stiff	<u>נו ביין ביין ביין ביין ביין ביין ביין ביי</u>	- 5 -			6-5-4	4 (HP)	14	87			
	stiff to hard	21+/-	_			4-5-7	4.5+ (HP)	14	90			
	SILTY SAND (SM), trace gravel, fine grained, brown, medium dense	m	- 10- -			4-8-10		9	101			
	14.0 LEAN CLAY WITH SAND (CL), fine grained, brown, stiff	16+/-	-									
			15— _			3-4-8	3.75 (HP)	18	101			
	19.0 SANDY SILT (ML), fine grained, light brown, very stiff	11+/-	_									
	21.5 Boring Terminated at 21.5 Feet	8.5+/-	20— _			5-12-16		12	98			
	Stratification lines are approximate. In-situ, the transition may be gradual.		<u> </u>	l Hamm	er Type: Autor	l natic Hai	mmer	1				
Advancement Method: Hollow Stem Auger					Notes:							
Abandonment Method: Borings backfilled with soil cuttings upon completion. Elevations were estimated				Earth								
WATER LEVEL OBSERVATIONS				1 s	Boring Started: 7/7/2015				Boring Completed: 7/7/2015			
				r	Drill Rig: CME-75 Driller: R. A				er: R. Ar	nderson		
Lodi, Ca					Project No.: NA155036				Plate 4			

BORING LOG NO. B4 Page 1 of 1													
PROJECT: CarMax Auto Dealership			CLIENT: Centerpoint Integrated Solutions Evergreen, CO										
SITE: E. Hammer Ln. and Maranatha Dr. Stockton, CA						.,							
GRAPHIC LOG	LOCATION Latitude: 38.02053° Longitude: -121.2652° Approxima	ate Surface Elev: 31 (F		DEPTH (Ft.)	WATER LEVEL DBSERVATIONS	SAMPLE TYPE	FIELD TEST RESULTS	LABORATORY ORVANE/HP (tsf)	WATER CONTENT (%)	DRY UNIT WEIGHT (pdf)	ATTERBERG LIMITS LL-PL-PI	PERCENT FINES	
	DEPTH FAT CLAY (CH), black, very stiff to hard	ELEVATION	N (Ft.)									<u> </u>	
				_			7-11-11	4.5+ (HP)	13	98			
	4.0 SILTY SAND (SM), fine grained, brown, medium (dense	27+/-	_									
			241/	5 —			9-10-10		5	94			
	LEAN CLAY (CL), brown, very stiff to hard		24+/-	_			8-14-18	4.5+ (HP)	15	95			
	10.0 LEAN CLAY WITH SAND (CL), fine grained, brow	vn, stiff to	21+/-	_ 10_				4 5+					
	hard			_			9-13-17	(HP)	14	93			
				_									
				15— _			5-5-9	2 (HP)	12	91			
				_									
				_									
	very stiff 21.5		9.5+/-	20— _			8-10-12	4 (HP)	16	93			
	Boring Terminated at 21.5 Feet												
Stratification lines are approximate. In-situ, the transition may be gradual.						Ha	mmer Type: Auto	matic Ha	mmer				
Advancement Method:						Note	es:						
HONOW Stem Auger													
Abandonment Method: Borings backfilled with soil cuttings upon completion. Elevations were estimated using Google Earth													
WATER LEVEL OBSERVATIONS			O. ANDERSON				Boring Started: 7/7/2015 Boring Complete					15	
AND /				A T E S		Drill Rig: CME-75				Driller: R. Anderson			
902 Industria Lodi. Calif				al Way ornia Project No.: NA155036 Pla						Plate 5			

THIS BORING LOG IS NOT VALID IF SEPARATED FROM ORIGINAL REPORT. GEO SMART LOG-NO WELL NA155036 BORING LOGS.GPJ TERRACON2015.GDT 8/5/15
	BORING L	_OG	NO	. B5	5				F	Page 1 of 1	1
PR	OJECT: CarMax Auto Dealership	CLIE	NT: C	Cente Evera	rpo	int Integrate	ed Sol	utior	าร		
SIT	E: E. Hammer Ln. and Maranatha Dr. Stockton, CA		-			.,					
GRAPHIC LOG	LOCATION Latitude: 38.0205° Longitude: -121.26485° Approximate Surface Elev: 3	1 (Ft.) +/-	DEPTH (Ft.)	VATER LEVEL BSERVATIONS	AMPLE TYPE	FIELD TEST RESULTS	_ABORATORY)RVANE/HP (tsf)	WATER CONTENT (%)	DRY UNIT WEIGHT (pcf)	ATTERBERG LIMITS LL-PL-PI	ERCENT FINES
	DEPTH ELEVAT FAT CLAY (CH), black Classifier	10N (Ft.)		>0	s N		10	0			Ē
	2.0	20.4	_			0.0.0	4.5+	15	04		
	LEAN CLAY (CL), brown, stiff to hard	28+/-	_			9-9-9	(HP)	15	94		
	5.0 SILTY CLAY (CL-ML), brown, stiff to hard	26+/-	5 — _			3-5-6	4.5+ (HP)	19	98		
	7.0 <u>SILTY SAND (SM)</u> , fine grained, brown, medium dense	24+/-	_			4-5-7	2.25 (HP)	9	95		27
	fine to medium		 10 			4-7-8		10	100		
	14.0 SANDY SILT (ML), fine grained, brown, very stiff	17+/-	_								
			15— _			4-8-18	2.75 (HP)	21	98		
			-								
	21.5	9.5+/-	20			5-11-17	4 (HP)	21	95		
	Boring Terminated at 21.5 Feet										
	Stratification lines are approximate. In-situ, the transition may be gradual.			<u> </u>	Ha	mmer Type: Autor	natic Ha	mmer	1		
Advan Holl	cement Method: ow Stem Auger				Not	es:					
Aband Bori	onment Method: ngs backfilled with soil cuttings upon completion. Elevations were estimations	ated using	Google I	Earth							
	WATER LEVEL OBSERVATIONS	O. AND		1 s	Borin	g Started: 7/9/201	5	Borir	ng Comp	bleted: 7/9/201	5
			COMPANY	r	Drill I	Rig: CME-75		Drille	er: R. Ar	nderson	
	902 Indi Lodi, (usmai way California			Proje	ect No.: NA155036		Pla	te 6		

	BORING	g log	NO.	B6	;				F	Page 1 of 1	1
PR	OJECT: CarMax Auto Dealership	CLIE	NT: C	Cente	rpoi	nt Integrat	ed Sol	utior	าร		
SIT	E: E. Hammer Ln. and Maranatha Dr. Stockton, CA			lverg		,					
GRAPHIC LOG	LOCATION Latitude: 38.0205° Longitude: -121.26457° Approximate Surface El	lev: 30 (Ft.) +/-	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	FIELD TEST RESULTS	LABORATORY FORVANE/HP (tsf)	WATER CONTENT (%)	DRY UNIT WEIGHT (pcf)	Atterberg Limits	PERCENT FINES
	<u>FAT CLAY (CH)</u> , black	EVATION (Ft.)									
	2.0 <u>SILT (ML)</u> , brown, stiff to very stiff	28+/-	_			6-5-5	3.75 (HP)	12	88		
	medium stiff to very stiff		_ 5 —			5-4-4	2.75	13	91		
	stiff		_			3-5-8	(HP)	10	87		
	9.0 POORLY GRADED SAND (SP), fine to medium, brown, loos	21+/-	-								
			-			5-5-6		3	94		
	14.0	16+/-	_								
	<u>ELAN OLAT (OL</u> , BIOWI, Medidin san to very san		15— _			3-4-4	3.75 (HP)	26	92		
			_								
	very stiff 21.5	8.5+/-	20— _			2-5-14	2.5 (HP)	28	93		
	Boring Terminated at 21.5 Feet										
	Stratification lines are approximate. In situ, the transition may be gradual					nmer Tyroc: Auto	matic	mmor			
	Suanicatori mes are approximate. In-situ, the transition may be gradual.				nan	inner rype: Auto		mmer			
Advan Holl	cement Method: low Stem Auger				Note	S:					
Aband Bori	Ionment Method: ings backfilled with soil cuttings upon completion. Elevations were e	estimated using	Google I	Earth							
	WATER LEVEL OBSERVATIONS	NEIL O. AND	ERSON	Į	Boring	Started: 7/9/201	5	Borir	ng Com	oleted: 7/9/201	15
					Drill R	ig: CME-75		Drille	er: R. Ar	nderson	
	90 L	2 Industrial Way Lodi, California			Projec	t No.: NA155036		Plat	te 7		

			BORING LO	DG I	NO.	B	7				P	age 1 of 1	1
PR	OJECT:	CarMax Auto Dealership		CLIEN	NT: C	Cente Ever	erpo	oint Integrate	d Sol	utior	าร		
SIT	E:	E. Hammer Ln. and Maranatha Stockton, CA	Dr.		_		j. e e	.,					
GRAPHIC LOG	LOCATION Latitude: 38.	l 02028° Longitude: -121.26521° Appro	oximate Surface Elev: 32 (F	=t.) +/-	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	FIELD TEST RESULTS	LABORATORY TORVANE/HP (tsf)	WATER CONTENT (%)	DRY UNIT WEIGHT (pcf)	ATTERBERG LIMITS LL-PL-PI	PERCENT FINES
	FAT C	ELAY (CH) , black to brown, stiff to very s	stiff		_								
					_		X	6-7-8	4 (HP)	14	93		
	4.0 <u>SILTY</u>	CLAY (CL-ML), brown, stiff to very stiff	F	28+/-	- 5-				0.75				
	7.0			25+/-			X	7-7-8	2.75 (HP)	10	92		
	LEAN	CLAY (CL), brown, very stiff to hard			_		X	5-8-12	4.5+ (HP)	16	93		
	rust mottling				_ 10—			8-14-21	4.5+	18	95		
					_				(HP)				
					_								
					15— _		X	9-15-19	4.5+ (HP)	17	107		
					_								
	<u>SILTY</u> stiff to	CLAY WITH SAND (CL-ML), fine grain hard	ed, brown, very	13+/-	_ 20—				4.5.				
	21.5 Borin	a Terminated at 21 5 Feet		10.5+/-			X	11-18-21	4.5+ (HP)	20	94		
21.5 Boring Terminated at 21.5 Feet													
Stratification lines are approximate. In-situ, the transition may be gradual.							Ha	immer Type: Autor	natic Har	mmer			
Advan	dvancement Method: Hollow Stem Auger						Not	es:					
	Hollow Stem Auger												
Aband Bori	onment Methongs backfilled	od: with soil cuttings upon completion.	Elevations were estimate	d using G	Google I	Earth							
	WATE	R LEVEL OBSERVATIONS). ANDE	RSON	l	Borir	ng Started: 7/7/2015	5	Borir	ng Comp	bleted: 7/7/201	15
				lerracor		, (Drill	Rig: CME-75		Drille	er: R. Ar	iderson	
			902 Industr Lodi, Cal	rial Way lifornia			Proje	ect No.: NA155036		Plat	te 8		

				BORING L	OG	NO	. B8				F	Page 1 of ²	1
	PR	OJECT:	CarMax Auto Dealership		CLIE	NT: C	Center	rpoint Integrat	ed So	lutio	ns		
	SIT	E:	E. Hammer Ln. and Maranath Stockton, CA	a Dr.		Ľ	zvergi	een, co					
Γ	HIC LOG	LOCATIO Latitude: 38	N 3.02026° Longitude: -121.26487°			H (Ft.)	R LEVEL /ATIONS	L L L L	ATORY E/HP (tsf)	TER ENT (%)	UNIT HT (pcf)	ATTERBERG LIMITS	IT FINES
	GKAPI	DEPTH	Ap	proximate Surface Elev: 31 ELEVATIO	(Ft.) +/- ON (Ft.)	DEPT	WATEF OBSER\ S MIDI	FIELD	LABOR TORVAN	CONTE	DRY WEIG	LL-PL-PI	PERCEN
		<u>FAT</u>	CLAY (CH), black, stiff to hard			_							
						_		6-6-9	4.5+ (HP)	22	83		
		4.0 LEAI	N CLAY (CL), brown, stiff to hard		27+/-	- 5 -							
15/15		7.0			24+/-	-		6-8-10	4.5+ (HP)	16	83		
015.GDT 8		SAN brow	DY LEAN CLAY (CL), trace gravel, fine n, stiff to very stiff	e to medium,		_		4-7-6	4 (HP)	12	98		
ERRACONZ		9.5 POORLY GRADED SAND WITH SILT (SP-SM), fine to medium, brown, medium dense			21.5+/-	- 10-							
iGS.GPJ ∏	medium, brown, medium dense					_		5-9-10		4	88		9
BORING LC	14.0				17+/-	_							
NA155036		<u>SILT</u> stiff	Y CLAY WITH SAND (CL-ML), fine gra	ined, brown, very		15–		7-14-22	2.75	20	103		
-NO WELL						_		1-14-22	(HP)	20	105		
MART LOG						_							
IT. GEO S		stiff				20-		4-4-7	1.5 (HP)	22	87		
	××->	21.5 Bori i	ng Terminated at 21.5 Feet		9.5+/-				()				
OM ORIGIN													
ARATED FR		Stratification lines are approximate. In-situ, the transition may be gradual.						Hammer Type: Auto	matic Ha	mmer			
LID IF SEP	ivano Hollo	ncement Method: ollow Stem Auger						Notes:					
IS NOT VAI	and Bori	Ionment Method: ings backfilled with soil cuttings upon completion.			ed using (300010	Farth						
G LOG		WATE	WATER LEVEL OBSERVATIONS			FRSON	J I	Boring Started: 7/9/201	5	Borir	ng Comi	pleted: 7/9/201	15
30RIN							s v [Drill Rig: CME-75		Drille	er: R. Ar	nderson	-
THIS E				902 Indus Lodi, C	strial Way alifornia		- 	Project No.: NA155036	;	Pla	te 9		

	BORING LO	g nc). B	9				F	Page 1 of 1	1
PROJECT: CarMax Auto Dealership	CI	LIENT:	Cent	erpo	int Integrate	ed Sol	utior	าร		
SITE: E. Hammer Ln. and Maranatha Stockton, CA	ı Dr.			gree	n, 00					
U LOCATION Latitude: 38.02028° Longitude: -121.26449°	ovimate Surface Flev: 30 (Et)	,† DEPTH (Ft.)	ATER LEVEL SERVATIONS	MPLE TYPE	RESULTS	ABORATORY RVANE/HP (tsf)	WATER ONTENT (%)	DRY UNIT /EIGHT (pcf)	ATTERBERG LIMITS LL-PL-PI	RCENT FINES
DEPTH	ELEVATION (F	Ft.)	8 S 8	SA	ш	TOF	ŏ	\$		ЪЕ Б
2.0	2	28+/-	-							
LEAN CLAY (CL), brown, medium stiff to ha	rd			X	4-4-5	4.5+ (HP)	16	89		
5.0 SILT WITH SAND (ML), fine grained, stiff to I	nard 2	^{25+/-} 5 -	-		777	4.5+	12	82		
7.0	2	23+/-	_		1-1-1	(HP)	12	02		
SANDY SILT (ML), fine grained, stiff to very	stiff			M	4-6-6	3 (HP)	11	86		
9.5 SILTY SAND (SM), fine grained, brown, loos	20.	. <u>5+/-</u> 10-								
			_	M	5-6-6		8	87		
	1	6+/-	_							
SILI WITH SAND (ML), fine grained, brown,	very stiff	15	_	Η	6-14-22	4 (HP)	18	103		
			_							
			_							
stiff to very stiff	8.	.5+/-	_	K	4-8-10	3 (HP)	14	91		
Boring Terminated at 21.5 Feet										
Stratification lines are approximate. In-situ, the transition m	ay be gradual.			Ha	mmer Type: Auto	matic Har	mmer			
Advancement Mathod:	,									
Hollow Stem Auger				NO	es:					
Abandonment Method: Borings backfilled with soil cuttings upon completion.	Elevations were estimated us	sing Google	e Earth							
WATER LEVEL OBSERVATIONS	- NEIL O. A	NDERSC	N	Borir	ng Started: 7/9/201	5	Borir	ng Comp	oleted: 7/9/201	5
		SOCIAT	e s NY	Drill	Rig: CME-75		Drille	er: R. Ar	nderson	
<u>.</u>	902 Industrial Lodi, Califor	Way mia		Proje	ect No.: NA155036		Pla	te 10		

	BORIN	NG LOG N	10.	B1	0				F	Page 1 of 1	1
PR	OJECT: CarMax Auto Dealership	CLIE	NT: C	Cente Everg	erpo ree	int Integrate n, CO	ed Sol	utio	าร	-	
SIT	E: E. Hammer Ln. and Maranatha Dr. Stockton, CA			-							
GRAPHIC LOG	LOCATION Latitude: 38.02003° Longitude: -121.26517° Approximate Surfac	ce Elev: 32 (Ft.) +/-	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	FIELD TEST RESULTS	LABORATORY FORVANE/HP (tsf)	WATER CONTENT (%)	DRY UNIT WEIGHT (pcf)	ATTERBERG LIMITS LL-PL-PI	PERCENT FINES
	<u>FAT CLAY (CH)</u> , black, stiff to very stiff	ELEVATION (Ft.)									
	3.0 LEAN CLAY WITH SAND (CL), brown, stiff to hard	29+/-	_			5-6-6	4 (HP)	14	89		
	7.0	25+/-	5 — _			6-8-10	4.5+ (HP)	13	95		
	SANDY SILT (ML), with clay, brown, very stiff to hard	2017	_			8-10-12	4.5+ (HP)	8	99		
	9.5 LEAN CLAY WITH SAND (CL), brown, very stiff to hard	22.5+/-	- 10-			7-9-12	4.5+ (HP)	13	107		
	14.0 SILTY CLAY (CL-ML) bard	18+/-	-								
			15— _ _			26-42-15	4.5+ (HP)	11	107		
			- 20-								
	21.5 Roring Terminated at 21 5 Feet	10.5+/-				14-15-18	4.5+ (HP)	19	95		
	Stratification lines are approximate. In-situ, the transition may be gradual.				Ha	mmer Type: Autor	l natic Hai	mmer			
Advano Hollo	sement Method: ww Stem Auger				Not	es:					
Aband Bori	onment Method: ngs backfilled with soil cuttings upon completion.	vere estimated using	Google I	Earth							
	WATER LEVEL OBSERVATIONS		ERSON	1	Borin	g Started: 7/7/201	5	Borir	ng Com	bleted: 7/7/201	15
				, (Drill I	Rig: CME-75		Drille	er: R. Ar	nderson	
		902 Industrial Way Lodi, California			Proje	ct No.: NA155036		Pla	te 11		

		E	DG N	10.	B1	1				F	Page 1 of 1	1	
PR	OJECT:	CarMax Auto Dealership		CLIEN	NT: C	Cente	erpo	int Integrat	ed Sol	utior	าร		
SIT	E:	E. Hammer Ln. and Maranatha Stockton, CA	Dr.				,	.,					
GRAPHIC LOG	LOCATION Latitude: 38.	l 01997° Longitude: -121.26487° Appro	oximate Surface Elev: 31 (Ft.) +/-	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	FIELD TEST RESULTS	LABORATORY TORVANE/HP (tsf)	WATER CONTENT (%)	DRY UNIT WEIGHT (pcf)	ATTERBERG LIMITS	PERCENT FINES
	FAT C	CLAY WITH SAND (CH), black, stiff to ha	ard	/N (FL)									
					_		X	7-8-8	4.5+ (HP)	20	82	53-17-36	83
	4.0 SILTY mediu	<u>' SAND WITH GRAVEL (SM)</u> , fine to coa Im dense, 1/2" gravel	arse, brown,	27+/-	_ 5 —								
	7.0			24+/-				7-10-16		7	95		
	<u>POOF</u> (SP-S	RLY GRADED SAND WITH SILT AND G M), fine to coarse, brown, dense, 1/2" g	<u>RAVEL</u> ravel	22+/-			X	7-16-21		2	110		8
	LEAN CLAY (CL), brown, very stiff, rust mottling				 10								
							X	5-7-13	4 (HP)	21	95		
					_								
	14.0 LEAN	CLAY WITH SAND (CL), brown, very st	tiff	17+/-	-								
					15		X	4-10-21	3.75 (HP)	17	102		
					_								
	19.0 <u>SILTY</u>	<u>'CLAY (CL-ML)</u> , brown, stiff to very stiff	F	12+/-	_								
	21.5			9.5+/-	20—		X	5-7-11	3 (HP)	25	80		
	Borin	g Terminated at 21.5 Feet											
	Stratification lines are approximate. In-situ, the transition may be gradual.						На	mmer Type: Auto	matic Ha	mmer			
Advan	dvancement Method: Hollow Stem Auger						Not	es:					
	Hollow Stem Auger												
Aband Bori	ndonment Method: prings backfilled with soil cuttings upon completion.			ed using G	ioogle I	Earth							
	WATE	WATER LEVEL OBSERVATIONS					Borin	g Started: 7/9/201	5	Borir	ng Com	oleted: 7/9/201	15
				▲ Tierracor			Drill I	Rig: CME-75		Drille	er: R. Ar	nderson	
			902 Indus Lodi, Ca	trial Way Ilifornia			Proje	ct No.: NA155036	5	Pla	te 12		

			BORING LO	DG N	10.	B1	2				F	Page 1 of ²	1
PR	OJECT:	CarMax Auto Dealership		CLIEI	NT: C F	Cente Evera	erpo iree	oint Integrate	ed Sol	utio	าร		
SIT	ſE:	E. Hammer Ln. and Maranat Stockton, CA	ha Dr.		_		,	.,					
GRAPHIC LOG	LOCATIO	N 3.02005° Longitude: -121.2645° A	Approximate Surface Elev: 30	(Ft.) +/-	DEPTH (Ft.)	WATER LEVEL DBSERVATIONS	SAMPLE TYPE	FIELD TEST RESULTS	LABORATORY ORVANE/HP (tsf)	WATER CONTENT (%)	DRY UNIT WEIGHT (pơf)	Atterberg Limits	PERCENT FINES
	DEPTH FAT	CLAY (CH), black, stiff to hard	ELEVATIO	<u>ON (Ft.)</u>									
				00.1	_			5-6-7	4.5+ (HP)	16	61		
	4.0 SAN	DY SILT (ML), fine grained, brown, si	tiff to very stiff	26+/-	- 5			7.0.14	3.25	11			
					_			7-8-11	(HP)	11	89		66
					_			6-8-11	4 (HP)	10	90		
					- 10-			6-8-10	4 (HP)	9	88		
					_								
	SANDY SILT (ML), with clay, hard				 			11-38-36	4.5+ (HP)	9	103		
	stiff t	o very stiff		8 5+/-	_ 20— _			4-8-9	3.5 (HP)	16	89		
	Bori	ng Terminated at 21.5 Feet		0.047									
	Stratification lines are approximate. In-situ, the transition may be gradual.						Ha	mmer Type: Auto	 matic Ha	mmer			
Advan Hol	ancement Method: ollow Stem Auger						Not	es:					
Aband Bor	onment Method: Igs backfilled with soil cuttings upon completion. Elevations were estim			ed using (Google I	Earth							
	WATE	R LEVEL OBSERVATIONS		O. ANDI	RSON	1	Borir	ng Started: 7/12/20	15	Borir	ng Com	oleted: 7/12/20	015
				Assoc	IATE: COMPANY	s (Drill	Rig: CME-75		Drille	er: R. Ar	nderson	
			902 Indus Lodi, C	strial Way alifornia			Proje	ect No.: NA155036	;	Pla	te 13		

		I	BORING LC)G N	10.	B1	3				F	age 1 of ²	1
PR	OJECT:	CarMax Auto Dealership		CLIE	NT: C	Cente Everc	erpo	int Integrate	ed Sol	utior	าร		
SIT	E:	E. Hammer Ln. and Maranatha Stockton, CA	Dr.		_			.,					
SRAPHIC LOG	LOCATION	I 01987° Longitude: -121.26475° Appro	oximate Surface Elev: 29 (I	Ft.) +/-	DEPTH (Ft.)	VATER LEVEL BSERVATIONS	AMPLE TYPE	FIELD TEST RESULTS	ABORATORY RVANE/HP (tsf)	WATER CONTENT (%)	DRY UNIT VEIGHT (pcf)	ATTERBERG LIMITS LL-PL-PI	ERCENT FINES
	DEPTH FAT (CLAY (CH), black, stiff to hard	ELEVATIO	N (Ft.)		>0	Ś		10	0	-		PE
					_		X	7-7-7	4.5+ (HP)	22	81		
	4.0 LEAN	CLAY (CL), brown, stiff to hard		25+/-	_								
					5 — _		X	7-8-7	4.5+ (HP)	18	85		
					_		X	4-4-7	3.25 (HP)	17	86		
	9.5 SILTY	SAND WITH GRAVEL (SM) fine to coa	arse brown	19.5+/-	-								
	SILTY SAND WITH GRAVEL (SM), fine to coarse, brown, medium dense, 1/2" gravel				10— _		X	5-15-16		5	108		
	14.0			15+/-	_								
	SAND	Y SILT (ML), with clay, brown, very stiff		1017	_ 15—			5-10-28	4	15	99		
					_			0 10 20	(HP)				
					-								
	stiff 21.5 Borin	a Tarminated at 21 5 Foot		7.5+/-	20-		X	3-4-8	2 (HP)	30	80		
	Domi												
	Stratificatio	ay be gradual.				Ha	mmer Type: Auto	matic Ha	mmer				
Advan Holl	ivancement Method: Hollow Stem Auger						Not	es:					
Aband Bori	onment Meth	od: I with soil cuttings upon completion.	Elevations were estimate	d using (Google I	Earth							
	WATE	WATER LEVEL OBSERVATIONS). AND			Borir	ng Started: 7/9/201	5	Borir	ng Comp	bleted: 7/9/201	15
				Tierraco	COMPANY	r	Drill	Rig: CME-75		Drille	er: R. Ar	iderson	
			902 Indust Lodi, Ca	iiai way lifornia			Proje	ect No.: NA155036	;	Pla	te 14		

	BORING L	OG N	10.	B14	4				F	Page 1 of 1	1
PR	OJECT: CarMax Auto Dealership	CLIEI	NT: C	Cente Evera	rpoi reer	nt Integrate	ed Sol	utio	าร		
SIT	E: E. Hammer Ln. and Maranatha Dr. Stockton, CA		_			.,					
GRAPHIC LOG	LOCATION Latitude: 38.01982° Longitude: -121.2649° Approximate Surface Elev: 31	l (Ft.) +/-	DEPTH (Ft.)	WATER LEVEL DBSERVATIONS	SAMPLE TYPE	FIELD TEST RESULTS	LABORATORY ORVANE/HP (tsf)	WATER CONTENT (%)	DRY UNIT WEIGHT (pcf)	Atterberg Limits	PERCENT FINES
	<u>ELEVAT</u> FAT CLAY (CH), black	ION (Ft.)	_								_
	2.0 LEAN CLAY (CL), brown, very stiff to hard	29+/-	_			10-10-10	4.5+ (HP)	14	101	32-9-23	
	4.0 LEAN CLAY WITH SAND (CL), fine grained, brown, stiff to very stiff	27+/-	- 5								
			_			4-6-8	3.25 (HP)	18	96		
			_			3-6-9	3.75 (HP)	19	101		
	brown to olive-brown					4-6-12	3.25 (HP)	25	97		
			_								
	14.0 SANDY SILT (ML) , with clay, fine grained, brown, hard	17+/-	_ 15—			4-24-30	4.5+	17	96		
			_								
	stiff		_ 20—				2 75				
	21.5 Boring Terminated at 21.5 Feet	9.5+/-				4-5-10	(HP)	30	81		/1
	Stratification lines are approximate. In-situ, the transition may be gradual.				Han	nmer Type: Auto	I matic Ha	mmer			
Advano Hollo	cement Method: ow Stem Auger				Note	es:					
Abando Bori	onment Method: ngs backfilled with soil cuttings upon completion. Elevations were estimations	ated using (Google I	Earth				_			
	WATER LEVEL OBSERVATIONS	O. ANDI A s s o c		l s	Boring	g Started: 7/9/201	5	Borir	ng Comp	bleted: 7/9/201	15
	002 Indi	Allerraco	COMPANY	(Drill R	lig: CME-75		Drille	er: R. Ar	nderson	
	Lodi, C	California			Projec	t No.: NA155036		Pla	te 15		

	BORING L	OG I	NO.	B1	5				F	Page 1 of 1	1
PR	OJECT: CarMax Auto Dealership	CLIE	NT: C	Cente Evero	erpc aree	oint Integrate	ed Sol	utio	าร		
SIT	E: E. Hammer Ln. and Maranatha Dr. Stockton, CA				,	-,					
RAPHIC LOG	LOCATION Latitude: 38.01973° Longitude: -121.26514°	(Et) +/-	DEPTH (Ft.)	ATER LEVEL SERVATIONS	MPLE TYPE	IELD TEST RESULTS	ABORATORY RVANE/HP (tsf)	WATER ONTENT (%)	DRY UNIT /EIGHT (pcf)	ATTERBERG LIMITS LL-PL-PI	RCENT FINES
U	DEPTH ELEVATI	(I t.) 1/2 ON (Ft.)		Зщ	SA	ш.	TOF	Ŭ	>		Ш Ь Ц
	2.0	29+/-	_								
	SILTY CLAY WITH SAND (CL-ML), brown, very stiff to hard		_		X	11-9-10	4.5+ (HP)	11	96		
	5.0	26+/-	5-								
	SANDY LEAN CLAY (CL), brown, very stiff to hard	24+/	-		X	14-10-12	4.5+ (HP)	9	103		
	LEAN CLAY (CL), brown, very stiff to hard		_		X	18-10-13	4.5+ (HP)	10	114		
	10.0 LEAN CLAY WITH SAND (CL), brown, very stiff to hard	21+/-	_ 10—				4.5.				
	,, ,,		_			7-10-12	4.5+ (HP)	13	105		
	14.0	17+/-	_								
	SANDY LEAN CLAY (CL), brown, very stiff to hard		15-			10 10 15	4.5+	14	102		
			_			10-10-13	(HP)	14	102		
		10.1									
	SILTY CLAY (CL-ML), brown, stiff to hard		- 20								
	21.5 Boring Terminated at 21 5 East	9.5+/-			X	15-8-6	4.25 (HP)	26	91		
	Stratification lines are approximate. In-situ, the transition may be gradual.				Ha	ammer Type: Autor	natic Ha	mmer			
Advan Holl	cement Method: ow Stem Auger				Not	tes:					
Aband Bori	onment Method: ngs backfilled with soil cuttings upon completion. Elevations were estimations	ited using	Google I	Earth							
	WATER LEVEL OBSERVATIONS	O. AND	ERSON	ļ	Borir	ng Started: 7/7/201	5	Borir	ng Comp	bleted: 7/7/201	15
				, 1	Drill	Rig: CME-75		Drille	er: R. Ar	nderson	
	902 Indu Lodi, C	istrial Way California	1		Proje	ect No.: NA155036		Pla	te 16		

		E	BORING LO	DG N	Ю.	B1	6				F	age 1 of 1	1
PR	OJECT:	CarMax Auto Dealership		CLIE	NT: C	Cente Everc	erpo	int Integrate	ed Sol	utior	IS		
SI	ſE:	E. Hammer Ln. and Maranatha I Stockton, CA	Dr.		_		,	.,					
GRAPHIC LOG	LOCATION	N .01971° Longitude: -121.26482° Approx	imate Surface Elev: 30 (Ft.) +/-	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	FIELD TEST RESULTS	LABORATORY FORVANE/HP (tsf)	WATER CONTENT (%)	DRY UNIT WEIGHT (pcf)	ATTERBERG LIMITS LL-PL-PI	PERCENT FINES
	FAT (CLAY (CH), black, very stiff to hard	ELEVATIO	<u>DN (Ft.)</u>									_
					_		X	6-19-10	4.5+ (HP)	14	99		
	4.0 SILT	/ SAND (SM) , fine to medium, brown, loo	se	26+/-	_ 5 _								
	7.0			23+/-	_		X	4-6-6		13	94		
	POOI mediu	RLY GRADED SAND WITH SILT (SP-SM) um, brown, loose	l, fine to		_								
	trace	silt			_ 10—			4-4-6		5	89		9
	trace gravel, medium dense				_		X	4-6-7		8	89		
	14.0 SILTY SAND (SM), fine to medium, brown, medium dense				_								
	JET	- OAVE (OM) , fine to mediatif, brown, me			15— _		X	4-9-11		10	97		
					_								
	19.0 SILT	<u>(CLAY (CL-ML)</u> , brown, stiff to very stiff		11+/-	_								
	21.5			8.5+/-	20-		X	3-5-7	2.25 (HP)	29	89		
	Borin	ig Terminated at 21.5 Feet											
	Stratificatio				Ha	mmer Type: Autor	natic Ha	mmer					
Advar Hol	vancement Method: Hollow Stem Auger						Not	es:					
Abano Bor	onment Method: ngs backfilled with soil cuttings upon completion. Elevations were estin				Google E	Earth							
	WATE	ATER LEVEL OBSERVATIONS				1	Borin	g Started: 7/9/201	5	Borin	g Comp	oleted: 7/9/201	15
			902 Indus	Alerraco	COMPANY	r	Drill F	Rig: CME-75		Drille	er: R. Ar	derson	
			Lodi, Ca	alifornia			Proje	ct No.: NA155036		Plat	e 17		

			DG N	0.	B17	7				F	Page 1 of ²	1	
PR	OJECT:	CarMax Auto Dealership		CLIEN	IT: C	Cente	rpoi reen	nt Integrat	ed Sol	utior	າຣ		
SIT	E:	E. Hammer Ln. and Maranatha Stockton, CA	a Dr.		_			,					
GRAPHIC LOG	LOCATION	ا 01975° Longitude: -121.26452° Арр	roximate Surface Elev: 29 (I	Ft.) +/-	DEPTH (Ft.)	WATER LEVEL DBSERVATIONS	SAMPLE TYPE	FIELD TEST RESULTS	LABORATORY ORVANE/HP (tsf)	WATER CONTENT (%)	DRY UNIT WEIGHT (pcf)	Atterberg Limits	ERCENT FINES
	DEPTH FAT (CLAY (CH), black, stiff to hard	ELEVATIO	<u>N (Ft.)</u>					Ť				ш.
	browr	1			_			8-7-10	4.5+ (HP)	15	96		
	4.0 SANE	Y SILT (ML) , fine grained, brown, very	' stiff	25+/-	_								
					_			8-9-10	4 (HP)	17	90		
					_			7-7-11		10	102		
					10_								
					-			6-6-9		7	100		57
	14 0			15+/-	_								
	SANE hard	Y LEAN CLAY (CL), fine grained, brow	vn, very stiff to		15-								
					-			8-8-11	4.5+ (HP)	16	103		
					_								
	19.0 I FAN			10+/-	_								
					20-				3.5				
	21.5 Borin	a Terminated at 21 5 Feet		7.5+/-	_			5-10-10	(HP)	19	91		
	Donin												
Stratification lines are approximate. In-situ, the transition may be gradual.							Ham	imer Type: Auto	matic Hai	mmer			
Advan Hol	Advancement Method: Hollow Stem Auger						Note	s:					
Aband Bor	andonment Method: Borings backfilled with soil cuttings upon completion. Elevations were estimated					Earth							
	WATE	R LEVEL OBSERVATIONS	NEIL C	D. ANDE	RSON	Į	Boring	Started: 7/10/20)15	Borir	ng Comp	oleted: 7/10/20	015
				ssoci ≜llerracon	A T E S	, ,	Drill R	ig: CME-75		Drille	er: R. Ar	nderson	
			902 Indust Lodi, Ca	trial Way Ilifornia			Projec	t No.: NA155036	;	Pla	te 18		

	BORING LOG NO. B18 Page 1 of 1											
PR	OJECT: CarMax Auto Dealership	CLIE	NT: g	Cente	erpo	oint Integrate	ed Sol	utior	าร	-		
SIT	E: E. Hammer Ln. and Maranatha Dr. Stockton, CA			zverí	Jree	iii, CO						
SAPHIC LOG	LOCATION Latitude: 38.01949° Longitude: -121.26508°		EPTH (Ft.)	NTER LEVEL	MPLE TYPE	RELD TEST RESULTS	BORATORY VANE/HP (tsf)	WATER NTENT (%)	DRY UNIT EIGHT (pcf)	ATTERBERG LIMITS	CENT FINES	
ŭ	DEPTH ELEVAT	0 (Ft.) +/- 10N (Ft.)		NA OBS	SAI	Ē	TOR	00			PER	
	FAT CLAY (CH), black, stiff		_									
		26.1	_		X	7-7-8		21	80	52-22-30		
	LEAN CLAY (CL), brown, stiff to hard	20+/-	_									
			5 — _		X	6-9-8	4.5+ (HP)	16	94			
	very stiff to hard		_		X	5-8-12	4.5+ (HP)	16	100			
		00 . (_									
	LEAN CLAY WITH SAND (CL), fine grained, brown, very stiff	20+/-	10-			4-10-14	4.5+	14				
			_		Δ	4-10-14	(HP)	14				
			_									
	14.0	16+/-	_									
	LEAN CLAY (CL), brown, very stiff to hard		15									
			10		Χ	5-13-20	4.5+ (HP)	12				
			_									
			_									
		11+/-	_									
	<u>SILLY CLAY (CL-ML)</u> , brown, very sum		20-									
	21.5	8.5+/-	_	-	X	5-8-11	3 (HP)	22				
	Boring Terminated at 21.5 Feet											
	Straumouton mes are approximate. In-situ, une transition may be gradual.				Ha	ammer rype: Autor						
Advand Holl	cement Method: ow Stem Auger				No	tes:						
Aband Bori	onment Method: ngs backfilled with soil cuttings upon completion. Elevations were estim	ated using	Google I	Earth								
	WATER LEVEL OBSERVATIONS	O. AND		1 s	Bori	ng Started: 7/7/201	5	Borir	ng Com	oleted: 7/7/201	15	
	902 Ind	▲ Tierracc ustrial Way	COMPANY	Y	Drill	Rig: CME-75		Drille	er: R. A	nderson		
	Lodi,	California			Proj	ect No.: NA155036		Pla	te 19			

			٩ <mark>0</mark> .	D	19				F	Page 1 of '	1
RO	DJECT: CarMax Auto Dealership	CLIE	NT: C	Cent	erpo	pint Integrat	ed Sol	lutior	าร		
TE	E. Hammer Ln. and Maranatha Dr. Stockton, CA		ľ	Lvei	gree	an, CO					
L	OCATION atitude: 38.01941° Longitude: -121.26483° Approximate Surface Elev: 29	(Ft.) +/-	DEPTH (Ft.)	VATER LEVEL BSERVATIONS	AMPLE TYPE	FIELD TEST RESULTS	ABORATORY RVANE/HP (tsf)	WATER CONTENT (%)	DRY UNIT NEIGHT (pcf)	Atterberg Limits LL-PL-PI	ERCENT FINES
D	FAT CLAY (CH). black. stiff	ON (Ft.)		≤¤	Ś		10	0			H H
1.	LEAN CLAY (CL), brown, very stiff	28+/-	_		X	3-7-9	3.5 (HP)	20	89	47-22-25	
			-	-							
			5	-	X	8-11-11	4 (HP)	16	97		
	stiff		_		M	5-6-9	4 (HP)	18	91		
9.	.5 LEAN CLAY WITH SAND (CL), fine grained, brown, stiff	19.5+/-	- 10-	-		3-5-8	2.25	18	96		
			_			3-3-0	(HP)				
14	4.0 <u>SILTY CLAY WITH SAND (CL-ML)</u> , fine grained, brown, very stiff	15+/-	- - 15-	-							
			-		M	8-15-20	4 (HP)	24	98		
			-	-							
21	stiff	7.5+/-	20-		M	4-5-7		32	75		
	Boring Terminated at 21.5 Feet										
-	Stratification lines are approximate. In-situ, the transition may be gradual.			1	H	ammer Type: Auto	matic Ha	mmer			
nce	ement Method: v Stem Auger				No	tes:					
don ring	ment Method: gs backfilled with soil cuttings upon completion.	ted using	Google	Earth							
	WATER LEVEL OBSERVATIONS	O. AND A s s o c		N s	Bori	ng Started: 7/9/201	5	Borir	ng Com	pleted: 7/9/201	15
	902 Indu	▲ Tierracc strial Way	COMPAN	Y	Drill	Rig: CME-75		Drille	er: R. Ai	nderson	
		COJECT: CarMax Auto Dealership TE: E. Hammer Ln. and Maranatha Dr. Stockton, CA LOCATION Latitude: 38.01941* Longitude: -121.26483* DEPTH ELEVATI DEPTH ELEVATI LEAN CLAY (CL), brown, very stiff LEAN CLAY (CL), brown, very stiff LEAN CLAY WITH SAND (CL), fine grained, brown, stiff LA0 SILTY CLAY WITH SAND (CL-ML), fine grained, brown, very stiff Stiff LS Boring Terminated at 21.5 Feet Comment Method: Incoment Metho	Contract of the second	Construction of the second se	Contract of the provimate surface Elex 20 (FL) +/- LOCATION Image: Colspan="2">CLIENT: Control Ever LOCATION Image: Colspan="2">Colspan="2"	ROJECT: CarMax Auto Dealership CLIENT: Conterpor TE: E. Hammer Ln. and Maranatha Dr. Stockton, CA CLIENT: Conterpor Location Current Method: Inclusion of the surface Elev: 29 (FL) +/ Image: Content Method: Inclusion of the surface Elev: 29 (FL) +/ DEPTH ELEVATION (FL) Fat CLAY (CH), black, stiff Image: Content Method: Inclusion of the surface Elev: 29 (FL) +/ Image: Content Method: Inclusion of the surface Elev: 29 (FL) +/ Stiff Image: Content Method: Inclusion of the surface Elev: 29 (FL) +/ Image: Content Method: Inclusion of the surface Elev: 29 (FL) +/ Image: Content Method: Inclusion of the surface Elev: 29 (FL) +/ Stiff Image: Content Method: Inclusion of the surface Elev: 20 (FL) +/ Image: Content Method: Inclusion of the surface Elev: 20 (FL) +/ Image: Content Method: Inclusion of the surface Elev: 20 (FL) +/ Stiff Image: Content Method: Inclusion Inclusion Inclusion Inclusion Inclusion Inclusion Inclusion Inclusion Inclusion Completion. Image: Content Method: Inclusion Inclusion Completion. Stratification Inclusion Content Method: Inclusion Inclusion Completion. Elevations were estimated using Coogle Earth Materia Level OBSERVATIONS Image: Content Method: Inclusion	Contract Conter Contrect Contrect Contract Contract Contract Contract Contrac	Determined and the composition of the provided of t	Determined and the standard and	CULCATION CLIENT: Contrepont Integrated Solutions COLLECT: CarMax Auto Dealership CLIENT: Contrepont Integrated Solutions TE: E. Hammer Ln, and Maranatha Dr. Stockton, CA CLIENT: Conterpont Integrated Solutions LOCATION Laboration Solution Solutions Stockton, CA LOCATION Laboration Solutions Stockton, CA LOCATION Laboration Solutions Stockton, CA LOCATION Laboration Solutions Stockton, CA Control of Solutions Stockton, CA Stockton, CA LOCATION Laboration Solutions Stockton, CA Solutions Stockton, CA Stockton, CA Solutions Stockton, Very Stiff Stockton, Very Stiff Solutions Stockton, Very Stiff Stockton, Very Stiff Stockton Stockton, Very Stiff	Contract of the set appoint

	BORING	LOG	10.	B2(0				F	age 1 of 1	1
PR	OJECT: CarMax Auto Dealership	CLIE	NT: C	Cente	rpoin	t Integrate	ed Sol	utior	າຣ		
SIT	E: E. Hammer Ln. and Maranatha Dr. Stockton, CA		-								
GRAPHIC LOG	LOCATION Latitude: 38.01951° Longitude: -121.26449° Approximate Surface Ele	ev: 30 (Ft.) +/-	DEPTH (Ft.)	WATER LEVEL DBSERVATIONS	SAMPLE TYPE	FIELD TEST RESULTS	LABORATORY ORVANE/HP (tsf)	WATER CONTENT (%)	DRY UNIT WEIGHT (pcf)	ATTERBERG LIMITS LL-PL-PI	ERCENT FINES
	DEPTH ELE FAT CLAY (CH), black	EVATION (Ft.)					Ť				<u>а</u>
	2.0 LEAN CLAY (CL), brown, stiff to hard	28+/-	_			10.6.0	4.5+	15	100		
			_			10-0-9	(HP)	15	100		
	very stiff to hard		_			6-7-13	4.5+ (HP)	17	107		
			_								
	9.5 SANDY LEAN CLAY (CL), brown, stiff	20.5+/-	- 10-					10	07		
			_			5-5-8		16	97		
	14.0	16+/-	_								
	LLAN OLAT (OL), brown, very suit to hard		15— _			5-10-13	4.5+ (HP)	20	103		
			_								
	19.0 <u>SILT (ML)</u> , brown, very stiff	11+/-	_								
	21.5	8.5+/-	20—			5-11-12	4 (HP)	23	85		
	Boring Terminated at 21.5 Feet										
	Stratification lines are approximate. In-situ, the transition may be gradual.			1 1	Hamm	ner Type: Autor	natic Hai	mmer			
Advano Hollo	zement Method: w Stem Auger				Notes:						
Aband Bori	onment Method: ngs backfilled with soil cuttings upon completion. Elevations were e	estimated using (Google I	Earth							
	WATER LEVEL OBSERVATIONS			l s	Boring S	tarted: 7/10/20	15	Borin	ig Comp	oleted: 7/10/20)15
			COMPANY	r	Drill Rig:	CME-75		Drille	er: R. Ar	derson	_
	90 L	2 Industrial Way ₋odi, California			Project N	No.: NA155036		Plat	e 21		

	BORIN		10.	B2 1	I			F	Page 1 of 2	1
PR	OJECT: CarMax Auto Dealership	CLIE	NT: C	Cente	rpoint Integ	rated Sol	utio	ns	-	
SIT	E: E. Hammer Ln. and Maranatha Dr. Stockton, CA		E	zvergi	leen, CO					
GRAPHIC LOG	LOCATION Latitude: 38.01933° Longitude: -121.26497° Approximate Surface	e Elev: 30 (Ft.) +/-	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	FIELD TEST RESULTS	LABORATORY IORVANE/HP (tsf)	WATER CONTENT (%)	DRY UNIT WEIGHT (pcf)	Atterberg Limits LL-PL-PI	PERCENT FINES
	FAT CLAY (CH), black, very stiff to hard	ELEVATION (Ft.)								
	2.0	28+/-	_		6-8-11	4.5+ (HP)	14	97		
			_							
			5 — _		4-5-10	4.5+ (HP)	16	102		
			_		4-5-8	3.75 (HP)	18	98		
			- 10-		4-3-8	3	18	102		
			_			(HP)				
	14.0 SILTY CLAY (CL-ML), brown, very stiff	16+/-	-							
			15		5-7-12	3.5 (HP)	23	94		
			-							
	stiff to very stiff 21.5	8.5+/-	20-		4-6-9	4 (HP)	28	81		
	Boring Terminated at 21.5 Feet									
	Stratification lines are approximate. In-situ, the transition may be gradual.				Hammer Type:	Automatic Ha	mmer			
Advan Holl	cement Method: ow Stem Auger				Notes:					
Aband Bori	onment Method: ngs backfilled with soil cuttings upon completion. Elevations we	ere estimated using	Google	Earth						
	WATER LEVEL OBSERVATIONS			l s	Boring Started: 7/	8/2015	Borir	ng Com	oleted: 7/8/201	15
		Allerrace	COMPAN	r I	Drill Rig: CME-75		Drille	er: R. Ar	nderson	
		SU∠ moustrial Way Lodi, California			Project No.: NA15	5036	Pla	te 22		

			BORING LO	DG N	10.	B22	2				F	Page 1 of <i>1</i>	1
PR	OJECT:	CarMax Auto Dealership		CLIE	NT: C	Cente	rpo	int Integrat	ed Sol	utio	าร		
SIT	E:	E. Hammer Ln. and Marana Stockton, CA	atha Dr.		-	licig		,					
GRAPHIC LOG	LOCATIOI Latitude: 38 DEPTH	N .0194° Longitude: -121.26472°	Approximate Surface Elev: 29 ELEVATIO	(Ft.) +/- DN (Ft.)	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	FIELD TEST RESULTS	LABORATORY TORVANE/HP (tsf)	WATER CONTENT (%)	DRY UNIT WEIGHT (pcf)	Atterberg Limits LL-PL-Pi	PERCENT FINES
	<u>FAT (</u>	CLAY (CH), black, stiff to hard			_			6-7-8	4.5+	16	93		
	3.0 LEAN	I CLAY (CL), brown, stiff to very sti	ff	26+/-	_				(HP)				
					5 — _			6-8-9	4 (HP)	16	98		
	9.0			20+/-	_			4-5-8	3.75 (HP)	17	96		
	LEAN very s	I CLAY WITH SAND (CL), fine grain stiff, black mottling	ned, brown, stiff to		- 10- -			4-6-8	4 (HP)	18	91		
	<u>14.0</u> SILT Stiff to	<u>Y CLAY WITH SAND (CL-ML)</u> , fine o hard	grained, brown, very	15+/-									
					-			5-13-19	4.5+ (HP)	22	88		
	stiff to 21.5	o very stiff		7.5+/-	20— _			4-5-6	3 (HP)	28	79		
	Borir	ng Terminated at 21.5 Feet											
Stratification lines are approximate. In-situ, the transition may be gradual.							Hai	mmer Type: Auto	I matic Ha	mmer			
Advane Holl	Advancement Method: Hollow Stem Auger						Note	es:					
Aband Bori	onment Meth ngs backfille	ed using (Google I	Earth									
	WATE					1	Borin	g Started: 7/9/201	15	Borir	ng Comp	oleted: 7/9/201	15
						r	Drill F	Rig: CME-75		Drille	er: R. Ar	nderson	
			902 Indus Lodi, Ca	arial Way alifornia			Proje	ct No.: NA155036	6	Pla	te 23		

		BORING LOG NO. B23 Page 1 of 1											
PR	OJECT:	CarMax Auto Dealership		CLIEN	NT: C	Cente	rpo	int Integrate	d Sol	utior	IS		
SIT	'E:	E. Hammer Ln. and Maranatha Stockton, CA	Dr										
RAPHIC LOG	LOCATIO Latitude: 38	N 3.0192° Longitude: -121.26515°	vimate Surface Fley: 30 (F	5t) +/-	JEPTH (Ft.)	ATER LEVEL SERVATIONS	MPLE TYPE	IELD TEST RESULTS	ABORATORY RVANE/HP (tsf)	WATER ONTENT (%)	DRY UNIT VEIGHT (pcf)	ATTERBERG LIMITS LL-PL-PI	RCENT FINES
U	DEPTH FAT	CLAY (CH) black very stiff	ELEVATION	N (Ft.)		≥ª	S⊳	ш.	TOF	Ū	5		ΒEI
		<u>erri (erri</u> , bidok, very oun			_								
	3.0 LEAI	NCLAY (CL), brown, very stiff to hard		27+/-	_			5-8-11		12	81		
					5 — _			8-10-13	4.5+ (HP)	15	97		
	7.0 LEAI hard	N CLAY WITH SAND (CL), fine grained, b	rown, stiff to	23+/-	_			6-8-9	4.5+ (HP)	15	99		
	9.5 <u>SILT</u>	Y CLAY (CL-ML), brown, stiff to very stiff	2	20.5+/-	_ 10_			5.0.0	2.5		04		
					-			5-8-8	(HP)	11	94		
	14.0 LEAI some	N CLAY WITH SAND (CL), fine grained, b black mottling	rown, very stiff,	16+/-	_ 15—				3.5				
					_			9-17-17	(HP)	17	92		
	19.0 SILT	WITH SAND (ML), fine grained, brown, v	ery stiff, some	11+/-	-								
	black 21.5	mottling		8.5+/-	20			5-11-15	3.5 (HP)	19	88		
	Bori	ng Terminated at 21.5 Feet											
	Stratificati	v be gradual.				На	mmer Type: Autor	natic Har	nmer				
Advan						- IG							
Advancement Method: Hollow Stem Auger							Not	es:					
Aband Bori	onment Met ngs backfille	Elevations were estimated	d using G	Google E	Earth								
	WATE	R LEVEL OBSERVATIONS					Borin	g Started: 7/7/2015	5	Borin	g Comp	bleted: 7/7/201	15
				Tierracor		,	Drill I	Rig: CME-75		Drille	er: R. Ar	Iderson	
			902 Industri Lodi, Cali	ial Way ifornia			Proje	ct No.: NA155036		Plat	e 24		

	BORING LOG NO. B24 Page 1 of 1											
PR	OJECT: CarMax Auto Dealership	CLIE	NT: C	Cente Everc	erpo	pint Integrate	ed Sol	utior	าร			
SIT	E: E. Hammer Ln. and Maranatha Dr. Stockton, CA											
BRAPHIC LOG	LOCATION Latitude: 38.01916° Longitude: -121.26485° Approximate Surface Elev: 30) (Ft.) +/-	DEPTH (Ft.)	VATER LEVEL 3SERVATIONS	AMPLE TYPE	FIELD TEST RESULTS	ABORATORY RVANE/HP (tsf)	WATER CONTENT (%)	DRY UNIT WEIGHT (pcf)	ATTERBERG LIMITS	ERCENT FINES	
	DEPTH ELEVATI FAT CLAY (CH), black	ON (Ft.)		28	ŝ		10	0			B	
			_									
	LEAN CLAY (CL), brown, very stiff to hard	28+/-	_		X	7-10-10	4.5+ (HP)	14	97			
			-									
		00.1	- C		X	6-10-11	4.5+ (HP)	16	97			
	LEAN CLAY WITH SAND (CL), brown, stiff to very stiff	23+/-	_		X	4-7-9	4 (HP)	18	97			
			_									
			10-		X	3-5-9	3.25 (HP)	18	100			
			_									
	14.0 SANDY I FAN CI AY (CI) brown very stiff to bard	16+/-	_									
			15—			3-12-17	4.5+	16	105			
			_									
		11./	_									
	LEAN CLAY (CL), brown, very stiff		- 20-									
	21.5	8.5+/-	-		X	3-8-13	4 (HP)	21	95			
	Boring Terminated at 21.5 Feet											
	Stratification lines are approximate. In situ, the transition may be gradual					ammor Turos: Autor	natio Ha	mmor				
					110	ammer rype. Autor		IIIIIei				
Advano Hollo	æment Method: ow Stem Auger				No	tes:						
Abando Borii	onment Method: igs backfilled with soil cuttings upon completion. Elevations were estimations	ited using C	loogle E	Earth								
	WATER LEVEL OBSERVATIONS			1	Boriı	ng Started: 7/8/201	5	Borir	ng Comp	bleted: 7/8/201	15	
			COMPANY	1	Drill	Rig: CME-75		Drille	er: R. Ar	nderson		
	902 Indu Lodi, C	istrial Way California			Proje	ect No.: NA155036		Pla	te 25			

	BORING L	OGI	NO.	B25	5			F	Page 1 of 1	1
PR	OJECT: CarMax Auto Dealership	CLIE	NT: C	Cente Everal	rpoint Integrate	ed Sol	utio	าร		
SIT	E: E. Hammer Ln. and Maranatha Dr. Stockton, CA	_	-							
SRAPHIC LOG	LOCATION Latitude: 38.01924° Longitude: -121.2645° Approximate Surface Elev: 2	9 (Ft.) +/-	DEPTH (Ft.)	VATER LEVEL BSERVATIONS	AWPLE 17PE FIELD TEST RESULTS	ABORATORY RVANE/HP (tsf)	WATER CONTENT (%)	DRY UNIT WEIGHT (pcf)	ATTERBERG LIMITS LL-PL-PI	ERCENT FINES
	DEPTH ELEVAT	TON (Ft.)		> <u>0</u> <	<i>Ň</i>	10	0	-		B
		07.4	_							
	LEAN CLAY (CL), brown, stiff to hard	2/+/-	_		8-7-8	4.5+ (HP)	14	90		
			_							
	very stiff to hard		5		8-9-10	4.5+ (HP)	16	99		
	7.0 LEAN CLAY WITH SAND (CL), fine grained, brown, very stiff	22+/-	_		6-8-11	4 (HP)	17	103		
	9.5	19.5+/-	_							
	to very stiff		10— _		3-4-7	2.5 (HP)	17	96		
			_							
	14.0 SILT (ML), brown, very stiff	15+/-	_							
			15 <u>-</u>		5-10-12	4 (HP)	25	90		
			_							
	19.0	10+/-	_							
	<u>SILIY CLAY (CL-ML)</u> , brown, stiff		20-			1.5				
	21.5 Boring Terminated at 21 5 Feet	7.5+/-	_		4-4-7	(HP)	26	87		
	boring reminated at 21.07 eet									
	Stratification lines are approximate. In-situ, the transition may be gradual.				Hammer Type: Autor	natic Ha	mmer			
Advan	cement Method:				Notes:					
Holl	ow Stem Auger									
Aband Bori	onment Method: ngs backfilled with soil cuttings upon completion. Elevations were estim	ated using	Google I	Earth						
	WATER LEVEL OBSERVATIONS	O. AND		l s	Boring Started: 7/10/20	15	Borir	ng Com	oleted: 7/10/20)15
	002 Ind	A Tierracc		(Drill Rig: CME-75		Drille	er: R. Ar	nderson	
	902 Ind Lodi,	California			Project No.: NA155036		Pla	te 26		

			BORING LO	DG N	10.	B2(6				F	Page 1 of	1
PR	ROJECT	: CarMax Auto Dealership		CLIEI	NT: 0	Cente	rpoint	Integra	ted So	lutio	าร		
SI	TE:	E. Hammer Ln. and Marana Stockton, CA	atha Dr.		E	_verg	reen,	CO					
GRAPHIC LOG	LOCATIO	DN 88.01897° Longitude: -121.26506°	Approximate Surface Elev: 31	(Ft.) +/-	DEPTH (Ft.)	NATER LEVEL BSERVATIONS	SAMPLE TYPE	FIELD TEST RESULTS	LABORATORY DRVANE/HP (tsf)	WATER CONTENT (%)	DRY UNIT WEIGHT (pcf)	ATTERBERG LIMITS	ERCENT FINES
	DEPTH	<mark>CLAY (CH)</mark> , black	ELEVATIO	ON (Ft.)		-0			-5				
	2.0 LEA	N CLAY (CL), brown, stiff to hard		29+/-	_			7-7-7	4.5+ (HP)	13	94		
cl/c	very	v stiff to hard			- 5 -			8-12-14	4.5+ (HP)	15	98		
					_			8-10-14	4.5+ (HP)	14	108		
UGS.GPJ IEKKACU	9.5 SILTY CLAY (CL-ML), brown, very stiff				10			5-11-16	3 (HP)	18	105		
	14.0 <u>SIL</u>	T WITH SAND (ML), fine grained, bro	own, very stiff	17+/-	- - 15-				3				
GEO SMAKI LOG-NO WELL I	very	∕ stiff			- - - 20-			5-8-13	(HP) 3.5	14	101		
	21.5 Bor	ing Terminated at 21.5 Feet		9.5+/-	-			ا ۱ - ۵- ی	(HP)	21	60		
	Stratifica	tion lines are approximate. In-situ the transit	ion may be gradual				Hamm	er Type [.] Aut	omatic Ha	mmer			
	Juannoo	assi and approximate. In Situ, the traffold					. iaitiiti	5. i ypc. Au	.cmauo I la				
	ancement Method: blow Stem Auger						Notes:						
Abanc Bor פ	donment Method: rings backfilled with soil cuttings upon completion. Elevations were estir			ed using (Google E	Earth							
	WAT	WATER LEVEL OBSERVATIONS				ļ	Boring S	tarted: 7/8/20)15	Borir	ng Com	oleted: 7/8/20	15
BOR					COMPANY	6 (Drill Rig:	CME-75		Drille	er: R. Ar	nderson	
μ Ξ			902 Indus Lodi, C	strial Way alifornia			Project N	lo.: NA15503	6	Pla	te 27		

		E	BORING LO)G N	IO.	B 2	7				F	age 1 of 1	1
PR	OJECT	CarMax Auto Dealership		CLIE	NT: C	Cente	rpo	int Integrate	d Sol	utior	าร		
SIT	E:	E. Hammer Ln. and Maranatha I Stockton, CA	Dr.				100						
GRAPHIC LOG	LOCATIC	N 8.01894° Longitude: -121.26482° Approv	ximate Surface Elev: 30 (F	=t.) +/-	DEPTH (Ft.)	WATER LEVEL DBSERVATIONS	SAMPLE TYPE	FIELD TEST RESULTS	LABORATORY DRVANE/HP (tsf)	WATER CONTENT (%)	DRY UNIT WEIGHT (pdf)	ATTERBERG LIMITS LL-PL-PI	ERCENT FINES
	DEPTH FAT	<u>CLAY (CH)</u> , black	ELEVATION	N (Ft.)		-0	00		- 2				۵.
	2.0			20+/	_								
	<u>LEA</u>	N CLAY (CL), brown, very stiff to hard		20+/-				8-10-14		15 14	100 98		
					_								
					5 — _			9-13-21	4.5+ (HP)	18	105		
					_			6-12-20	4.5+ (HP)	21	96		
	9.5			20.5+/-	_								
	to ha	n CLAY WITH SAND (CL), fine grained, b rd	rown, very stiff		10			5-13-23	4.5+ (HP)	19	106		
					-								
	14.0 <u>SILT</u>	WITH SAND (ML), fine grained, brown, v	ery stiff to hard	16+/-	_								
					15— _			7-14-20	4.5+ (HP)	22	93		
					-								
	19.0 SAN	DY SILT (ML), fine grained, brown, stiff to	very stiff	11+/-	_								
	21.5			8.5+/-	20-			5-8-10	4 (HP)	21	85		
	Bori	ng Terminated at 21.5 Feet											
	Stratificat	y be gradual.				Ha	mmer Type: Autor	natic Har	nmer				
Advan Holl	dvancement Method: Hollow Stem Auger						Not	es:					
Aband Bori	onment Met ngs backfille	Elevations were estimated	d using (ioogle I	Earth								
	WAT	WATER LEVEL OBSERVATIONS				ļ	Borin	ng Started: 7/8/2015	5	Borin	ng Comp	bleted: 7/8/201	15
				Tierraco		,	Drill I	Rig: CME-75		Drille	er: R. Ar	iderson	
			902 Industr Lodi, Cali	rial Way ifornia			Proje	ect No.: NA155036		Plat	te 28		

	BORING L	OG I	NO .	B 2	8				F	Page 1 of 1	1
PR	OJECT: CarMax Auto Dealership	CLIE	NT: C	Cente Evera	rpo	oint Integrate	ed Sol	utio	าร		
SIT	E: E. Hammer Ln. and Maranatha Dr. Stockton, CA	_	_		,	,					
GRAPHIC LOG	LOCATION Latitude: 38.01896° Longitude: -121.26449° Approximate Surface Elev: 30) (Ft.) +/-	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	FIELD TEST RESULTS	LABORATORY TORVANE/HP (tsf)	WATER CONTENT (%)	DRY UNIT WEIGHT (pcf)	Atterberg Limits	PERCENT FINES
	FAT CLAY (CH), black	ION (Ft.)									_
	2.0 LEAN CLAY (CL), brown, very stiff to hard	28+/-	_			11-12-13	4.5+ (HP)	15	98		
			- 5								
			_		X	6-10-14	4.5+ (HP)	21	92		
			_			3-13-22	4.5+ (HP)	24	98		
	9.5 <u>LEAN CLAY WITH SAND (CL)</u> , fine grained, brown, very stiff to hard	20.5+/-	- 10-			0.14.04	4.5+	47	105		
			_			6-11-24	(HP)	17	105		
			_								
			15— _			6-15-21	4.5+ (HP)	15	109		
			_								
	19.0 SANDY LEAN CLAY (CL), fine grained, brown, very stiff to hard	11+/-	_								
	21.5 Review Torminated at 21 5 Fact	8.5+/-	20-			5-10-15	4.5+ (HP)	23	102		
	Boring Terminated at 21.5 Feet										
	Stratification lines are approximate. In-situ, the transition may be gradual.				Ha	ammer Type: Autor	natic Ha	mmer			
Advane Holl	cement Method: ow Stem Auger				No	tes:					
Aband Bori	onment Method: ngs backfilled with soil cuttings upon completion. Elevations were estimations	ated using	Google I	Earth							
	WATER LEVEL OBSERVATIONS	O. AND	ERSON	1	Boriı	ng Started: 7/10/20	15	Borir	ng Comp	oleted: 7/10/20	015
	902 Indi	A Tierraco	COMPANY	,	Drill	Rig: CME-75		Drille	er: R. Ar	nderson	
		California			Proje	ect No.: NA155036		Pla	te 29		

			BORING LO	DG N	10.	B29	9				F	Page 1 of	1
PF	ROJE	CT: CarMax Auto Dealership		CLIE	NT: C	Cente	rpoi	int Integrat	ed So	lutio	าร		
SI	TE:	E. Hammer Ln. and Maranath Stockton, CA	na Dr.		E	zverg	reer	I, CO					
GRAPHIC LOG	LOCA Latitud	TION e: 38.01869° Longitude: -121.26513° Ap	proximate Surface Elev: 31	(Ft.) +/-	DEPTH (Ft.)	VATER LEVEL BSERVATIONS	AMPLE TYPE	FIELD TEST RESULTS	_ABORATORY)RVANE/HP (tsf)	WATER CONTENT (%)	DRY UNIT WEIGHT (pcf)	Atterberg Limits LL-PL-PI	ERCENT FINES
	DEPTI E	⊦ ′ <mark>AT CLAY (CH)</mark> , black	ELEVATIO	ON (Ft.)		>0 (s S						□
	2.0 L	EAN CLAY (CL), brown, very stiff to hard		29+/-	_			9-12-15	4.5+ (HP)	15	105		
					- 5								
8/5/15					_			10-16-24	4.5+ (HP)	14	103		
0N2015.GUI					_			10-9-21	4.5+ (HP)	16	99		
PJ TERRACC					10			7-18-27	4.5+ (HP)	16	105		
036 BOKING LUGS.c	14.0 S	ILT WITH SAND (ML) , brown, very stiff to	hard	17+/-	_								
G-NU WELL NA15					15— _			7-15-24	4.5+ (HP)	15	104		
	19.0	ANDY SILT (ML), brown, very stiff		12+/-	_								
JORI. GEL	. 21.5			9.5+/-	20			5-8-15	2.5 (HP)	31	83		
A ORIGINAL KE		soning Terminaleu al 21.5 Feel											
	Strati	fication lines are approximate. In-situ, the transition	may be gradual.				Har	nmer Type: Auto	matic Ha	mmer			
Adva Hd Hd	Incement blow Ster	Method: n Auger					Note	95:					
> Aban Bo	ndonment prings bac	Method: kfilled with soil cuttings upon completion.	Elevations were estimat	ed using (Google I	Earth							
	W	ATER LEVEL OBSERVATIONS				l s	Borin	g Started: 7/8/201	5	Borir	ng Com	pleted: 7/8/20	15
S BOR					COMPANY	Y	Drill F	Rig: CME-75		Drille	er: R. Ar	nderson	
Ξ			SUZ INDUS Lodi, C	alifornia			Proje	ct No.: NA155036		Pla	te 30		

			BORING LO	OG N	10.	B30)			F	Page 1 of	1
PF	ROJEC	T: CarMax Auto Dealership		CLIEI	NT: C	Center	point Integrat	ed So	lutio	ns		
SI	TE:	E. Hammer Ln. and Maranat Stockton, CA	ha Dr.		E	_vergr	een, CO					
GRAPHIC LOG	LOCA Latitude	TION : 38.01863° Longitude: -121.26484° A	pproximate Surface Elev: 30	(Ft.) +/-	DEPTH (Ft.)	WATER LEVEL DBSERVATIONS SAMDI E TVDE	FIELD TEST RESULTS	LABORATORY ORVANE/HP (tsf)	WATER CONTENT (%)	DRY UNIT WEIGHT (pcf)	ATTERBERG LIMITS LL-PL-PI	DERCENT FINES
	<u>DEPTH</u> <u>E</u> 2.0	AT CLAY (CH), black EAN CLAY (CL), brown, very stiff to hard	ELEVATIO	<u>ON (Ft.)</u>			10 11 14	4.5+	16	07		
					- - 5		6-14-24	(HP) 4.5+	17	103		
					-		5-11-17	(HP) 4.5+ (HP)	22	97		
					- 10 -		6-17-25	4.5+ (HP)	18	102		
רים מרחכנו	14.0 <u>SI</u>	LTY CLAY (CL-ML), brown, very stiff to	hard, white mottling	16+/-	- - 15-							
FDG-NO WELL IN							8-19-36	4.5+ (HP)	20	99		
	19.0 • S • ha	ANDY SILT (ML), with clay, fine grained, ard	brown, very stiff to	11+/-	_ 20— _		4-15-24	4.5+ (HP)	22	96		
	<u>121.5</u> B	oring Terminated at 21.5 Feet		8.5+/-								
AKAIEUIN	Stratifi	cation lines are approximate. In-situ, the transition	n may be gradual.				Hammer Type: Auto	matic Ha	mmer			
Advar Hol Advar	ncement M Ilow Stem	/lethod: Auger /lethod:	_				Notes:					
Boi	rings back	filled with soil cuttings upon completion.	Elevations were estimat	ted using (Google E	Earth						
	WA	TER LEVEL OBSERVATIONS		O. ANDI A S S O C		l E	Boring Started: 7/8/201	5	Borir	ng Com	pleted: 7/8/20	15
			902 Indu	Alferraco strial Way	COMPANY	, [Drill Rig: CME-75		Drille	er: R. A	nderson	
Ξ			Lodi, C	alifornia		F	Project No.: NA155036		Pla	te 31		

		E	BORING LO	DG N	10.	В3	1				F	age 1 of 1	1
PF	ROJECT	CarMax Auto Dealership		CLIE	NT: C	Cente	erpo	oint Integrate	d Sol	utior	าร		
Sľ	TE:	E. Hammer Ln. and Maranatha Stockton, CA	Dr.		L	-1015	JICC	an, CO					
GRAPHIC LOG	LOCATIC	N 3.01869° Longitude: -121.26447° Appro	ximate Surface Elev: 30 ((Ft.) +/-	DEPTH (Ft.)	WATER LEVEL DBSERVATIONS	SAMPLE TYPE	FIELD TEST RESULTS	LABORATORY ORVANE/HP (tsf)	WATER CONTENT (%)	DRY UNIT WEIGHT (pcf)	ATTERBERG LIMITS	PERCENT FINES
	DEPTH	<u>CLAY (CH)</u> , black	ELEVATIO	DN (Ft.)					-				ш.
	2.0			28+/-	_								
	LEA	N CLAY (CL), brown, very stiff to hard			_		X	8-12-16	4.5+ (HP)	14	100		
					_								
					5 — _		X	9-14-26	4.5+ (HP)	17	100		
					_		X	9-17-22	4.5+ (HP)	20	96		
	9.0 SILT	Y CLAY WITH SAND (CL-ML), brown, ha	rd, rust mottling	21+/-	_								
					10- -		X	6-30-36	4.5+ (HP)	17	110		
					_								
	white	e mottling			_ 15—				4.5.				
					_		X	6-22-28	4.5+ (HP)	19	102		
					_								
	19.0 SAN	DY SILT (ML) with clay fine grained bro	own verv stiff	11+/-	_								
		<u> </u>	,,		20-			5-10-10	4 (HP)	25	85		
	.21.5 Bor i	ng Terminated at 21.5 Feet		8.5+/-					(111)				
	Stratificat	on lines are approximate. In-situ, the transition ma	y be gradual.				Ha	ammer Type: Autor	natic Ha	mmer			
Advar	ncement Met	nod:					No	tes:					
Ho	llow Stem Au	ger											
Abano Boi	donment Me rings backfill	hod: ed with soil cuttings upon completion.	Elevations were estimate	ed using	Google I	Earth							
	WAT	ER LEVEL OBSERVATIONS		O. AND		1	Borii	ng Started: 7/10/20	15	Borin	g Comp	leted: 7/10/20)15
					COMPANY	(Drill	Rig: CME-75		Drille	er: R. Ar	derson	
			902 Indus Lodi, Ca	arial Way alifornia			Proje	ect No.: NA155036		Plat	e 32		

		E	BORING LO	DG N	10.	B3	2				F	Page 1 of 1	1
PR	OJECT:	CarMax Auto Dealership		CLIE	NT: C	Cent	erpo	int Integrate	ed Sol	utior	າຣ		
SIT	E:	E. Hammer Ln. and Maranatha Stockton, CA	Dr.		-		gree	n, ee					
GRAPHIC LOG	LOCATIO	N .01844° Longitude: -121.26513° Appro:	ximate Surface Elev: 31 (Ft.) +/-	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	FIELD TEST RESULTS	LABORATORY FORVANE/HP (tsf)	WATER CONTENT (%)	DRY UNIT WEIGHT (pcf)	Atterberg Limits	PERCENT FINES
	DEPTH FAT	CLAY (CH), black, very stiff to hard	ELEVATIO	<u>DN (Ft.)</u>									_
	3.0 LEAM	I CLAY (CL), brown, very stiff to hard		28+/-	_		X	10-10-13	4.5+ (HP)	18	94		
					 5			8-17-23	4.5+ (HP)	15	99		
	7.0 LEAN to ha	<u>I CLAY WITH SAND (CL)</u> , fine grained, b rd	prown, very stiff	24+/-	_			5-16-26	4.5+ (HP)	22	92		
	hard				10— _		X	9-22-27	3 (HP)	15	110		
	14.0 SILT	<u>Y CLAY (CL-ML)</u> , fine grained, brown, ve	ry stiff	17+/-									
					15— _			9-19-20	2 (HP)	13	98		
	19.0			12+/-	_								
	<u>SANI</u> 21.5	DY SILT (ML), fine grained, brown, very s	stiff	9.5+/-	20— _		X	3-6-15	3.5 (HP)	28	85		
	Born	ng Terminated at 21.5 Feet											
	Stratificati	on lines are approximate. In-situ, the transition may	y be gradual.				Ha	mmer Type: Autor	natic Ha	nmer			
Advan Holl	cement Meth ow Stem Au	iod: Jer					Not	es:					
Aband Bori	onment Meth ngs backfille	od: d with soil cuttings upon completion.	Elevations were estimate	ed using (Google I	Earth							
	WATE	R LEVEL OBSERVATIONS		D. AND A s s o c		1 5	Borir	ng Started: 7/8/201	5	Borin	ig Comp	bleted: 7/8/201	15
			902 Indus	▲ Tierraco trial Way	COMPANY	ſ	Drill	Rig: CME-75		Drille	er: R. Ar	nderson	
			Lodi, Ca	alifornia			Proje	ect No.: NA155036		Plat	le 33		

		E	BORING LO	DG N	10.	B 3	3				F	Page 1 of 1	1
PR	OJECT:	CarMax Auto Dealership		CLIE	NT: C	Cente	erpo	pint Integrate	d Sol	utior	າຣ		
SIT	E:	E. Hammer Ln. and Maranatha Stockton, CA	Dr.		•	-161	Jiec	an, CO					
SRAPHIC LOG	LOCATIO Latitude: 38	N .0184° Longitude: -121.26481° Appro	ximate Surface Elev: 30 ('Ft.) +/-	DEPTH (Ft.)	ATER LEVEL SERVATIONS	AMPLE TYPE	FIELD TEST RESULTS	ABORATORY RVANE/HP (tsf)	WATER ONTENT (%)	DRY UNIT VEIGHT (pcf)	ATTERBERG LIMITS LL-PL-PI	RCENT FINES
	DEPTH FAT	CLAY (CH) black	ELEVATIC	ON (Ft.)		≥≞	Ś	_	10 TO	0	>		ЪЕ
	2.0			28+/-	_								
	LEAN	I CLAY (CL), brown, very stiff to hard			_		X	7-8-13	4.5+ (HP)	18	92		
					- 5								
					5 –		X	6-15-22	4.5+ (HP)	17	98		
	hard				-		X	12-22-26	4.5+ (HP)	24	90		
	9.0 LEA	I CLAY WITH SAND (CL), fine grained, b	prown, hard	21+/-									
					10— _		X	14-15-50/5"	4.5+ (HP)	14	106		
					_								
	14.0 <u>SILT</u>	(ML), brown, very stiff to hard		16+/-	_								
					15— _		X	9-14-20	4.5+ (HP)	24	88		
	19.0 SAN	N CILT (ML) with alow find grained bra	we were stiff	11+/-	_								
	JAN	<u>JI SILT (ML)</u>, with Clay, fine grained, bit	own, very sun		20—			5-9-13	4 (UD)	24	92		
	21.5 Bori i	ng Terminated at 21.5 Feet		8.5+/-					(111)				
	Stratificati	on lines are approximate. In-situ, the transition ma	y be gradual.				Ĥ	ammer Type: Autor	natic Hai	mmer			
Advan Holl	cement Meth ow Stem Au	od: jer					No	otes:					
Aband Bori	onment Metl ngs backfille	od: d with soil cuttings upon completion.	Elevations were estimate	ed using	Google I	Earth							
	WATE	R LEVEL OBSERVATIONS		D. AND	ERSON	l	Bori	ng Started: 7/8/2015	5	Borir	ng Comp	bleted: 7/8/201	15
				A S S O C	COMPANY	r r	Drill	Rig: CME-75		Drille	er: R. Ar	nderson	
			902 Indus Lodi, Ca	trial Way alifornia			Proj	ect No.: NA155036		Plat	te 34		

	BORIN	NG LOG N	10.	B34	Ļ			F	Page 1 of 1	1
PR	OJECT: CarMax Auto Dealership	CLIEI	NT: C	Cente	rpoint Integrat	ed Sol	utior	าร		
SIT	E: E. Hammer Ln. and Maranatha Dr. Stockton, CA									
GRAPHIC LOG	LOCATION Latitude: 38.01844° Longitude: -121.26444° Approximate Surfac	ce Elev: 30 (Ft.) +/-	DEPTH (Ft.)	WATER LEVEL DBSERVATIONS	FIELD TEST RESULTS	LABORATORY ORVANE/HP (tsf)	WATER CONTENT (%)	DRY UNIT WEIGHT (pcf)	ATTERBERG LIMITS LL-PL-PI	ERCENT FINES
	DEPTH FAT CLAY (CH), black	ELEVATION (Ft.)				Ĕ				а.
	20	28+/-	_							
	LEAN CLAY (CL), brown, very stiff to hard		_		8-12-11	4.5+ (HP)	17	98		
			_							
	hard		5 — _		8-22-26	4.5+ (HP)	19	99		
	7.0 SILTY CLAY WITH SAND (CL-ML), brown, hard	23+/-	_		8-20-25	4.5+ (HP)	22	96		
	9.5	_20.5+/-								
	LEAN CLAY (CL), brown, hard		10— _		6-28-30	4 (HP)	16	110		
			_							
	14.0	16+/-	_							
	SILT WITH SAND (ML), brown with white vanes, very sti	ff	15—							
			_		6-11-15	4 (HP)	16	76		
			_							
	19.0 SANDY SILT (ML) brown stiff to very stiff	11+/-	_							
	<u>OPARD I OLLI (ML)</u> , DIOWI, Sun to Very Sun		20—			25				
	21.5 Boring Terminated at 21 5 Feet	8.5+/-			5-7-11	(HP)	26	85		
	Stratification lines are approximate. In-situ, the transition may be gradual.				Hammer Type: Auto	omatic Har	nmer			
Advan Holl	cement Method: ow Stem Auger				Notes:					
Aband Bori	onment Method: ngs backfilled with soil cuttings upon completion. Elevations w	vere estimated using (Google I	Earth						
	WATER LEVEL OBSERVATIONS	NEIL O. ANDI			Boring Started: 7/10/2	015	Borin	ng Comp	oleted: 7/10/20	015
		AND ASSOC	IATE: COMPANY	5 7	Drill Rig: CME-75		Drille	er: R. Ar	nderson	
		902 Industrial Way Lodi, California			Project No.: NA15503	6	Plat	te 35		

		E	BORING LO	DG N	10.	B 3	5				F	Page 1 of 1	1
PR	OJECT:	CarMax Auto Dealership		CLIE	NT: C	Cente	rpo	int Integrate	ed Sol	utior	າຣ		
SIT	E:	E. Hammer Ln. and Maranatha I Stockton, CA	Dr.		-	-verg		I, 00					
GRAPHIC LOG	LOCATION	N .01818° Longitude: -121.26482° Approx	timate Surface Elev: 30 ((Ft.) +/-	DEPTH (Ft.)	WATER LEVEL DBSERVATIONS	SAMPLE TYPE	FIELD TEST RESULTS	LABORATORY ORVANE/HP (tsf)	WATER CONTENT (%)	DRY UNIT WEIGHT (pcf)	ATTERBERG LIMITS	ERCENT FINES
	DEPTH FAT (CLAY (CH), black	ELEVATIO	DN (Ft.)					Ξ.				
	2.0 LEAN	I CLAY (CL), brown, very stiff to hard		28+/-	_			7-10-17	4.5+ (HP)	18	94		
	hard				_ 5 —				4.5+				
	7.0			23+/-	_			9-23-26	4.5+ (HP)	18	103		
	<u>SANI</u>	<u>)Y SILT (ML)</u> , brown, very stiff			_			6-10-15	4 (HP)	21	97		64
	browr	n with rust, very stiff			10— _			5-16-21	4 (HP)	15	92		
	14.0 SILTY	<u>Y CLAY (CL-ML)</u> , brown, very stiff		16+/-									
					-11			10-20-20	3 (HP)	17	97		
	19.0			11+/-	_								
	<u>SANL</u>	<u>JY SILT (ML)</u> , brown, very stiff		8.5+/-	20			5-10-12	3.5 (HP)	28	82		
	Borin	ng Terminated at 21.5 Feet											
	Stratificatio	on lines are approximate. In-situ, the transition may	/ be gradual.				Hai	mmer Type: Autor	natic Ha	mmer			
Advan Holl	cement Meth ow Stem Aug	od: jer					Note	95:					
Aband Bori	onment Meth ngs backfille	od: d with soil cuttings upon completion.	Elevations were estimate	ed using (Google E	Earth							
	WATE	R LEVEL OBSERVATIONS		D. AND			Borin	g Started: 7/8/201	5	Borin	ng Comp	bleted: 7/8/201	15
						,	Drill F	Rig: CME-75		Drille	er: R. Ar	derson	
			902 Indus Lodi, Ca	utat Way alifornia			Proje	ct No.: NA155036		Plat	te 36		

UNIFIED SOIL CLASSIFICATION SYSTEM AND BORING LOG SYMBOLS

	DESCRIPTION	MAJ	IOR DIVISIONS	
GW	Well-graded gravels, gravel sand mixtures, little or no fines.	Clean gravels	Gravel and gravelly soils	Coarse grained
GP	Poorly-graded gravels, gravel sand mixtures, little or no fines	(little or no fines)	More than 50% of	soils more
GM	Silty gravels, gravel-sand-clay mixtures	Sands with	coarse fraction	than
GC	Clayey gravels, gravel-sand-clay mixtures	amount of fines	sieve	larger
SW	Well-graded sands, gravelly sands, little or no fines	Clean sand (little	Sands and sandy	than
SP	Poorly-graded sands, gravelly sands, little or no fines	or no fines)	soils	No. 200
SM	Silty sands, sand-silt mixtures	Sanda with	More than 50% of	sieve
SC	Clayey sands, sand-silt mixtures	appreciable amount of fines	coarse fraction passing No. 4 sieve	
ML	Inorganic silts and very fine sands, rock flour, silty or clayey fine sands or clayey silts with slight plasticity			Fine grained
CL	Inorganic clays of low to medium plasticity, gravelly clays, lean clays	than 50	Silts and clays	soils more
OL	Organic silts and organic silty clays of low plasticity			than
MH	Inorganic silts, micaceous or diatomaceous fine sand or silty soils	Liquid limit		50% smaller
СН	Inorganic clays of high plasticity, fat clays	greater than 50	Silts and clays	than No 200
OH	Organic clays of medium to high plasticity, organic silts			sieve
PT	Peat, humus swamp soils with high organic content	High	nly organic soils	

DEPTH (FEET)	SAMPLE	SAMPLE TYPE	TEST TYPE	NOTES
	PS	Push Sample	Plasticity	pi
	SPT	Drive Sample , 2.0" o.d., 1.38" i.d., sampler driven with 140 lb. hammer, 30" drop (Standard Penetration Test, SPT).	Grain Size Analysis Uniformity Coefficient Coefficient of Gradation	gr Cu Cc
	СМ	Drive Sample , 2.5" o.d., 1.92" i.d., sampler driven with 140 lb. hammer, 30" drop, with 6" tube liners (California Modified, CM).	Consolidation Specific Gravity Shrink/Swell	sg s/s ds
	ES	Ely Sample, Used to determine unit weight.	Direct Shear	uc
	HS	Hand Sampler, 2.0" o.d. sampler driven with 10 lb. hammer, 18" drop, with 4" tube liners.	Unconfined Compression Triaxial Compression	tx pp
	GS	Grab Sample, disturbed sample taken from auger tailings and sealed in plastic bag.	Torvane Shear Consolidations	C

Plate Number 37

Appendix C Laboratory Test Results



LOGS.GPJ TERRACON2012.GDT 8/5/15 BORING ATTERBERG LIMITS-EXTENDED GRAPH NA155036 -ABORATORY TESTS ARE NOT VALID IF SEPARATED FROM ORIGINAL REPORT.



A Terracon Company

			HYDRC	METER			
JOB NAME:	CarMax A	uto Dealership	BORING #:	B11	DATE:	7/31/2	2015
JOB #:	NA	155036	SAMPLE ID:	1-I	HYDROMETER: 14	1915	
AIR DRY WT (g)	69.5	CORR. WT (g)	65.8	SAMPLE SP	ECIFIC GRAVITY	2.6	5
	HYDROSCO	PIC MOISTURE		COMPOSITE	CORRECTION		
TARE #	х	TARE WT (g)	27.54	TEMP (F)	CORRECTION	α	1.00
WET WT + TARE(g)	42.22	DRY WT + TARE(g)	41.44	74	6.0		
HYDROSCO	PIC MOISTUR	RE CONTENT	5.6%	80.7	5.0		
						-	
TIME	ELAPSED TIME (min)	HYRDOMETER READING	TEMP. OF SAMPLE (F)	COMP. CORRECTION	EFFECTIVE DEPTH (cm)	PERCENT FINER (%)	PARTICLE SIZE (mm)
1:59:00 PM	2.0	60	74.9	5.9	6.5	82.4	0.0235
2:02:00 PM	5	55	75.0	5.9	7.3	74.8	0.0157
2:12:00 PM	15	51	75.3	5.8	7.9	68.8	0.0094
2:27:00 PM	30	48	76.0	5.7	8.4	64.4	0.0068
2:57:00 PM	60	46	76.8	5.6	8.8	61.5	0.0049
5:57:00 PM	250	37	84.7	4.4	10.2	49.6	0.0025
1:57:00 PM	1440	34	72.0	6.3	10.7	42.2	0.0011
						Dercent Clay	46.0
						Percent Clay	46.9
100.0 -	SAND		SILT	r		Percent Clay	46.9
100.0	SAND		SILT	-		Percent Clay CLAY	46.9
	SAND		SILT			Percent Clay CLAY	46.9
100.0 90.0 80.0			SILT			Percent Clay CLAY	46.9
100.0 90.0 80.0 70.0			SILT			Percent Clay CLAY	46.9
100.0 90.0 80.0 50.0 60.0			SILT			Percent Clay CLAY	46.9
100.0 90.0 80.0 70.0 60.0 50.0						CLAY	46.9
100.0 90.0 80.0 70.0 60.0 50.0 40.0			SILT			Percent Clay CLAY	46.9
0.00 0.09 0.08 0.05 0.00 0.05 0.00 0.05 0.00 0.00						Percent Clay CLAY	46.9
100.0 90.0 80.0 70.0 60.0 50.0 40.0 30.0 20.0						Percent Clay CLAY	46.9
100.0 90.0 80.0 70.0 60.0 50.0 40.0 30.0 20.0 10.0						Percent Clay CLAY	46.9
100.0 90.0 80.0 70.0 60.0 50.0 40.0 30.0 20.0 10.0 0.0	SAND					Percent Clay CLAY	46.9
100.0 90.0 80.0 70.0 60.0 50.0 40.0 30.0 20.0 10.0 0.0 0.100		PARTICLE SIZE (m		0.0100		Percent Clay CLAY	46.9
100.0 90.0 80.0 70.0 60.0 50.0 40.0 30.0 20.0 10.0 0.100 NOTES:	SAND	PARTICLE SIZE (m	SILT	0.0100		Percent Clay CLAY	46.9
100.0 90.0 80.0 70.0 60.0 50.0 40.0 30.0 20.0 10.0 0.100 NOTES:		PARTICLE SIZE (m	SILT	0.0100			46.9

GRAIN SIZE DISTRIBUTION



GRAIN SIZE: USCS-2 NA155036 BORING LOGS.GPJ TERRACON2012.GDT 8/5/15 REPORT. SEPARATED FROM ORIGINAL TESTS ARE NOT VALID IF ABORATORY
GRAIN SIZE DISTRIBUTION





A Terracon Company

20.1

	Expansi	ion Index of	Soils		ASTM D 482	9
JOB NUMBER	NA155036			DATE RECEIVED	8/3/2015	
JOB NAME	CarMax Auto Deal	lership		DATE TESTED	8/4/2015	
SAMPLE ID	B8-1-I, B18-1-I, B1	l9-1-i		TECHNICIAN	C. Congrave	
SAMPLE INFO	Fat Clay		PROJ. MANAGER	A. Tran		
Moisture Specimen			Expansion Inc	dex Sample Moistur	re Adjustment	
Tare #	4		Original Sar	mple Wt. Wet (gms)	309	
Tare Wt. (gms)	37.12	Original Sample Wt. Dry (gms)		269.9		
Tare + Wet Soil (gms)) 125.54		Final Sar	mple Wt. Wet (gms)	324	

Moisture Specimen			
Tare #	4		
Tare Wt. (gms)	37.12		
Tare + Wet Soil (gms)	125.54		
Tare + Dry Soil (gms)	114.34		
% Moisture	14.5		

	Expansion Index Sample Test Data	
	25.40	Specimen Height (mm)
	200.3	Exp. Ring Wt. (gms)
	524.0	Ring + Specimen (gms)
	98.2	Wet Density of Specimen (lbs/cf)
% Saturation must be 48.0-52.0	81.8	Dry Density of Specimen (lbs/cf)
TRUE	51.2	% Saturation

Expansion Test Data				
Reading #	Time	Date	Dial Reading (in)	∆ In Height (mm)
Initial	11:10	8/4/2015	0.001	
10 min	11:20	8/4/2015	0.5060	12.827
30 min	11:40	8/4/2015	0.6480	3.607
60 min	12:10	8/4/2015	0.6960	1.219
120 min	13:10	8/4/2015	0.7160	0.508
180 min	14:10	8/4/2015	0.7190	0.076
Final	11:10	8/5/2015	0.7430	18.847

Expansion Index

742

Test Sample % Moisture

NOTES:





Neil O. Anderson, Inc., A Terracon Company 902 Industrial Way Lodi, CA 95240 F (209) 333 8303 noanderson.com terracon.com

P (209) 367 3701





Neil O. Anderson, Inc., A Terracon Company 902 Industrial Way Lodi, CA 95240 P (209) 367 3701 F (209) 333 8303 noanderson.com terracon.com

CHEMICAL LABORATORY TEST REPORT

 Project Number:
 NA155036

 Service Date:
 07/31/15

 Report Date:
 08/03/15

 Task:
 Comparison

Client

Evergreen, CO



Project

CarMax Auto Dealership Stockton, CA

Sample Submitted By:

Centerpoint Integrated Solutions

Terracon (NA)

Date Received:

7/30/2015

Lab No.: 15-0561

Sample Number	B13-1-1	B13-2-1
Sample Location	B-13	B-13
Sample Depth (ft.)	2.0	5.0
pH Analysis, AWWA 4500 H	7.95	7.79
Water Soluble Sulfate (SO4), ASTM D 516 (mg/kg)	55	47
Sulfides, AWWA 4500-S D, (mg/kg)	Nil	Nil
Red-Ox, AWWA 2580, (mV)	+680	+674
Total Salts, AWWA 2510, (mg/kg)	342	280
Chlorides, ASTM D 512, (mg/kg)	50	37
Resistivity, ASTM G 57, (ohm-cm)	1164	1892

Results of Corrosivity Analysis

Analyzed By: Kurt D. Ergun

Chemist

The tests were performed in general accordance with applicable ASTM, AASHTO, or DOT test methods. This report is exclusively for the use of the client indicated above and shall not be reproduced except in full without the written consent of our company. Test results transmitted herein are only applicable to the actual samples tested at the location(s) referenced and are not necessarily indicative of the properties of other apparently similar or identical materials.

APPENDIX G PHASE 1 ENVIRONMENTAL SITE ASSESSMENT

Proposed CarMax Automotive Dealership E. Hammer Lane & Maranatha Drive Stockton, San Joaquin County, California August 8, 2015

Terracon Project No. NA157024



Prepared for: CenterPoint Integrated Solutions, LLC Evergreen, Colorado

> Prepared by: Terracon Consultants, Inc. Lodi, California



August 8, 2015



CenterPoint Integrated Solutions, LLC 1240 Bergen Parkway, Suite A-250 Evergreen, CO 80439

- Attn: Ms. Amanda Steinle P: (303) 670-4111 E: <u>asteinle@centerpoint-is.com</u>
- Re: Phase I Environmental Site Assessment Proposed CarMax Automotive Dealership Southwest Corner E. Hammer Lane & Maranatha Drive Stockton, San Joaquin County, California Terracon Project No. NA157024

Dear Ms. Steinle:

Terracon Consultants, Inc. (Terracon) is pleased to submit the enclosed Phase I Environmental Site Assessment (ESA) report for the above-referenced site. This assessment was performed in accordance with the Agreement dated June 26, 2015 and Proposal Number PNA150135 dated April 13, 2015.

We appreciate the opportunity to be of service to you on this project. In addition to Phase I services, our professionals provide geotechnical, environmental, construction materials, and facilities services on a wide variety of projects locally, regionally and nationally. For more detailed information on all of Terracon's services please visit our website at <u>www.terracon.com</u>. If there are any questions regarding this report or if we may be of further assistance, please do not hesitate to contact us.

Sincerely, Terracon Consultants, Inc.

Jamara UDD

Tamara K. Woods Field Environmental Scientist

Attachments

for Kent R. Wheeler Regional Manager

Terracon Consultants Inc. 902 Industrial Way Lodi, CA 95240

P 209-367-3701 F 290-333-8303 terracon.com

TABLE OF CONTENTS

			Page No.
EXEC	UTIVE	SUMMARY	I
	Findi	ngs	اا
	Opini	ions and Conclusions	II
4.0	Reco	ommendations	اا
1.0			1
	1.1	Site Description	
	1.2	Scope of Services	
	1.3	Standard of Care	1
	1.4	Additional Scope Limitations, ASTM Deviations and Data Gaps	2
	1.5	Reliance	3
	1.6	Client Provided Information	
2.0	PHYS	SICAL SETTING	4
3.0	HIST	ORICAL USE INFORMATION	4
	3.1	Historical Topographic Maps, Aerial Photographs, Sanborn Maps	5
	3.2	Historical City Directories	6
	3.3	Site Ownership	7
	3.4	Title Search	7
	3.5	Environmental Liens and Activity and Use Limitations	7
	3.6	Interviews Regarding Current and Historical Site Uses	7
	3.7	Prior Report Review	8
4.0	REC	ORDS REVIEW	8
	4.1	Federal and State/Tribal Databases	8
	4.2	Local Agency Inquiries	11
5.0	SITE		11
	5.1	General Site Information	
	5.2	Overview of Current Site Occupants	
	5.3	Site Observations	
6.0	ADJO	DINING PROPERTY RECONNAISSANCE	14
7.0	ADDI	ITIONAL SERVICES	15
	7.1	Limited Vapor Encroachment Screening	
		7.1.1 Existing / Planned Use of the Site/Structures	
		7.1.2 Surrounding Area Description	
		7.1.3 User Specialized Knowledge	
		7.1.4 Historical Records	
		7.1.5 Regulatory Records	
		7.1.6 Physical Setting Characteristics	
		7.1.7 Natural or Man-made Conduits	
		7.1.8 Conclusions	
8.0	DECI	LARATION	

TABLE OF CONTENTS (continued)

APPENDICES

- APPENDIX A Exhibit 1 Topographic Map, Exhibit 2 Site Diagram
- APPENDIX B Site Photographs
- APPENDIX C Historical Documentation and User Questionnaire
- APPENDIX D Environmental Database Information
- APPENDIX E Credentials
- APPENDIX F Description of Terms and Acronyms



EXECUTIVE SUMMARY

This Phase I Environmental Site Assessment (ESA) was performed in accordance with the Agreement dated June 26, 2015 and Proposal Number PNA150135 dated April 13, 2015, and was conducted consistent with the procedures included in ASTM E1527-13, *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process*. The ESA was conducted under the supervision or responsible charge of Kent R. Wheeler, Environmental Professional. Tamara K. Woods performed the site reconnaissance on July 6, 2015.

Findings

A summary of findings is provided below. It should be recognized that details were not included or fully developed in this section, and the report must be read in its entirety for a comprehensive understanding of the items contained herein.

Site Description and Use

The site consists of an approximately 7.19-acre tract of vacant land located on the southwest intersection of East Hammer Lane and Maranatha Drive on Assessor's Parcel Number 130-03-012. The site was unoccupied at the time of the site reconnaissance. During the site reconnaissance, remnants of a former walnut orchard, a fig tree, grape vine, abandoned agricultural well, and a minor amount of fill dirt, were observed on the northern portion of the site. A pad-mounted transformer was observed at the northwestern corner of the site. The southern portion of the site was observed to be open land with no plantings. Minor amounts of trash and debris was observed at the southwestern corner of the site and along the western border.

Historical Information

Based on a review of the historical information, the site contained a residential structure from as early as 1910 and contained two residential structures with row crops from as early as 1937 through the early 1950s. One structure was removed from the site by 1957. The site was developed with orchards from the mid-to late 1950s through the mid-2000s. The remaining residential structure was removed from the site in the early 1980s and the orchards were cleared in the mid-2000s. The site has remained vacant land from the late 2000s through the present.

The properties surrounding the site consisted of agricultural land (row crops and orchards) from the late 1930s through early 1990s. The existing residential neighborhood to the northeast and commercial structures to the west were developed in the early 1990s through the early 2000s, and the adjoining properties have remained relatively unchanged through the present.

Based on a review of the historical information, the site was used for row crops and an orchard from the late 1930s through the mid-2000s. Historic uses of the site have been for agricultural activities likely including the use of pesticides and herbicides. Although the client should be aware

Phase I Environmental Site Assessment Proposed CarMax Automotive Dealership Stockton, California August 8, 2015 Terracon Project No. NA157024



of these historic agricultural practices, no indications of pesticide and/or herbicide misuse were observed on the site. If in the future the site use should change to a school, day care, or residential, additional assessment may be warranted to further evaluate the potential presence of pesticides or herbicides at the site.

Records Review

Selected federal and state environmental regulatory databases as well as responses from state and local regulatory agencies were reviewed. The site was not listed in the regulatory database. Based on distance, environmental setting and/or facility characteristics, the identified facilities and inquiry results from the local agencies do not appear to constitute RECs in connection with the site at this time.

Site Reconnaissance

During the site reconnaissance, the site was observed as vacant land with no improvements or structures. Minor amounts of trash and debris were observed at the southwest corner of the site and along the western boundary. Based on site observations, RECs were not identified in connection with the site.

Adjoining Properties

Hammer Lane abuts the site to the north followed by vacant land and a residential subdivision to the northeast. Maranatha Drive abuts the site to the east followed by vacant land. The properties to the adjoining south consist of a walnut orchard. The properties to the adjoining west consist of the Home Depot and Hammer Lane Self Storage. No RECs were identified associated with the adjoining properties.

Additional Services

Per the agreed scope of services specified in the proposal, a limited vapor encroachment screening was conducted. Based on the physical setting of the site, the current use of the site and the findings from the historical and regulatory records review, VECs are not likely to exist at the site.

Opinions and Conclusions

We have performed a Phase I ESA consistent with the procedures included in ASTM Practice E1527-13 at the southwest corner of E. Hammer Lane and Maranatha Drive, Stockton, San Joaquin County, California. Recognized Environmental Conditions (RECs) or Controlled RECs were not identified in connection with the site.

Recommendations

Based on the scope of services, limitations, and conclusions of this assessment, Terracon did not identify RECs or CRECs. As such, no additional investigation is warranted at this time.



1.0 INTRODUCTION

1.1 Site Description

Site Name	Proposed CarMax Automotive Dealership
Site Location/Address	Southwest Corner of E. Hammer Lane and Maranatha Drive, Stockton, San Joaquin County, California
Land Area	Approximately 7.19-acres
Site Improvements	None

The site location is depicted on Exhibit 1 of Appendix A, which was reproduced from a portion of the USGS 7.5-minute series topographic map. A Site Diagram of the site and adjoining properties is included as Exhibit 2 of Appendix A. Acronyms and terms used in this report are described in Appendix F.

1.2 Scope of Services

This Phase I ESA was performed in accordance with the Agreement dated June 26, 2015 and Proposal Number PNA150135 dated April 13, 2015, and was conducted consistent with the procedures included in ASTM E1527-13, *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process*. The purpose of this ESA was to assist the client in developing information to identify RECs in connection with the site as reflected by the scope of this report. This purpose was undertaken through user-provided information, a regulatory database review, historical and physical records review, interviews, including local government inquiries, as applicable, and a visual noninvasive reconnaissance of the site and adjoining properties. Limitations, ASTM deviations, and significant data gaps (if identified) are noted in the applicable sections of the report.

1.3 Standard of Care

This ESA was performed in accordance with generally accepted practices of this profession, undertaken in similar studies at the same time and in the same geographical area. We have endeavored to meet this standard of care, but may be limited by conditions encountered during performance, a client-driven scope of work, or inability to review information not received by the report date. Where appropriate, these limitations are discussed in the text of the report, and an evaluation of their significance with respect to our findings has been conducted.

Phase I ESAs, such as the one performed at this site, are of limited scope, are noninvasive, and cannot eliminate the potential that hazardous, toxic, or petroleum substances are present or have been released at the site beyond what is identified by the limited scope of this ESA. In conducting the limited scope of services described herein, certain sources of information and public records

Phase I Environmental Site Assessment Proposed CarMax Automotive Dealership Stockton, CA August 8, 2015 Terracon Project No. NA157024



were not reviewed. It should be recognized that environmental concerns may be documented in public records that were not reviewed. No ESA can wholly eliminate uncertainty regarding the potential for RECs in connection with a property. Performance of this practice is intended to reduce, but not eliminate, uncertainty regarding the potential for RECs. No warranties, express or implied, are intended or made. The limitations herein must be considered when the user of this report formulates opinions as to risks associated with the site or otherwise uses the report for any other purpose. These risks may be further evaluated – but not eliminated – through additional research or assessment. We will, upon request, advise you of additional research or assessment options that may be available and associated costs.

1.4 Additional Scope Limitations, ASTM Deviations and Data Gaps

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

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

This report represents our service to you as of the report date and constitutes our final document; its text may not be altered after final issuance. Findings in this report are based upon the site's current utilization, information derived from the most recent reconnaissance and from other activities described herein; such information is subject to change. Certain indicators of the presence of hazardous substances or petroleum products may have been latent, inaccessible, unobservable, or not present during the most recent reconnaissance and may subsequently become observable (such as after site renovation or development). Further, these services are not to be construed as legal interpretation or advice.



1.5 Reliance

This ESA report is prepared for the exclusive use and reliance of CenterPoint Integrated Solutions, LLC and CarMax Auto Superstores California. Use or reliance by any other party is prohibited without the written authorization of CenterPoint Integrated Solutions, LLC and Terracon Consultants, Inc. (Terracon).

Reliance on the ESA by the client and all authorized parties will be subject to the terms, conditions and limitations stated in the proposal, ESA report, and Terracon's Agreement. The limitation of liability defined in the Agreement is the aggregate limit of Terracon's liability to the client and all relying parties.

Continued viability of this report is subject to ASTM E1527-13 Sections 4.6 and 4.8. If the ESA will be used by a different user (third party) than the user for whom the ESA was originally prepared, the third party must also satisfy the user's responsibilities in Section 6 of ASTM E1527-13.

1.6 Client Provided Information

Prior to the site visit, Jason Pruitt, client's representative, was asked to provide the following user questionnaire information as described in ASTM E1527-13 Section 6.

Client Questionnaire Item	Client Did Not	Client's Response	
	Kespond	Yes	No
Specialized Knowledge or Experience that is material to a REC in connection with the site.			Х
Actual Knowledge of Environmental Liens or Activity Use Limitations (AULs) that may encumber the site.			Х
Actual Knowledge of a Lower Purchase Price because contamination is known or believed to be present at the site.			Х
Commonly Known or Reasonably Ascertainable Information that is material to a REC in connection with the site.			Х
Obvious Indicators of Contamination at the site.			Х

Client Questionnaire Responses

Terracon's consideration of the client provided information did not identify RECs. A copy of the questionnaire is included in Appendix C.

Proposed CarMax Automotive Dealership Stockton, CA August 8, 2015 Terracon Project No. NA157024



2.0 PHYSICAL SETTING

Physical Setting

Physical S	Setting Information		Source	
Topography (Refer to Appendix A for an excerpt of the Topographic Map)				
Site Elevation	Approximately 30 feet (NGVD)		USGS Topographic Map, Lodi South, California Quadrangle, dated 1976 and Stockton West,	
Surface Runoff/ Topographic Gradient	Gently sloping towards the west-southwest			
Closest Surface Water	Mokelumne Aqueduct, a 1,100 feet west of the site.	pproximately	California Quadrangle, dated 1987	
	Soil Charac	cteristics		
Soil Type	Stockton clay, 0 to 2% slopes			
Description	Somewhat poorly drained soils with 0 to 2 percent slopes. Parent materials consist of alluvium derived from mixed rock sources. Typical soil profiles consist of 0 to 37 inches clay, 37 to 42 inches clay loam underlain with cemented soils from 42 to 60 inches		San Joaquin County, CA USDA- NRCS Web Soil Survey issued September 17, 2014	
	Geology/Hyd	Irogeology		
Formation	Modesto Formation, Upper Members (Qm ₁)	and Lower	Preliminary Geologic Map Showing	
Description	The Modesto Formation (characterized by no stipple to sands and silts deposite Pleistocene age.	alluvium) is dense stipple ed in the	Quaternary Deposits of the Lodi Quadrangle, California by D.E. Marchand and B.F. Atwater, 1979	
Estimated Depth to First Occurrence of Groundwater	Unknown, closest known mare over 4,000 feet from proper water in both wells apper approximately 60 feet bgs.	easurements erty, depth to ears to be	California Department of Water Resources, Groundwater Information Center Interactive Map, Spring 2014, State Well ID 02N06E11L001M and 02N06E24J003M	
*Hydrogeologic Gradient	According to the California Information Center, Interactiv gradient is to the north east.	Department o e Map, Sprin	of Water Resources, Groundwater g 2014 the regional hydrogeologic	

* The groundwater flow direction and the depth to shallow, unconfined groundwater, if present, would likely vary depending upon seasonal variations in rainfall and other hydrogeological features. Without the benefit of on-site groundwater monitoring wells surveyed to a datum, groundwater depth and flow direction beneath the site cannot be directly ascertained.

3.0 HISTORICAL USE INFORMATION

Terracon reviewed the following historical sources to develop a history of the previous uses of the site and surrounding area, in order to help identify past uses for indications of RECs. Copies of selected historical documents are included in Appendix C.



3.1 Historical Topographic Maps, Aerial Photographs, Sanborn Maps

Readily available historical United State Geological Survey (USGS) topographic maps, selected historical aerial photographs from the USGS, Cartwright, USGS Digital Orthophoto Quarter Quadrangles (DOQQ), and United States Department of Agriculture National Agriculture Imagery Program (USDA/NAIP) (at approximately 10 to 15 year intervals) and historical fire insurance maps produced by the Sanborn Map Company were reviewed to evaluate land development and obtain information concerning the history of development on and near the site. Reviewed historical topographic maps, aerial photographs and Sanborn Maps are summarized below.

Historical fire insurance maps produced by the Sanborn Map Company were requested from EDR to evaluate past uses and relevant characteristics of the site and surrounding properties. Based upon inquiries to the above-listed Sanborn provider, Sanborn maps were not available for the site.

- **Topographic map:** Lodi, California, published in **1894** (1:125,000)
- **Topographic map:** Castle, California, published in **1910** (1:31,680)
- **Topographic map:** Lodi, California, published in **1934** (1:62,500)
- **Topographic map:** Lodi, California, published in **1947** (1:50,000)
- Topographic map: Lodi South, California, published in 1953 (1:24,000)
- **Topographic map:** Lodi South, California, published in **1968** (1:24,000)
- <u>Topographic map</u>: Lodi South, California, published in **1976**; photo revised from 1968 (1:24,000)
- Aerial photograph: USGS, 1937, 1940, 1957, 1963, 1984, 1993, 1"=500"
- Aerial photograph: Cartwright, 1970, 1"=500'
- Aerial photograph: USGS/DOQQ, 1998, 1"=500"
- Aerial photograph: USDA/NAIP, 2005, 2006, 2009, 2010, 2012, 1"=500"

Historical Topographic Maps, Aerial Photographs and Sanborn Maps

Direction	Description
Site	Vacant land (1894); developed with a structure on the eastern portion of the site (1910); developed with two structures on the eastern portion of the site and row crops (1937-1953); one residential structure and an orchard (1957-1976); structure removed (1984-2006); vacant land (2009-2012).
North	Vacant land (1894); a road followed by vacant land (1910); developed with Hammer Lane followed by orchards (1937-1970); row crops (1984); a residential subdivision appears to be under construction to the northeast of the site (1993); developed with a residential subdivision to the northeast and vacant land to the north (1998-2012).
East	Vacant land (1894-1910); developed with an orchard and row crops (1937-1970); developed with an orchard (1984-1998); Maranatha Drive appears to be under construction (2005); developed with Maranatha Drive and orchards (2006); vacant land and orchards (2009-2012).

Proposed CarMax Automotive Dealership Stockton, CA August 8, 2015 Terracon Project No. NA157024



Direction	Description
South	Vacant land (1894-1910); developed with row crops (1937-1940); developed with an orchard (1957-2012).
West	Vacant land (1894-1910); developed with row crops and apparent residential structures (1937-1984); land appears under construction (1993); developed with the existing commercial structure to the west (1998); developed with the existing commercial structures to the southwest (2005-2012).

The site was observed in the historical aerial photographs developed with row crops and orchards from the late 1930s through the mid-2000s. Historic uses of the site have been for agricultural activities likely including the use of pesticides and herbicides. Some agricultural chemicals persist in the environment, especially if misapplied. Although the client should be aware of these historic agricultural practices, indications of pesticide and/or herbicide misuse or vegetative stress were not observed on the site. However, if in the future the site use should change to a school, day care, or residential, additional assessment may be warranted to further evaluate the potential presence of pesticides or herbicides at the site.

3.2 Historical City Directories

The Haines Criss-Cross Directory and Cole Information Services city directories used in this study were made available through EDR (selected years reviewed: 1975 through 2013) and were reviewed at approximate five-year intervals, if readily available. The current street address for the site was not identified.

Direction	Description
Site	None
North	7807-7855 Haney Lane – Residential listings (1999-2013).
East	None.
South	None
West	3810 E. Hammer Lane – No listing (1975-1995); Wendy's Old Fashion Hamburgers (1999); Wendy's (2013).
	3818 E. Hammer Lane – No listing (1975-1995); <u>The Home Depot</u> (1999-2013).
	6220 Sampson Road – No listing (1975-2003); Hammer Lane Self Storage (2008-2013).
	6622 Sampson Road – No listing (1975-1995); California Truck Works Inc. (1999-2008).

Historical City Directories

The Home Depot, identified to the adjoining west of the site, is listed in the city directories in 1999 through 2013. This facility is listed in the regulatory database and is further discussed in Section 4.1.



3.3 Site Ownership

Based on a review of information obtained from the San Joaquin County Assessor's records, the current site owner is SCG Properties, LLC who obtained the site on June 23, 2008, from Lee Diana Trustee of the Gong Betty Trust. Previous owners identified include Gong Betty Trust (2003 – 2008), Gong Family Trust (1992 – 2003), Sun Chor Gong and Betty Gong (1976 – 1992), and Theodore B. Lee and Doris S. Lee (unknown – 1976).

3.4 Title Search

A Preliminary Title Report prepared by Chicago Title Company, California was provided to Terracon by Ms. Amanda Steinle of CenterPointe Integrated Solutions, LLC. The preliminary title information is included in Appendix C.

Based on a review of the preliminary title report, the seller of the site is Ms. Diana Lee. The preliminary title report identified a utility easement on the northern portion of the site granted to Pacific Gas and Electric Company; however, environmentally significant easements (ie: pipelines, mineral leases, etc.) were not identified.

3.5 Environmental Liens and Activity and Use Limitations

Environmental lien and activity and use limitation records recorded against the site were not provided by the client. At the direction of the client, performance of a review of these records was not included as part of the scope of services and unless notified otherwise, we assume that the client is evaluating this information outside the scope of this report.

3.6 Interviews Regarding Current and Historical Site Uses

The following individuals were interviewed regarding the current and historical use of the site.

Interviewer	Interviewee/Phone #	Title	Date/Time
Tamara K. Woods	Ms. Diana Lee / (408) 966-7510	Owner/Owner Representative	July 13, 2015 / 2:00 pm

Interviewees

Ms. Diana Lee, Managing Member of SGC Properties, LLC completed an Environmental Questionnaire & Disclosure Statement for the site. Ms. Lee indicated the current owner of the site is SCG Properties, LLC since 2007. According to Ms. Lee the previous site owner was the Gong Family Trust since 1992 and she indicated the site was an inheritance from her parents. Ms. Lee noted the site was a walnut farm from 1992 to 2003, and has been vacant since that time. Ms. Lee identified an agricultural groundwater well located on the northeastern portion of the site, but was not aware of any other structures existing on the site. Ms. Lee was not aware of any pending, threatened or past environmental litigation, proceedings or notices of possible



violations of environmental laws or liability or potential environmental concerns in connection with the site. A copy of the Owner Questionnaire is included in Appendix C.

3.7 **Prior Report Review**

Terracon requested the client provide any previous environmental reports they are aware of for the site. Previous reports were not provided by the client to Terracon for review.

4.0 **RECORDS REVIEW**

Regulatory database information was provided by EDR, a contract information services company. The purpose of the records review was to identify RECs in connection with the site. Information in this section is subject to the accuracy of the data provided by the information services company and the date at which the information is updated, and the scope herein did not include confirmation of facilities listed as "unmappable" by regulatory databases.

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

4.1 Federal and State/Tribal Databases

Listed below are the facility listings identified on federal and state/tribal databases within the ASTM-required search distances from the approximate site boundaries. Per contract requirements, search distances were increased by ¼ mile. Database definition, descriptions, and the database search report are included in Appendix D.

Database	Description	Radius (miles)	Listings
CERCLIS	Comprehensive Environmental Response, Compensation, & Liability Information System	0.75	0
CERCLIS / NFRAP	Comprehensive Environmental Response, Compensation, & Liability Information System/No Further Remedial Action Planned	0.75	0
ERNS	Emergency Response Notification System	Site	0
IC / EC	Institutional Control/Engineering Control	Site	0
NPL	National Priorities List	1.25	0
NPL (Delisted)	National Priorities Delisted List	0.75	0

Federal Databases



Proposed CarMax Automotive Dealership
Stockton, CA August 8, 2015
Terracon Project No. NA157024

Database	Description	Radius (miles)	Listings
RCRA CORRACTS/ TSD	RCRA Corrective Action Activity	1.25	0
RCRA Generators	Resource Conservation and Recovery Act	0.5	8
RCRA Non- CORRACTS/ TSD	RCRA Non-Corrective Action Activity	0.75	0

State/Tribal Databases

Database	Description	Radius (miles)	Listings
CALSITES	CalSites Database	1.25	0
CALSITES (AWP)	Active Annual Workplan Sites	1.25	0
ENVIROSTOR	The Department of Toxic Substances Control's EnviroStor	1.25	3
LUST	Leaking Underground Storage Tanks	0.75	5
SWF/LF	Solid Waste Facilities/Landfills	0.75	0
UST	Underground Storage Tank Facilities	0.5	10
AST	Above Ground Storage Tanks	0.5	3
VCP	Voluntary Cleanup Program	0.75	0
SCH	School Property Evaluation Program	0.5	1
CA FID UST	Facility Inventory Database	0.5	5
HIST UST	Hazardous Substance Storage Container Database	0.5	2
SWEEPS UST	Statewide Environmental and Planning System UST	0.5	5
EDR US HIST AUTO STAT	EDR Exclusive Historic Gas Stations	0.5	9
EDR US HIST CLEANERS	EDR Exclusive Historic Dry Cleaners	0.5	1

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

The following table summarizes the site-specific information provided by the database and/or gathered by this office for identified facilities within 1,000 feet of the site. Facilities are listed in order of proximity to the site. Additional discussion for selected facilities follows the summary table.



Facility Name And Location	Estimated Distance / Direction/Gradient	Database Listings	Is a REC, CREC, or HREC to the Site
The Home Depot Store 3818 E. Hammer Lane	Adjacent / West / Down-gradient	RCRA-SQG, FINDS, HAZNET	No, file review discussed below
8111 Haney Lane	900 feet / North / Cross- to up-gradient	EDR US Hist Cleaners	No, based on distance and regional depth to groundwater
99 Shell		UST	
John Stagnaro Shell		HIST UST	•
Shell (Hammer Lane)		HIST CORTESE, LUST	No based on
Ninety Nine Shell	1000 feet / East / Up- to cross-gradient	EDR US HIST AUTO STAT	distance and regional depth to groundwater
99 Shell		LUST, CA FID UST, SWEEPS UST, EMI	
Shell Service Station 7700 Moreland Street/Court		RCRA-SQG	

Listed Facilities

The Home Depot Store (3181 E. Hammer Lane)

The Home Depot Store, located to the adjacent west and topographically down-gradient relative to the site, is listed in the regulatory database as a RCRA–Small Quantity Generator (RCRA-SQG), Facility Index System (FINDS), and Facility and Manifest Data (HAZNET) facility. Based on a review of the database listings, the Home Depot is reported to be a small quantity generator with no violations listed. Waste streams were reported as ignitable waste, corrosive waste, mercury, 2,4-D (2,4-dichorophenoxyacetic acid), benzene, methyl ethyl ketone, and spent non-halogenated solvents. Based on the facility's down-gradient position and absence of violations, The Home Depot Store does not constitute a REC in connection with the site.

The remaining facilities listed in the database report do not appear to represent RECs to the site at this time based upon regulatory status, apparent topographic gradient, and/or distance from the site.

Unmapped facilities are those that do not contain sufficient address or location information to evaluate the facility listing locations relative to the site. The report did not list facilities in the unmapped section.



4.2 Local Agency Inquiries

Agency Contacted/	
Contact Method	Response
San Joaquin County Environmental Health Department / Fax (209) 464-0138	On July 16, 2015, Terracon performed a file review at the San Joaquin County Environmental Health Department (EHD). A Well Destruction Permit for the site, dated March 3, 2006, indicated a 120-foot well casing was removed, backfilled with sand then sealed with sand cement. Based on a review of the available files for the site, RECs were not identified.
San Joaquin County Community Development Department, Code Enforcement / In person	According to Ms. Marcel Marin, of the Code Enforcement Fire Inspection Division, there were no fire inspection records, complaints, violations or permits available for the site.
San Joaquin County Community Development Department / Phone (209) 468-3120	According to Ms. Glenda Thompson of the department, there were no building permits and/or certificates of occupancy for the site.
San Joaquin County Office of the County Counsel / Email: <u>khegge@sjgov.org</u>	Ms. Kristen Hegge, Chief Deputy County Counsel, provided a Preliminary Title Report dated October 22, 1966 for the site which included a site map indicating the location of a former structure, septic system and two wells. Ms. Hegge also provided Road Maintenance Service Requests for Hammer Lane and Maranatha Drive. Based on a review of the files, no RECs were identified.
Regional Water Quality Control Board / Fax (916) 464-4645	According to Ms. Mary Ann Walton, Management Service Technician, no records were found for the site.
Department of Toxic Substances Control / Email: <u>pubreqact@dtsc.ca.gov</u>	According to Ms. Jan Papararo, Regional Records Coordinator, there were no files found for the site.
San Joaquin Valley Air Pollution Control District / Email: <u>Public.records.coordinator@valley</u> air.org	According to Ms. Lyn Sargenti, Public Records Coordinator, no records were on file for the site.

5.0 SITE RECONNAISSANCE

5.1 General Site Information

Information contained in this section is based on a visual reconnaissance conducted while walking the site boundary and east to west center transect. Exhibit 2 in Appendix A is a Site Diagram of



the site. Photo documentation of the site at the time of the visual reconnaissance is provided in Appendix B. Credentials of the individuals planning and conducting the site visit are included in Appendix E.

General Site Information

Site Reconnaissance	
Field Personnel	Tamara K. Woods
Reconnaissance Date	July 6, 2015
Weather Conditions	Sunny, 90° F
Site Contact/Title	None

5.2 Overview of Current Site Occupants

The site consists of an approximately 7.19-acre tract of vacant land located on the southwest intersection of East Hammer Lane and Maranatha Drive on Assessor's Parcel Number 130-03-012. The site was unoccupied at the time of the site reconnaissance.

5.3 Site Observations

The following table summarizes site observations and interviews. Affirmative responses (designated by an "X") are discussed in more detail following the table.

Category	Item or Feature	Observed or Identified
	Waste treatment systems and/or water treatment systems	
	Wash-down areas or carwashes	
	Vehicle repair or maintenance	
Pesticide/herbicide production or storage		
	Salvage operations	
	Oil, gas or mineral production	
	Other processes or equipment	
Aboveground Chemical or Waste Storage	Aboveground storage tanks	
	Drums, barrels and/or containers \geq 5 gallons	
	MSDS	

Site Characteristics



Proposed CarMax Automotive Dealership Stockton, CA August 8, 2015 Terracon Project No. NA157024

Category	Item or Feature	Observed or Identified
Underground Chemical or Waste	Underground storage tanks or ancillary UST equipment	
	Sumps, cisterns, French drains, catch basins and/or dry wells	
	Septic tanks and/or leach fields	
or Collection	Oil/water separators, clarifiers, sand traps, interceptors	
Systems	Pipeline markers	
	Interior floor drains	
Electrical	Transformers and/or capacitors	Х
Transformers/ PCBs	Other equipment	
	Stressed vegetation	
	Stained soil	
	Stained pavement or similar surface	
	Leachate and/or waste seeps	
Releases or	Trash, debris and/or other waste materials	Х
Potential Releases	Dumping or disposal areas	
	Construction/demolition debris and/or dumped fill dirt	Х
	Water discoloration, odor, sheen, and/or free floating product	
	Strong, pungent or noxious odors	
	Exterior pipe discharges and/or other effluent discharges	
	Surface water bodies	
Ciner Notable Site	Quarries or pits	
i catures	Wells	Х

Electrical Transformers/PCBs

Transformers and/or capacitors

During Terracon's site visit, one pad-mounted transformer, owned and serviced by Pacific Gas & Electric (PG&E), was observed at the northwestern corner of the site; however, no information with regard to PCB content of the transformer fluids was observed. Some transformers contain mineral oil which may contain PCBs.

PG&E maintains responsibility for the transformers, and if the transformers were "PCB contaminated," PG&E is not required to replace the transformer fluids until a release is identified. However, evidence of current or prior release was not observed in the vicinity of the electrical equipment during the site reconnaissance. Based on the lack of evidence indicating release, the transformer does not appear to constitute a REC in connection with the site at this time.

Releases or Potential Releases

Trash, debris and/or other waste materials

During the site reconnaissance, two trash and debris piles were observed at the southwestern corner of the site and along the western border of the site and near the former agricultural well.

Proposed CarMax Automotive Dealership Stockton, CA August 8, 2015 Terracon Project No. NA157024



Based on visual observation (only of surface materials), a minor amount of debris, which consisted of two tires, shopping carts, wood, carpet, bedding and concrete were observed. Leakage, spills or other releases from these materials were not observed during the visual reconnaissance. The debris materials did not appear to be hazardous in nature. Based on site observations, type of waste and lack of evidence of a release, the trash and debris do not appear to constitute a REC in connection with the site at this time.

Construction/demolition debris and/or dumped fill dirt

During the site reconnaissance, fill materials were observed immediately south of the former agricultural well located approximately 400 feet south of E. Hammer Lane and approximately 20 feet east of Maranatha Drive. The amount of dirt could not be determined as it had been disked into the native soils; however, the fill dirt appeared to cover an approximately ten square foot area. Based upon observations, the material appears to be clean fill. Notable odors were not apparent from this area at the time of the site reconnaissance. Based on site observations and apparent small amount of fill, the fill does not appear to constitute a REC in connection with the site at this time.

Other Notable Site Features

Wells

One abandoned groundwater well was observed on the northwestern portion of the site. The well appeared to be filled with cement. According to permit records obtained from the EHD, the well was destroyed in 2006. Based on site observations and record of proper abandonment, the former well does not appear to constitute a REC in connection with the site.

6.0 ADJOINING PROPERTY RECONNAISSANCE

Visual observations of adjoining properties (from site boundaries) are summarized below.

Direction	Description
North	East Hammer Lane abuts the site to the north followed by a vacant lot and residential subdivision to the northeast.
East	Maranatha Drive abuts the site to the east followed by a vacant lot.
South	The properties to the adjoining south consist of a walnut orchard.
West	The properties to the adjoining west consist of The Home Depot (3818 E. Hammer Lane), Hammer Lane Self Storage (6220 Sampson Road), 4 Wheel Parts (6622 Sampson Road) and Wendy's (3810 E. Hammer Lane).

Adjoining Properties

Indications of RECs were not observed with the adjoining properties.



7.0 ADDITIONAL SERVICES

Per the agreed scope of services specified in the proposal a limited Vapor Encroachment Screening was conducted.

7.1 Limited Vapor Encroachment Screening

Terracon conducted a Limited Vapor Encroachment Screening (VES), in general accordance with the procedures included in ASTM E 2600-10, *Standard Guide for Vapor Encroachment Screening on Property Involved in Real Estate Transactions*. The purpose of the VES is to evaluate whether a vapor encroachment condition (VEC) may be present at the site. A VEC is defined by ASTM as the "presence or likely presence of chemical(s) of concern (COC) vapors in the subsurface of the target property caused by the release of vapors from contaminated soil or groundwater or both either on or near the target property as identified by the Tier I procedures in the *Guide.*"

This purpose was pursued through use of information collected in conjunction with the ESA, including existing/planned use of the site, type of structures located on the site, surrounding property description, user information, historical and physical records review, regulatory database review, manmade or natural conduits, as applicable, and a visual noninvasive reconnaissance of the site and adjoining properties. Limitations, ASTM deviations, and significant gaps (if identified) are evident from reviewing the applicable scope of services and the Phase I report text.

The scope of work for the VES does not include regulatory file reviews (other than those performed as part of the Phase I ESA) or subsurface investigations to evaluate soil, soil gas, or groundwater quality, nor does it evaluate the potential for vapor intrusion into on-site structures or assess indoor air quality.

7.1.1 Existing / Planned Use of the Site/Structures

The site is an approximately 7.19-acre tract of undeveloped land. Future planned use is to construct a new approximately 19,000-square foot (SF) commercial structure.

7.1.2 Surrounding Area Description

The properties surrounding the site consist of undeveloped land, orchards, and retail development.

7.1.3 User Specialized Knowledge

Jason Pruitt, client's representative, was not aware of any specialized knowledge for the site. Please refer to Section 1.6 for additional information.



7.1.4 Historical Records

Based on a review of the historical information, the site was used for row crops and an orchard from the late 1930s through the mid-2000s. The surrounding properties consisted of row crops and orchards through the 1990s, when the properties to the west were developed with the existing commercial development. Based on Terracon's review of the historical records, VECs were not identified in connection with the site or adjoining properties.

7.1.5 Regulatory Records

Terracon reviewed the regulatory database (see Section 4.0) for facilities potentially utilizing petroleum hydrocarbons within one-tenth of a mile of the site and facilities potentially using other volatile chemicals of concern within one-third of a mile of the site. Based on Terracon's review of the regulatory records, Terracon did identify potential facilities of concern. Based on Terracon's review of the regulatory records, VECs were not identified.

7.1.6 Physical Setting Characteristics

According to a Preliminary Geologic Map Showing Quaternary Deposits of the Lodi Quadrangle, California by D.E. Marchand and B.F. Atwater 1979, the site is located within the Modesto Formation Upper and Lower Members (Qm₁). According to Atwater, the Modesto Formation is characterized by no stipple to dense stipple sands and silts deposited in the Pleistocene age. Shallow soils are identified by the Natural Resource Conservation Service (NRCS) as Stockton clay. The depth to groundwater is estimated by the California Department of Water Resources, Spring 2014 to be approximately 60 to 62 feet bgs, and the regional direction of ground water flow is estimated to be toward the northeast.

The northern and eastern adjoining streets followed by vacant lots are considered to be upgradient of the site, the southern adjoining walnut orchard is considered to be down gradient of the site, and the western adjoining commercial facilities are considered to be cross to down gradient of the site.

7.1.7 Natural or Man-made Conduits

The site is located in a developed area of the city containing utilities along the adjacent rights of way. Based on the absence of potential identified vapor sources in the site vicinity it is unlikely that man-made conduits, such as utility corridors, provide a potential path for vapor migration. Additionally, natural conduits, such as karst terrain/features, are not known to exist in the site vicinity.

7.1.8 Conclusions

Based on the physical setting of the site, the current use of the site and the findings from the historical and regulatory records review, VECs are not likely to exist at the site.



8.0 DECLARATION

I, Kent R. Wheeler, declare that, to the best of my professional knowledge and belief, I meet the definition of Environmental Professional as defined in Section 312.10 of 40 CFR 312; and I have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the site. I have developed and performed the All Appropriate Inquiries in conformance with the standards and practices set forth in 40 CFR Part 312.

Kent R. Wheeler Regional Manager

APPENDIX A EXHIBIT 1 – TOPOGRAPHIC MAP EXHIBIT 2 – SITE DIAGRAM





THIS DIAGRAM IS FOR GENERAL LOCATION ONLY AND IS NOT INTENDED FOR CONSTRUCTION PURPOSES.

APPENDIX B SITE PHOTOGRAPHS

SWC E. Hammer Lane & Maranatha Drive Stockton, California July 6, 2015 Terracon Project No. NA157024

llerracon



Photo #1 View from the southeastern corner of the site looking north along the eastern site boundary.



Photo #2 View of the southwestern corner of the site looking west. The arrow indicates the location of two debris piles.



Photo #3 Additional view of a concrete pile located at the southwestern corner of the site.



Photo #5 View of a debris pile located on the western border of the site east of the Home Depot.



Photo #4

Additional view of a debris pile located at the southwestern corner of the site.



Photo #6

View of a pad-mounted transformer located at the northwestern corner of the site.

Phase I Environmental Site Assessment SWC E. Hammer Lane & Maranatha Drive Stockton, California July 6, 2015 Terracon Project No. NA157024

llerracon



Photo #7 View of the northern portion of the site looking south from Hammer Lane.



Photo #9

View of an agricultural well located approx. 360 ft. south of Hammer Lane and 40 ft. east of Maranatha Drive.



Photo #11 View of an area containing apparent fill located immediately adjacent south of the agricultural well.



Photo #8 View from the northeastern corner of the site looking south along Maranatha Drive.



Photo #10 View of debris located at the agricultural well.



Photo #12 Additional view of apparent fill located south of the agricultural well.

SWC E. Hammer Lane & Maranatha Drive Stockton, California July 6, 2015 Terracon Project No. NA157024

llerracon



Photo #13 View looking northwest of E. Hammer Lane followed by a vacant lot located to the adjoining north of the site.



Photo #14 View looking north of Maranatha Drive located to the adjoining east of the site.



Photo #15 View of the walnut orchard (right side photo) located to the adjoining south of the site looking east.



Photo #17 View of Hammer Lane Storage (6220 Sampson Road) located to the adjoining west of the site.



Photo #16

View of the Home Depot (3818 E. Hammer Lane) located to the adjoining west of the site.



Photo #18

View of 4 Wheel Parts (6622 Sampson Rd) automotive service center located to the adjoining west of the site.
APPENDIX C HISTORICAL DOCUMENTATION AND USER QUESTIONNAIRE







Proposed Car Max Automotive Dealership

SWC East Hammer Lane & Maranatha Drive Stockton, CA 95212

Inquiry Number: 4345571.3 July 06, 2015

Certified Sanborn® Map Report



6 Armstrong Road, 4th Floor Shelton, Connecticut 06484 Toll Free: 800.352.0050 www.edrnet.com

Certified Sanborn® Map Report

Site Name:

Proposed Car Max Automotive SWC East Hammer Lane & Stockton, CA 95212

EDR Inquiry # 4345571.3

Client Name:

Neil O. Anderson and 902 Industrial Way LODI, CA 95240

Contact: Tammy Woods

The Sanborn Library has been searched by EDR and maps covering the target property location as provided by Neil O. Anderson and Associates, A Terracon Co. were identified for the years listed below. The Sanborn Library is the largest, most complete collection of fire insurance maps. The collection includes maps from Sanborn, Bromley, Perris & Browne, Hopkins, Barlow, and others. Only Environmental Data Resources Inc. (EDR) is authorized to grant rights for commercial reproduction of maps by the Sanborn Library LLC, the copyright holder for the collection. Results can be authenticated by visiting www.edrnet.com/sanborn.

The Sanborn Library is continually enhanced with newly identified map archives. This report accesses all maps in the collection as of the day this report was generated.

Certified Sanborn Results:

Site Name:	Proposed Car Max Automotive Dealership
Address:	SWC East Hammer Lane & Maranatha Drive
City, State, Zip:	Stockton, CA 95212
Cross Street:	
P.O. #	NA
Project:	NA157024
Certification #	5E9F-419B-AB35

UNMAPPED PROPERTY

This report certifies that the complete holdings of the Sanborn Library, LLC collection have been searched based on client supplied target property information, and fire insurance maps covering the target property were not found.



Sanborn® Library search results Certification # 5E9F-419B-AB35

The Sanborn Library includes more than 1.2 million fire insurance maps from Sanborn, Bromley, Perris & Browne, Hopkins, Barlow and others which track historical property usage in approximately 12,000 American cities and towns. Collections searched:

Library of Congress
University Publications of America
EDR Private Collection

The Sanborn Library LLC Since 1866™

Limited Permission To Make Copies

Neil O. Anderson and Associates, A Terracon Co. (the client) is permitted to make up to FIVE photocopies of this Sanborn Map transmittal and each fire insurance map accompanying this report solely for the limited use of its customer. No one other than the client is authorized to make copies. Upon request made directly to an EDR Account Executive, the client may be permitted to make a limited number of additional photocopies. This permission is conditioned upon compliance by the client, its customer and their agents with EDR's copyright policy; a copy of which is available upon request.

Disclaimer - Copyright and Trademark notice

This Report contains certain information obtained from a variety of public and other sources reasonably available to Environmental Data Resources, Inc. It cannot be concluded from this Report that coverage information for the target and surrounding properties does not exist from other sources. NO WARRANTY EXPRESSED OR IMPLIED, IS MADE WHATSOEVER IN CONNECTION WITH THIS REPORT. ENVIRONMENTAL DATA RESOURCES, INC. SPECIFICALLY DISCLAIMS THE MAKING OF ANY SUCH WARRANTIES, INCLUDING WITHOUT LIMITATION, MERCHANTABILITY OR FITNESS FOR A PARTICULAR USE OR PURPOSE. ALL RISK IS ASSUMED BY THE USER. IN NO EVENT SHALL ENVIRONMENTAL DATA RESOURCES, INC. BE LIABLE TO ANYONE, WHETHER ARISING OUT OF ERRORS OR OMISSIONS, NEGLIGENCE, ACCIDENT OR ANY OTHER CAUSE, FOR ANY LOSS OF DAMAGE, INCLUDING, WITHOUT LIMITATION, SPECIAL, INCIDENTAL CONSEQUENTIAL, OR EXEMPLARY DAMAGES. ANY LIABILITY ON THE PART OF ENVIRONMENTAL DATA RESOURCES, INC. IS STRICTLY LIMITED TO A REFUND OF THE AMOUNT PAID FOR THIS REPORT. Purchaser accepts this Report "AS IS". Any analyses, estimates, ratings, environmental risk for any property. Only a Phase I Environmental Site Assessment performed by an environmental professional can provide information regarding the environmental risk for any property. Additionally, the information provided in this Report is not to be construed as legal advice.

Copyright 2015 by Environmental Data Resources, Inc. All rights reserved. Reproduction in any media or format, in whole or in part, of any report or map of Environmental Data Resources, Inc., or its affiliates, is prohibited without prior written permission.

EDR and its logos (including Sanborn and Sanborn Map) are trademarks of Environmental Data Resources, Inc. or its affiliates. All other trademarks used herein are the property of their respective owners.



Proposed Car Max Automotive Dealership

SWC East Hammer Lane & Maranatha Drive Stockton, CA 95212

Inquiry Number: 4345571.5 July 14, 2015

The EDR-City Directory Image Report



6 Armstrong Road Shelton, CT 06484 800.352.0050 www.edrnet.com

TABLE OF CONTENTS

SECTION

Executive Summary

Findings

City Directory Images

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

Disclaimer - Copyright and Trademark Notice

This Report contains certain information obtained from a variety of public and other sources reasonably available to Environmental Data Resources, Inc. It cannot be concluded from this Report that coverage information for the target and surrounding properties does not exist from other sources. NO WARRANTY EXPRESSED OR IMPLIED, IS MADE WHATSOEVER IN CONNECTION WITH THIS REPORT. ENVIRONMENTAL DATA RESOURCES, INC. SPECIFICALLY DISCLAIMS THE MAKING OF ANY SUCH WARRANTIES, INCLUDING WITHOUT LIMITATION, MERCHANTABILITY OR FITNESS FOR A PARTICULAR USE OR PURPOSE. ALL RISK IS ASSUMED BY THE USER. IN NO EVENT SHALL ENVIRONMENTAL DATA RESOURCES, INC. BE LIABLE TO ANYONE, WHETHER ARISING OUT OF ERRORS OR OMISSIONS, NEGLIGENCE, ACCIDENT OR ANY OTHER CAUSE, FOR ANY LOSS OR DAMAGE, INCLUDING. WITHOUT LIMITATION, SPECIAL, INCIDENTAL, CONSEQUENTIAL, OR EXEMPLARY DAMAGES. ANY LIABILITY ON THE PART OF ENVIRONMENTAL DATA RESOURCES, INC. IS STRICTLY LIMITED TO A REFUND OF THE AMOUNT PAID FOR THIS REPORT. Purchaser accepts this Report "AS IS". Any analyses, estimates, ratings, environmental risk levels or risk codes provided in this Report are provided for illustrative purposes only, and are not intended to provide, nor should they be interpreted as providing any facts regarding, or prediction orforecast of, any environmental risk for any property. Only a Phase I Environmental Site Assessment performed by an environmental professional can provide information regarding the environmental risk for any property. Additionally, the information provided in this Report is not to be construed as legal advice.

Copyright 2015 by Environmental Data Resources, Inc. All rights reserved. Reproduction in any media or format, in whole or in part, of any report or map of Environmental Data Resources, Inc. or its affiliates is prohibited without prior written permission.

EDR and its logos (including Sanborn and Sanborn Map) are trademarks of Environmental Data Resources, Inc. or its affiliates. All other trademarks used herein are the property of their respective owners.

EXECUTIVE SUMMARY

DESCRIPTION

Environmental Data Resources, Inc.'s (EDR) City Directory Report is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's City Directory Report includes a search of available city directory data at 5 year intervals.

RESEARCH SUMMARY

The following research sources were consulted in the preparation of this report. A check mark indicates where information was identified in the source and provided in this report.

<u>Year</u>	<u>Target Street</u>	Cross Street	<u>Source</u>
2013	\checkmark	\checkmark	Cole Information Services
2008	\checkmark	\checkmark	Cole Information Services
2003	\checkmark	\checkmark	Cole Information Services
1999	\checkmark	\checkmark	Cole Information Services
1995	\checkmark		Cole Information Services
1992	\checkmark		Cole Information Services
1990	\checkmark		Haines Criss-Cross Directory
1985	\checkmark		Haines Criss-Cross Directory
1980	\checkmark		Haines Criss-Cross Directory
1975	\checkmark		Haines Criss-Cross Directory

RECORD SOURCES

EDR is licensed to reproduce certain City Directory works by the copyright holders of those works. The purchaser of this EDR City Directory Report may include it in report(s) delivered to a customer. Reproduction of City Directories without permission of the publisher or licensed vendor may be a violation of copyright.

FINDINGS

TARGET PROPERTY STREET

SWC East Hammer Lane & Maranatha Drive Stockton, CA 95212

<u>Year</u>	<u>CD Image</u>	<u>Source</u>
<u>E HAMME</u>	<u>R LN</u>	
2013	pg A1	Cole Information Services
2008	pg A4	Cole Information Services
2003	pg A7	Cole Information Services
1999	pg A10	Cole Information Services
1995	pg A13	Cole Information Services
1992	pg A14	Cole Information Services
1990	pg A15	Haines Criss-Cross Directory
1990	pg A16	Haines Criss-Cross Directory
1985	pg A17	Haines Criss-Cross Directory
1980	pg A18	Haines Criss-Cross Directory
1975	pg A19	Haines Criss-Cross Directory

MARANATHA DR

2013	-	Cole Information Services	Target and Adjoining not listed in Source
2008	-	Cole Information Services	Target and Adjoining not listed in Source
2003	-	Cole Information Services	Target and Adjoining not listed in Source
1999	-	Cole Information Services	Target and Adjoining not listed in Source
1995	-	Cole Information Services	Target and Adjoining not listed in Source
1992	-	Cole Information Services	Target and Adjoining not listed in Source
1990	-	Haines Criss-Cross Directory	Street not listed in Source
1985	-	Haines Criss-Cross Directory	Street not listed in Source
1980	-	Haines Criss-Cross Directory	Street not listed in Source
1975	-	Haines Criss-Cross Directory	Street not listed in Source

FINDINGS

Source

CROSS STREETS

<u>CD Image</u>

<u>Year</u>

<u>HANEY LN</u>			
2013	pg. A2	Cole Information Services	
2008	pg. A5	Cole Information Services	
2003	pg. A8	Cole Information Services	
1999	pg. A11	Cole Information Services	
1995	-	Cole Information Services	Target and Adjoining not listed in Source
1992	-	Cole Information Services	Target and Adjoining not listed in Source
1990	-	Haines Criss-Cross Directory	Street not listed in Source
1985	-	Haines Criss-Cross Directory	Street not listed in Source
1980	-	Haines Criss-Cross Directory	Street not listed in Source
1975	-	Haines Criss-Cross Directory	Street not listed in Source

SAMPSON RD

2013	pg. A3	Cole Information Services
2008	pg. A6	Cole Information Services
2003	pg. A9	Cole Information Services
1999	pg. A12	Cole Information Services
1995	-	Cole Information Services
1992	-	Cole Information Services
1990	-	Haines Criss-Cross Directory
1985	-	Haines Criss-Cross Directory
1980	-	Haines Criss-Cross Directory
1975	-	Haines Criss-Cross Directory

Target and Adjoining not listed in Source Target and Adjoining not listed in Source Street not listed in Source

VICTOR LN

2013	-	Cole Information Services	Target ar
2008	-	Cole Information Services	Target ar
2003	-	Cole Information Services	Target ar
1999	-	Cole Information Services	Target ar
1995	-	Cole Information Services	Target ar
1992	-	Cole Information Services	Target ar
1990	-	Haines Criss-Cross Directory	Street no

Target and Adjoining not listed in Source Street not listed in Source

FINDINGS

<u>Year</u>	<u>CD Image</u>	Source	
1985	-	Haines Criss-Cross Directory	Street not listed in Source
1980	-	Haines Criss-Cross Directory	Street not listed in Source
1975	-	Haines Criss-Cross Directory	Street not listed in Source

City Directory Images



Cross Street

-

3240	AUTOSPORT ADDICTION CRAB ZONE THE
2204	
3304	
3322	EXFRESS LIQUOR PHAM KEVIN THANG DDS PC
3330	
0000	BATTERIES PLUS
	BEST SANDWICHES & SMOOTHIES
	CONSUMER CAR AUDIO
	DEAN SHIBLER ALL STATE
	HANNAH NAILS
3355	CHEVRON
	MCDONALDS
3434	CAL TINT
	CALIFORNIA CAR WASH
	FRAMERS COTTAGE
	FRAMERS COTTAGE THE
	SHEAR MADNESS
3519	KFC
3554	LES SCHWAB TIRE CENTER
	LES SCHWAB TIRE CENTERS
3645	LOWES HOME IMPROVEMENT
3702	BURLINGTON COAT FACTORY
	FAMSA INCSTOCKTON
3706	A1 CUT
	QUIZNOS
	SUBWAY SANDWICHES
2700	
3700	
3713	
3714	
3728	
3800	JERRY HOLMES
3810	WENDYS
3818	THE HOME DEPOT
3939	OFFICEMAX STOCKTON
4133	MITSUKO ADACHI
4140	FRONT LINE SOLDIER
4169	OCCUPANT UNKNOWN
4225	OCCUPANT UNKNOWN
4230	KENJI FUKUSHIMA
4232	OCCUPANT UNKNOWN
4255	BALKRISHNA RANCHHOD
4298	EDDIE THONKHAM

Target Street

-

HANEY LN 2013

7807	LINDA CIRELLI
7818	RANDY SPENCER
7819	JIN NGUYEN
7831	BRANDON OSBORNE
7840	ANDY DARANYKONE
7843	JEFF RENCH
7855	ROM ESGUERRA
7901	SANDRA TOWNLEY
7913	FRANK RODRIGUEZ
7925	ROSS OLIVEIRA
7926	JESSICA SOTELO
7937	HOA NGUYEN
7938	ANNA GRAYSON
8003	MICHAEL FLYNN
8004	MAI ME
8009	MAGDALENO ENRIQUEZ
8010	MONTRELL HILL
8015	DUNG TRAN
8016	TOMMY NGUYEN

SAMPSON RD 2013

- 6220 HAMMER LANE SELF STORAGE
- 6707 SALLY BEAUTY SUPPLY

-



Cross Street

-

Source Cole Information Services

3240	KEN LYS GRILLED CHICKEN
3304	SHERWIN WILLIAMS CO
3322	ACE CASH EXPRESS 4271
	AKASH FASHION FABRICS
2220	
3330	
	BEST SANDWICHES & SMOUTHIES
	ELITE SOUND INC
	LH MORTGAGE INC
	SHEARS FLOORING INC
3355	MCDONALDS
	MCDONALDS HAMBURGERS
	OCCUPANT UNKNOWN
3434	CALIFORNIA CAR WASH INC
	SHEAR MADNESS
	STOCKTON AUTO CENTER CAR WASH
	TINT WORKS
3519	HARMAN COOLEY INC
	KFC
3554	FLEET TIRE
	LES SCHWAB TIRE CENTER
3645	LOWES HOME CENTERS INC
3702	BURLINGTON COAT FACTORY
	WAL MART PORTRAIT STUDIO
3706	A 1 CUT
	AMERICAN GENERAL FINANCIAL SERVICES
	CINGULAR WIRELESS
	NIKKIES NAILS & HAIR
	SUBWAY SANDWICHES
	TOBACCO ETC
3708	PAYLESS SHOESOURCE
3713	BIG BOBS FLOORING OUTLET
3728	
3800	JERRY HOLMES
3818	
0010	
3030	
1122	
4133	
4140	
4160	
4109	
4220	
4000	
4230	
4232	
4255	BALKRISHNA RANCHHOD

Target Street

-

HANEY LN 2008

7807	LINDA CIRELLI
7818	RANDY SPENCER
7819	SAU NGUYEN
7831	BILL OSBORNE
7838	OSCAR POLANCO
7840	RANDAL POCOCK
7843	JEFF RENCH
7852	OCCUPANT UNKNOWN
7855	AUGUSTINE CHEMPARATHY
7901	OCCUPANT UNKNOWN
7913	DEANNE MUSTER
7925	NHUNG TRUONG
7926	MARCO SOTELO
7937	LAURA CASTILLO
7938	ALBERT GRAYSON
	PIONEER ENTERPRISES
8003	MICHAEL FLYNN
8004	DANIEL KRAFFT
8009	OCCUPANT UNKNOWN
8010	OCCUPANT UNKNOWN
8015	KEIMS GARDEN SERVICE
8016	DORIS SOLOMON

SAMPSON RD 2008

- 6220 HAMMER LANE SELF STORAGE
- 6622 CALIFORNIA TRUCK WORKS INC
- 0FF ROAD WEST INC 6707 EXCLUSIVE NAILS GENERAL NUTRITION INC RADIOSHACK CORP

-

SALLY BEAUTY CO INC



Cross Street

-

E HAMMER LN 2003

3304	SHERWIN WILLIAMS CO	
3355	CHEVRON STATIONS INC	
	MCDONALDS	
	MCDONALDS HAMBURGERS	
3434	OCCUPANT UNKNOWN	
0.0.	SHEAR MADNESS	
3554	BRANNON TIRE & AUTO CENTERS	
	JEROLD BRANNON	
3645	LOWES HIW INC	
3702	MCDONALDS HAMBURGERS	
	WAL MART PORTRAIT STUDIO	
	WALMART PHARMACY	
	WALMART STOCKTON	
	WALMART TIRE & LUBE EXPRESS	
3706	AMERICAN GENERAL FINANCE INC	
	AT & T WIRELESS	
	LADIES 1ST STEP TO CONDITION	
	NIKKIES NAILS	
	TOBACCO OUTLET	
3713	BIG BOBS NEW & USED CARPET	
	ROBERT DUTCHER	
3728	BIONDI BROTHERS OAK FURNITURE	
3939	GATEWAY COUNTRY OFFICEMAX	
	OFFICEMAX	
	ROBERT BYINGTON	
4133	MITSUKO ADACHI	
4140	DELTA NAZARENE	
	OCCUPANT UNKNOWN	
4169	JAIME TAKAHASHI	
4225	AMERICAN CONSTRUCTION	
	SHAMJIBHAI RANCHHOD	

4232 SAMAR GUL

Target Street

-

HANEY LN 2003

7807	JERRY GUTIERREZ
7818	RANDY SPENCER
7819	SAU NGUYEN
7831	WILLIAM OSBORNE
7838	OSCAR POLANCO
7840	RANDAL POCOCK
7852	OCCUPANT UNKNOWN
7855	LUIS CARRILLO
7901	STEVE CLAY
7913	DEREK PETERSEN
7925	NHUNG TRUONG
7926	JORGE MORENO
7937	EDWARD MARTINEZ
7938	OCCUPANT UNKNOWN
8003	MICHAEL FLYNN
8004	DANIEL KRAFFT
8009	RAYMOND SOLARI
8010	HECTOR OCHOA
8015	JAMES MURPHY
8016	AMRIT GHUMAN

Source Cole Information Services

SAMPSON RD 2003

- 6622 CALIFORNIA TRUCK WORKS INC MICHAEL JOHNSON
- 6707 GENERAL NUTRITION CTR

-



Cross Street

Source Cole Information Services

- 3304 SHERWIN WILLIAMS COMPANY3434 SHEAR MADNESS
- 3554 BRANNON TIRE & AUTO CENTERS
- 3702 MCDONALDS HAMBURGERS
 - STENSLAND S ERIC OD
 - WAL MART 1 HOUR PHOTO
 - WAL MART PHARMACY
 - WAL MART PORTRAIT STUDIO
 - WAL MART STORE INFORMATION
 - WAL MART TIRE & LUBE EXPRESS
- WAL MART VISION CENTER 3708 PAYLESS SHOESOURCE
- 3714 TACO BELL
- 3728 PETSMART
- PETSMART PET GROOMING
- 3800 JERRY HOLMES
- 3810 WENDYS OLD FASHION HAMBURGERS
- 3818 HOME DEPOT INCORPORATED
- 3939 MOOREFLELD CONSTRUCTION INCORPORATED OFFICEMAX
- 4133 MITSUKO ADACHI
- 4140 ACADEMY FOR HUMAN DEVELOPMENT DELTA CHURCH OF THE NAZARENE
- 4225 AJAY RANCHOD
- 4230 GLENN FUKUSHIMA
- 4232 SAMAR GUL
- 4255 BALKRISHNA RANCHHOD

Target Street

-

HANEY LN 1999

	ΠΑΝ
7807	LINDA CIRELLI
7818	RANDY SPENCER
7819	SAU NGUYEN
7831	BILL OSBORNE
7838	OSCAR POLANCO
7840	OCCUPANT UNKNOWN
	RANDAL POCOCK
7843	JEFF RENCH
7852	OCCUPANT UNKNOWN
7855	AUGUSTINE CHEMPARATHY
7901	PATRICIA TOWNLEY
7913	DEANNE MUSTER
7925	NHUNG TRUONG
7926	A MARIANI
	MARCO SOTELO
7937	JENNIFER STEVENS
7938	ALBERT GRAYSON
	OCCUPANT UNKNOWN
8003	MICHAEL FLYNN
8004	DANIEL KRAFFT
8009	OCCUPANT UNKNOWN
8015	HUA TRAN
8016	JOSE ESTRADA
	OCCUPANT UNKNOWN

-

SAMPSON RD 1999

6622 CALIFORNIA TRUCK WORKS INCORPORATED TRUCK WORKS



Cross Street

-

Source Cole Information Services

- 3304 SHERWIN WILLIAMS CO
- 3434 STOCKTON AUTO CTR CAR WASH
- 3702 1 HOUR PHOTO MART RALPH J MIRANDA OD WAL MART DISCOUNT CITY
- 4140 DELTA CHURCH OF THE NAZARENE HAPPY WAY EDUCATIONAL DAY CARE
- 4225 AUTO FACTORY WHOLESALE ONLY



Cross Street

-

Source Cole Information Services

- 3333 BURGER KING
- 3434 STOCKTN AUTO WASH3554 BRANNON TIRE&AUTO
- 3702 1 HOUR PHOTO MART
- WAL MART AUTOMOTIVE
- 3713 MATTESICH THOMAS J
- MATTESICH, THOMAS J
- 4140 DELTA CHURCH HAPPY WAY EDUC DAY

Target StreetCross Street

 \checkmark

-

<u>Source</u> Haines Criss-Cross Directory

T

3003	*STOCKTN STEEL BUILDING	931-4751 3
	*ABRACADABRA SIGNS	474-2425+0
	*CAR CRAFT ELCTRNCS	474-7734+0
	*CARQUEST AUTO PARTS	473-4505+0
	*CLASSIC TINT	952-0956+0
	*D&S GLASS TINTING	473-3891+0
	*DONUT APPETIT NO 3	952-6560+0
	*GENESIS SYSTEMS INC	474-7872+0
	*HAMMER LN AUTO PART	473-4505+0
	*SANFRAN AUTO DETAIL	952-2886+0
	*TRI CITY CELLULAR	931-5995 9
	*TRI CITY CELLULAR	473-0848+0
	*ULTIMATE CAR STEREO	952-0956+0
3008		
3050	XXXX	00
3140	*STOCKTN NISSAN	931-1930 8
3333	*BURGER KING	474-7711 7
3356	XXXX	00
3554	*BRANNON TIRE&AUTO	952-8473 9
3713	*MATTESICH THOMAS J	931-2596
	MATTESICH Thos J	931-2061
3721	HALL Donald H	957-2704 +0
3866	XXXX	00
3868	XXXX	00
3930	XXXX	00
4140	*DELTA CHURCH NAZARE	931-4410
Chiefen	*HAPPY WAY EDCTNL CR	931-4435 7

	Target Street	Cross Street	Source	
	v	-	Haines Criss-Cross Directory	
	E	HAMMER LN	1990	
				~
HAMM	ERLNE		95212 CON	r.,
4169	XXXX		00	
4225	XXXX		00	
4230	XXXX		00	
4232	XXXX		00	
NO #	*ALBERTS	RESTAU	RANT 931-1763	
NO #	*DENNY B	OYS RES	TRNT 931-0908	
NO #	+ONE HOU	IR PHOTO	952-3686	7
NO #	*STOCKT	ONE HR	PHTO 952-3686	7
-	90 BUS	59 1	RES 70 NEW	
	00 803	001	TEO TU NEW	

Target Street Cross Street √ \checkmark

-

<u>Source</u> Haines Criss-Cross Directory

3003	STOCKTN STEEL	931-4751	3
3713	MATTESICH THOMAS J	931-2596	
	MATTESICH THOS J	931-2061	
3721	XXXX	00	
3866	STANDRIDGE CHAS M	931-5405	2
3868	XXXX	00	
3930	XXXX	00	
4140	DELTA CHURCH NAZARE	931-4410	7
4169	XXXX	00	
4225	HORITA K A	931-3757	
4230	FUKUSHIMA TAD	931-2001	
4232	XXXX	00	
4298	HORITA HENRY	931-1205	
NO #	ALBERTS RESTAURANT	931-1763	
NO #	DENNY BOYS RESTRNT	931-0908	6
NO #	STAGNAROS SHELL SRV	931-5398	0
NO #	ZODYS MAJOR APPLNC	952-0933	1
*	42 BUS 37 RES	25 NEW	

Target StreetCross Street

✓

-

<u>Source</u> Haines Criss-Cross Directory

I

3003	STOCKTN STEL FBRCTR	931-4751 3
3713	MATTESICH THOMAS J	931-2596
	MATTESICH THOS J	931-2061
3721	XXXX	00
3866	BRAY LOYD F	931-1054
3868	BAROSSO JERRY	931-2556 + (
3930	XXXX	00
4140	DELTA CHURCH NAZARE	931-4410
4169	HORITA FRANK	931-3925
4225	HORITA K A	931-3757
4230	FUKUSHIMA TAD	931-2001
4232	XXXX	00
4298	HORITA HENRY	931-1205
NO #	ALBERTS RESTAURANT	931-1763
NO #	DENNY BOYS RESTRNT	931-0908
NO #	STAGNORS SHELL	931-5398+0
*	16 BUS 39 RES	29 NEW

Target Street Cross Street

✓

-

<u>Source</u> Haines Criss-Cross Directory

E HAMMER LN 1975

	and a second
3003 BICE E L	931-3374 3
*STOCKTN STL FBRCTR	\$931-4751 3
3713*MATTESICH THOS J	931-2596
MATTESICH THOS J	931-2061
3721 COLEMAN THOS CY	931-1503 4
3866 REIMERS JOHN J	931-3310
3868 XXXX	00
3930 HALL JEFF	931-1030+5
HANSCH DAVID WAVE	931-1030+5
POHN JEFF	931-1030+5
4140*STOCKTN N CH NAZARM	931-4410+5
4169 HORITA FRANK	931-3925
4225 HORITA K A	931-3757
4230 FUKUSHIMA TAD	931-2001
4232 NAKAYAMA RICHARD E	931-3880
4298 HORITA HENRY	931-1205
NO #*ALBERTS RESTAURANT	931-1763 2
NO #*CENTERS SHELL SERV	931-2888 2
NO #*HAYNS MOBIL SERVICE	931-4696 4
NO #*MORADA GULF SERVICE	931-4266 2
NO #*MR EDS RESTAURANT	931-1809+5
* 13 BUS 47 RES	24 NEW
And the second se	
	Sec. 10.



PRELIMINARY REPORT

In response to the application for a policy of title insurance referenced herein, **Chicago Title Company** hereby reports that it is prepared to issue, or cause to be issued, as of the date hereof, a policy or policies of title insurance describing the land and the estate or interest therein hereinafter set forth, insuring against loss which may be sustained by reason of any defect, lien or encumbrance not shown or referred to as an exception herein or not excluded from coverage pursuant to the printed Schedules, Conditions and Stipulations or Conditions of said policy forms.

The printed Exceptions and Exclusions from the coverage and Limitations on Covered Risks of said policy or policies are set forth in Attachment One. The policy to be issued may contain an arbitration clause. When the Amount of Insurance is less than that set forth in the arbitration clause, all arbitrable matters shall be arbitrated at the option of either the Company or the Insured as the exclusive remedy of the parties. Limitations on Covered Risks applicable to the CLTA and ALTA Homeowner's Policies of Title Insurance which establish a Deductible Amount and a Maximum Dollar Limit of Liability for certain coverages are also set forth in Attachment One. Copies of the policy forms should be read. They are available from the office which issued this report.

This report (and any supplements or amendments hereto) is issued solely for the purpose of facilitating the issuance of a policy of title insurance and no liability is assumed hereby. If it is desired that liability be assumed prior to the issuance of a policy of title insurance, a Binder or Commitment should be requested.

The policy(ies) of title insurance to be issued hereunder will be policy(ies) of Chicago Title Insurance Company, a Nebraska corporation.

Please read the exceptions shown or referred to herein and the exceptions and exclusions set forth in Attachment One of this report carefully. The exceptions and exclusions are meant to provide you with notice of matters which are not covered under the terms of the title insurance policy and should be carefully considered.

It is important to note that this preliminary report is not a written representation as to the condition of title and may not list all liens, defects and encumbrances affecting title to the land.

Chicago Title Insurance Company

By:

President

Countersigned By:

Authorized Officer or Agent



K

Secretary

Visit Us on our Website: www.ctic.com



ISSUING OFFICE: 3127 Transworld Drive, #130, Stockton, CA 95206

FOR SETTLEMENT INQUIRIES, CONTACT: Chicago TItle Company 26415 Carl Boyer Drive, #255 • Santa Clarita, CA 91350 (661)753-5701 • FAX

Another Prompt Delivery From Chicago Title Company Title Department Where Local Experience And Expertise Make A Difference

PRELIMINARY REPORT

Title Officer: Ritch Boyatt Title No.: FSST-TO15002534 Escrow Officer: Maggie Watson E-Mail: Maggie.Watson@ctt.com Escrow No.: NBU 40275-57

TO: Chicago TItle Company 26415 Carl Boyer Drive, #255 Santa Clarita, CA 91350 Attn: Maggie Watson

PROPERTY ADDRESS(ES): APN #130-030-012 & 013, Stockton, CA

EFFECTIVE DATE: June 23, 2015 at 07:30 AM

The form of policy or policies of title insurance contemplated by this report is:

1. THE ESTATE OR INTEREST IN THE LAND HEREINAFTER DESCRIBED OR REFERRED TO COVERED BY THIS REPORT IS:

Fee simple as to Parcel(s) One

Easement(s) more fully described below as to Parcel(s) Parcels Two and Three

2. TITLE TO SAID ESTATE OR INTEREST AT THE DATE HEREOF IS VESTED IN:

SCG Properties LLC, a California limited liability company

3. THE LAND REFERRED TO IN THIS REPORT IS DESCRIBED AS FOLLOWS:

SEE EXHIBIT "A" ATTACHED HERETO AND MADE A PART HEREOF

EXHIBIT "A"

Legal Description

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE UNINCORPORATED AREA IN COUNTY OF SAN JOAQUIN, STATE OF CALIFORNIA AND IS DESCRIBED AS FOLLOWS:

PARCEL ONE:

The West 20 acres of the East 44 1/2 acres of the fractional Southeast Quarter of Section 13, Township 2 North, Range 6 East, Mount Diablo Base and Meridian.

EXCEPTING THEREFROM the North 492 feet of the East 150 feet of the following described property:

The West 20 acres of the East 44 1/2 acres of the fractional Southeast Quarter of Section 13, Township 2 North, Range 6 East, Mount Diablo Base and Meridian.

ALSO EXCEPTING THEREFROM the North 40 feet of said property conveyed to the County of San Joaquin by Deed recorded June 10, 1949, Instrument No. 14914, Volume 1083, at Page 223, San Joaquin County Records.

ALSO EXCEPTING THEREFROM the following:

Parcel 15210-1:

For freeway purposes, that portion of the Southeast One-Quarter of Section 13, Township 2 North, Range 6 East, Mount Diablo Base and Meridian, located in the County of San Joaquin, State of California, and more particularly described as follows:

Commencing at the Northwest corner of said Southeast One-Quarter; thence along the Northerly line of said Southeast One-Quarter, South 89°57'06" East, 188.098 meters to the Westerly line or prolongation thereof, of the parcel described in the Individual Grant Deed to the Gong Family Trust recorded December 24, 1992, in Document No. 92149298, records of San Joaquin County; thence along last said line, South 0°17'02" East 23.469 meters to a line parallel with and distant 23.468 meters Southerly, measured at right angles, from the Northerly line of said Southeast One-Quarter; thence along said parallel line, South 89°57'06" East a distance of 81.215 meters to the POINT OF BEGINNING; thence continuing along said parallel line, South 89°57'06" East a distance of 40.883 meters; thence South 45°16'41" West a distance of 7.694 meters; thence South 0°27'10" West a distance of 185.243 meters; thence along a non-tangent curve to the right, having a radius of 1010.973 meters, a chord bearing North 87°21'46" East 94.944 meters, through a central angle of 5°22'58" and an arc length of 94.979 meters to a point of tangency; thence South 89°56'45" East a distance of 10.620 meters to the Easterly line of said parcel in the Individual Grant Deed to the Gong Family Trust, at the point that lies North 83°35'14" West 415.765 meters from the monument named "SJ-99 PM 22.84", a 1" iron pipe with red plug stamped "CalTrans Mon" as listed and shown on the Record of Survey titled "Rout 99 Horizontal Project Control", filed December 2, 2001, in Book 35 of Surveys, at Page 4, records of San Joaquin County; thence along last said line South 0°15'35" East, a distance of 21.946 meters to a line parallel with a distant 21.946 meters Southerly, measured at right angles from the course described above having a length of 10.620 meters; thence along last said line, North 89°56'45" West a distance of 10.740 meters to a point of curvature on a curve concentric with and distant 21.946 meters Southerly, measured radially, from the curve described above having a radius of 1010.973 meters; thence along said concrete curve, to the left, having a radius of 989.027 meters, a chord bearing South 86°04'45" West 137.122 meters, through a central angle of 7°57'00" and arc length of 137.233 meters to a line parallel with and distant 30.000 meters Westerly, measured at right angles from the course described above having a length of 185.243 meters; thence along last said parallel line. North 0°27'10" East a distance of 225.713 meters; thence North 44°43'19" West of distance of 7.695 meters to the point of beginning.

The bearings and distances used in the above description are based upon the California Coordinate System of 1983, Zone 3. Divide the above distances by 0.99994 to obtain ground level distances. To convert meters to U.S. survey feet, multiply the distance by 3937/1200. To convert hectares to acres, multiple hectares by 2.471 t.

EXHIBIT "A" Legal Description (continued)

Parcel 15210-2:

For freeway purposes, that portion of the Southeast One-Quarter of Section 13, Township 2 North, Range 6 East, Mount A portion of the Southeast One-Quarter of Section 13, Township 2 North, Range 6 East, Mount Diablo Base and Meridian, located in the County of San Joaquin, State of California, and more particularly described as follows:

Commencing at the Northwest corner of said Southeast One-Quarter; thence along the Northerly line of said Southeast One-Quarter, South 89°57'06" East 188.098 meters (617.12 feet) to the Westerly line, or prolongation thereof, of the parcel in the Individual Grant Deed to the Gong Family Trust recorded December 24, 1992, in Document No. 92149298, Records of San Joaquin County; thence along last said line, South 0°17'02" East, 12.191 meters (40.00 feet) to the POINT OF BEGINNING, on a line parallel with and distant 12.191 meters (40.00 feet) Southerly, measured at right angles, from the Northerly line of said Southeast One-Quarter; thence along said parallel line, South 89°57'06" East, a distance of 185.670 meters (609.15 feet) to the Westerly line, or prolongation thereof, of the parcel described in the Grant Deed to Joseph T. Rishwain, Sr. and Rose Rishwain, as trustees, recorded November 23, 1998, in Document No. 98139959, Records of San Joaquin; thence along said line, South 0°15'35" East a distance of 11.277 meters (37.00 feet) to a line parallel with and distant 23.468 meters (77.00 feet) Southerly, measured at right angles, from the Northerly line of said Southeast One-Quarter; thence along said line, South 0°15'35" East a distance of 11.277 meters (37.00 feet) to a line parallel with and distant 23.468 meters (77.00 feet) Southerly, measured at right angles, from the Northerly line of said Southeast One-Quarter; thence along last said parallel line, North 89°57'06" West a distance of 185.666 meters (609.14 feet) to the Westerly line of said parcel in the Individual Grant Deed to the Gong Family Trust; thence along last said line, North 0°17'02" West a distance of 11.277 meters (37.00 feet) to the point of beginning.

The bearings and distances used in the above description are based upon the California Coordinate System of 1983, Zone 3. Divide the above distances by 0.99994 to obtain ground level distances.

PARCEL TWO:

Parcel 15210-3:

An easement for public utility purposes in and to that portion of the Southeast One-Quarter of Section 13, Township 2 North, Range 6 East, Mount Diablo Base and Meridian, located in the County of San Joaquin, State of California, and more particularly described as follows:

Commencing at the Northwest corner of said Southeast One-Quarter; thence along the Northerly line of said Southeast One-Quarter, South 89°57'06" East 188.098 meters (617.12 feet) to the Westerly line, or prolongation thereof, of the parcel described in the Individual Grant Deed to the Gong Family Trust recorded December 24, 1992, in Document No. 92149298, Records of San Joaquin County; thence along last said line, South 0°17'02" East 23.469 meters (77.00 feet) to the POINT OF BEGINNING on a line parallel with and distant 23.468 meters (77.00 feet) Southerly, measured at right angles, from the Northerly line of said Southeast One-Quarter; thence along said parallel line, South 89°57'06" East a distance of 81.215 meters (266.45 feet); thence South 44°43'19" East a distance of 4.293 meters (14.08 feet) to a line parallel with and distant 26.516 meters (86.99 feet) Southerly, measured at right angles, from the Northerly line of said Southeast One-Quarter; thence along last said parallel line, North 89°57'06" West a distance of 84.221 meters (276.32 feet) to said Westerly line; thence along last said parallel line, North 0°17'02" West a distance of 3.048 meters (10.00 feet) to the point of beginning.

The bearings and distances used in the above description are based upon the California Coordinate System of 1983, Zone 3. Divide the above distances by 0.99994 to obtain ground level distances.

PARCEL THREE:

Parcel 15210-4:
EXHIBIT "A"

Legal Description (continued)

An easement for public utility purposes in and to that portion of the Southeast One-Quarter of Section 13, Township 2 North, Range 6 East, Mount Diablo Base and Meridian, located in the County of San Joaquin, State of California, and more particularly described as follows:

Commencing at the Northwest corner of said Southeast One-Quarter; thence along the Northerly line of said Southeast One-Quarter, South 89°57'06" East 188.098 meters (617.12 feet) to the Westerly line, or prolongation thereof, of the parcel described in the Individual Grant Deed to the Gong Family Trust recorded December 24, 1992, in Document No. 92149298, Records of San Joaquin County; thence along last said line, South 0°17'02" East 23.469 meters (77.00 feet) to a line parallel with and distant 23.468 meters (77.00 feet) Southerly, measured at right angles, from the Northerly line of said Southeast One-Quarter; thence along said parallel line, South 89°57'06" East a distance of 122.098 meters (400.58 feet) to the POINT OF BEGINNING; thence continuing along said parallel line, South 89°57'06" East a distance of 63.567 meters (208.55 feet) to the Westerly line of the parcel described in Grant Deed to Joseph T. Rishwain, Sr. and Rose Rishwain, as trustees, recorded November 23, 1998, in Document No. 98139959, Records of San Joaquin; thence along last said line, South 0°15'35" East 3.048 meters (10.00 feet) to a line parallel with and distant 26.516 meters (86.99 feet) Southerly, measured at right angles, from the Northerly line of said Southeast One-Quarter; thence along last said parallel line, North 89°57'06" West a distance of 66.656 meters (218.69 feet); thence North 45°16'41" East a distance of 4.328 meters (14.20 feet) to the point of beginning.

The bearings and distances used in the above description are based upon the California Coordinate System of 1983, Zone 3. Divide the above distances by 0.99994 to obtain ground level distances.

APN: 130-030-12 and 130-030-13

AT THE DATE HEREOF, EXCEPTIONS TO COVERAGE IN ADDITION TO THE PRINTED EXCEPTIONS AND EXCLUSIONS IN SAID POLICY FORM WOULD BE AS FOLLOWS:

- 1. Property taxes, which are a lien not yet due and payable, including any assessments collected with taxes to be levied for the fiscal year 2015-2016.
- 2. The lien of supplemental or escaped assessments of property taxes, if any, made pursuant to the provisions of Chapter 3.5 (commencing with Section 75) or Part 2, Chapter 3, Articles 3 and 4, respectively, of the Revenue and Taxation Code of the State of California as a result of the transfer of title to the vestee named in Schedule A or as a result of changes in ownership or new construction occurring prior to Date of Policy.
- **3.** Water rights, claims or title to water, whether or not disclosed by the public records.
- **4.** Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document:

Granted to:	Pacific Gas and Electric Company, a California corporation
Purpose:	Public utilities and incidental purposes
Recording Date:	December 29, 2000
Recording No.:	Instrument No. 00155082
Affects:	The Northerly portion of said land

Limitations on the use, by the owners of said Land, of the easement area as set forth in the easement document shown hereinabove.

Reference is hereby made to said document for full particulars.

- 5. Matters which may be disclosed by an inspection and/or by a correct ALTA/ACSM Land Title Survey of said Land that is satisfactory to the Company, and/or by inquiry of the parties in possession thereof.
- 6. Any rights of the parties in possession of a portion of, or all of, said Land, which rights are not disclosed by the public records.

The Company will require, for review, a full and complete copy of any unrecorded agreement, contract, license and/or lease, together with all supplements, assignments and amendments thereto, before issuing any policy of title insurance without excepting this item from coverage.

The Company reserves the right to except additional items and/or make additional requirements after reviewing said documents.

7. Please be advised that our search did not disclose any open Deeds of Trust of record. If you should have knowledge of any outstanding obligation, please contact the Title Department immediately for further review prior to closing.

EXCEPTIONS (continued)

8. The Company will require the following documents for review prior to the issuance of any title insurance predicated upon a conveyance or encumbrance from the entity named below.

Limited Liability Company: SCG Properties LLC, a California limited liability company (Seller); and Carmax Auto Superstores California, LLC (Buyer)

- a. A copy of its operating agreement, if any, and any and all amendments, supplements and/or modifications thereto, certified by the appropriate manager or member.
- b. If a domestic Limited Liability Company, a copy of its Articles of Organization and all amendment thereto with the appropriate filing stamps.
- c. If the Limited Liability Company is member-managed a full and complete current list of members certified by the appropriate manager or member.
- d. If the Limited Liability Company was formed in a foreign jurisdiction, evidence, satisfactory to the Company that it was validly formed, is in good standing and authorized to do business in the state of origin.
- e. If less than all members, or managers, as appropriate, will be executing the closing documents, furnish evidence of the authority of those signing.

The Company reserves the right to add additional items or make further requirements after review of the requested documentation.

END OF EXCEPTIONS

NOTES

- **Note 1.** If a county recorder, title insurance company, escrow company, real estate broker, real estate agent or association provides a copy of a declaration, governing document or deed to any person, California law requires that the document provided shall include a statement regarding any unlawful restrictions. Said statement is to be in at least 14-point bold face type and may be stamped on the first page of any document provided or included as a cover page attached to the requested document. Should a party to this transaction request a copy of any document reported herein that fits this category, the statement is to be included in the manner described.
- **Note 2.** Any documents being executed in conjunction with this transaction must be signed in the presence of an authorized Company employee, an authorized employee of an agent, an authorized employee of the insured lender, or by using Bancserv or other approved third-party service. If the above requirements cannot be met, please call the company at the number provided in this report.
- **Note 3.** Your application for title insurance was placed by reference to only a street address or tax identification number. Based on our records, we believe that the legal description in this report covers the parcel(s) of Land that you requested. If the legal description is incorrect, the seller/borrower must notify the Company and/or the settlement company in order to prevent errors and to be certain that the correct parcel(s) of Land will appear on any documents to be recorded in connection with this transaction and on the policy of title insurance.
- **Note 4.** Note: The charge for a policy of title insurance, when issued through this title order, will be based on the Basic Title Insurance Rate.
- **Note 5.** Note: Property taxes for the fiscal year shown below are PAID. For proration purposes the amounts were:

Tax ID No.:	130-030-12
Fiscal Year:	2014-2015
1st Installment:	\$3,413.30
2nd Installment:	\$3,413.30
Exemption:	\$0.00
Land:	\$475,428.00
Improvements:	\$0.00
Personal Property:	\$0.00
Code Area:	118-166
Bill No.:	130-030-12-0000

Prior to close of escrow, please contact the Tax Collector's Office to confirm all amounts owing, including current fiscal year taxes, supplemental taxes, escaped assessments and any delinquencies.

NOTES

(continued)

Note 6. Note: Property taxes for the fiscal year shown below are PAID. For proration purposes the amounts were:

Tax ID No.:	130-030-13
Fiscal Year:	2014-2015
1st Installment:	\$1,417.03
2nd Installment:	\$1,417.03
Exemption:	\$0.00
Land:	\$194,680.00
Improvements:	\$0.00
Personal Property:	\$0.00
Code Area:	118-166
Bill No.:	130-030-13-0000

Prior to close of escrow, please contact the Tax Collector's Office to confirm all amounts owing, including current fiscal year taxes, supplemental taxes, escaped assessments and any delinquencies.

- **Note 7.** Note: There are NO conveyances affecting said Land recorded within 24 months of the date of this report.
- **Note 8.** Note: The name(s) of the proposed insured(s) furnished with this application for title insurance is/are:

Name(s) furnished: Carmax Auto Superstores California, LLC

If these name(s) are incorrect, incomplete or misspelled, please notify the Company.

END OF NOTES

FIDELITY NATIONAL FINANCIAL PRIVACY NOTICE Effective: May 1, 2015

Order No.: FSST-TO15002534-

Fidelity National Financial, Inc. and its majority-owned subsidiary companies providing real estate- and loan-related services (collectively, "FNF", "our" or "we") respect and are committed to protecting your privacy. This Privacy Notice lets you know how and for what purposes your Personal Information (as defined herein) is being collected, processed and used by FNF. We pledge that we will take reasonable steps to ensure that your Personal Information will only be used in ways that are in compliance with this Privacy Notice. The provision of this Privacy Notice to you does not create any express or implied relationship, or create any express or implied duty or other obligation, between Fidelity National Financial, Inc. and you. See also **No Representations or Warranties** below.

This Privacy Notice is only in effect for any generic information and Personal Information collected and/or owned by FNF, including collection through any FNF website and any online features, services and/or programs offered by FNF (collectively, the "Website"). This Privacy Notice is not applicable to any other web pages, mobile applications, social media sites, email lists, generic information or Personal Information collected and/or owned by any entity other than FNF.

How Information is Collected

The types of personal information FNF collects may include, among other things (collectively, "Personal Information"): (1) contact information (*e.g.*, name, address, phone number, email address); (2) demographic information (*e.g.*, date of birth, gender marital status); (3) Internet protocol (or IP) address or device ID/UDID; (4) social security number (SSN), student ID (SIN), driver's license, passport, and other government ID numbers; (5) financial account information; and (6) information related to offenses or criminal convictions.

In the course of our business, we may collect Personal Information about you from the following sources:

- Applications or other forms we receive from you or your authorized representative;
- Information we receive from you through the Website;
- Information about your transactions with or services performed by us, our affiliates, or others; and
- From consumer or other reporting agencies and public records maintained by governmental entities that we either obtain directly from those entities, or from our affiliates or others.

Additional Ways Information is Collected Through the Website

Browser Log Files. Our servers automatically log each visitor to the Website and collect and record certain information about each visitor. This information may include IP address, browser language, browser type, operating system, domain names, browsing history (including time spent at a domain, time and date of your visit), referring/exit web pages and URLs, and number of clicks. The domain name and IP address reveal nothing personal about the user other than the IP address from which the user has accessed the Website.

Cookies. From time to time, FNF or other third parties may send a "cookie" to your computer. A cookie is a small piece of data that is sent to your Internet browser from a web server and stored on your computer's hard drive and that can be re-sent to the serving website on subsequent visits. A cookie, by itself, cannot read other data from your hard disk or read other cookie files already on your computer. A cookie, by itself, does not damage your system. We, our advertisers and other third parties may use cookies to identify and keep track of, among other things, those areas of the Website and third party websites that you have visited in the past in order to enhance your next visit to the Website. You can choose whether or not to accept cookies by changing the settings of your Internet browser, but some functionality of the Website may be impaired or not function as intended. See the <u>Third Party Opt Out</u> section below.

Web Beacons. Some of our web pages and electronic communications may contain images, which may or may not be visible to you, known as Web Beacons (sometimes referred to as "clear gifs"). Web Beacons collect only limited information that includes a cookie number; time and date of a page view; and a description of the page on which the Web Beacon resides. We may also carry Web Beacons placed by third party advertisers. These Web Beacons do not carry any Personal Information and are only used to track usage of the Website and activities associated with the Website. See the <u>Third Party Opt Out</u> section below.

Unique Identifier. We may assign you a unique internal identifier to help keep track of your future visits. We may use this information to gather aggregate demographic information about our visitors, and we may use it to personalize the information you see on the Website and some of the electronic communications you receive from us. We keep this information for our internal use, and this information is not shared with others.

Third Party Opt Out. Although we do not presently, in the future we may allow third-party companies to serve advertisements and/or collect certain anonymous information when you visit the Website. These companies may use non-personally identifiable information (*e.g.*, click stream information, browser type, time and date, subject of advertisements clicked or scrolled over) during your visits to the Website in order to provide advertisements about products and services likely to be of greater interest to you. These companies typically use a cookie or third party Web Beacon to collect this information, as further described above. Through these technologies, the third party may have access to and use non-personalized information about your online usage activity.

You can opt-out of certain online behavioral services through any one of the ways described below. After you opt-out, you may continue to receive advertisements, but those advertisements will no longer be as relevant to you.

- You can opt-out via the Network Advertising Initiative industry opt-out at <u>http://www.networkadvertising.org/.</u>
- You can opt-out via the Consumer Choice Page at www.aboutads.info.
- For those in the U.K., you can opt-out via the IAB UK's industry opt-out at www.youronlinechoices.com.
- You can configure your web browser (Chrome, Firefox, Internet Explorer, Safari, etc.) to delete and/or control the use of cookies.

More information can be found in the Help system of your browser. Note: If you opt-out as described above, you should not delete your cookies. If you delete your cookies, you will need to opt-out again.

Use of Personal Information

Information collected by FNF is used for three main purposes:

- To provide products and services to you or one or more third party service providers (collectively, "Third Parties") who are obtaining services on your behalf or in connection with a transaction involving you.
- To improve our products and services that we perform for you or for Third Parties.
- To communicate with you and to inform you about FNF's, FNF's affiliates and third parties' products and services.

When Information Is Disclosed By FNF

We may provide your Personal Information (excluding information we receive from consumer or other credit reporting agencies) to various individuals and companies, as permitted by law, without obtaining your prior authorization. Such laws do not allow consumers to restrict these disclosures. Disclosures may include, without limitation, the following:

- To agents, brokers, representatives, or others to provide you with services you have requested, and to enable us to detect or prevent criminal activity, fraud, material misrepresentation, or nondisclosure in connection with an insurance transaction;
- To third-party contractors or service providers who provide services or perform marketing services or other functions on our behalf;
- To law enforcement or other governmental authority in connection with an investigation, or civil or criminal subpoenas or court orders; and/or
- To lenders, lien holders, judgment creditors, or other parties claiming an encumbrance or an interest in title whose claim or interest must be determined, settled, paid or released prior to a title or escrow closing.

In addition to the other times when we might disclose information about you, we might also disclose information when required by law or in the good-faith belief that such disclosure is necessary to: (1) comply with a legal process or applicable laws; (2) enforce this Privacy Notice; (3) respond to claims that any materials, documents, images, graphics, logos, designs, audio, video and any other information provided by you violates the rights of third parties; or (4) protect the rights, property or personal safety of FNF, its users or the public.

We maintain reasonable safeguards to keep the Personal Information that is disclosed to us secure. We provide Personal Information and non-Personal Information to our subsidiaries, affiliated companies, and other businesses or persons for the purposes of processing such information on our behalf and promoting the services of our trusted business partners, some or all of which may store your information on servers outside of the United States. We require that these parties agree to process such information in compliance with our Privacy Notice or in a similar, industry-standard manner, and we use reasonable efforts to limit their use of such information and to use other appropriate confidentiality and security measures. The use of your information by one of our trusted business partners may be subject to that party's own Privacy Notice. We do not, however, disclose information we collect from consumer or credit reporting agencies with our affiliates or others without your consent, in conformity with applicable law, unless such disclosure is otherwise permitted by law.

We also reserve the right to disclose Personal Information and/or non-Personal Information to take precautions against liability, investigate and defend against any third-party claims or allegations, assist government enforcement agencies, protect the security or integrity of the Website, and protect the rights, property, or personal safety of FNF, our users or others.

We reserve the right to transfer your Personal Information, as well as any other information, in connection with the sale or other disposition of all or part of the FNF business and/or assets. We also cannot make any representations regarding the use or transfer of your Personal Information or other information that we may have in the event of our bankruptcy, reorganization, insolvency, receivership or an assignment for the benefit of creditors, and you expressly agree and consent to the use and/or transfer of your Personal Information or other information in connection with a sale or transfer of some or all of our assets in any of the above described proceedings. Furthermore, we cannot and will not be responsible for any breach of security by any third parties or for any actions of any third parties that receive any of the information that is disclosed to us.

Information From Children

We do <u>not</u> collect Personal Information from any person that we know to be under the age of thirteen (13). Specifically, the Website is not intended or designed to attract children under the age of thirteen (13). You affirm that you are either more than 18 years of age, or an emancipated minor, or possess legal parental or guardian consent, and are fully able and competent to enter into the terms, conditions, obligations, affirmations, representations, and warranties set forth in this Privacy Notice, and to abide by and comply with this Privacy Notice. In any case, you affirm that you are over the age of 13, as THE WEBSITE IS NOT INTENDED FOR CHILDREN UNDER 13 THAT ARE UNACCOMPANIED BY HIS OR HER PARENT OR LEGAL GUARDIAN.

Parents should be aware that FNF's Privacy Notice will govern our use of Personal Information, but also that information that is voluntarily given by children – or others – in email exchanges, bulletin boards or the like may be used by <u>other parties</u> to generate unsolicited communications. FNF encourages all parents to instruct their children in the safe and responsible use of their Personal Information while using the Internet.

Privacy Outside the Website

The Website may contain various links to other websites, including links to various third party service providers. FNF is not and cannot be responsible for the privacy practices or the content of any of those other websites. Other than under agreements with certain reputable organizations and companies, and except for third party service providers whose services either we use or you voluntarily elect to utilize, we do not share any of the Personal Information that you provide to us with any of the websites to which the Website links, although we may share aggregate, non-Personal Information with those other third parties. Please check with those websites in order to determine their privacy policies and your rights under them.

European Union Users

If you are a citizen of the European Union, please note that we may transfer your Personal Information outside the European Union for use for any of the purposes described in this Privacy Notice. By providing FNF with your Personal Information, you consent to both our collection and such transfer of your Personal Information in accordance with this Privacy Notice.

Choices With Your Personal Information

Whether you submit Personal Information to FNF is entirely up to you. You may decide not to submit Personal Information, in which case FNF may not be able to provide certain services or products to you.

You may choose to prevent FNF from disclosing or using your Personal Information under certain circumstances ("opt out"). You may opt out of any disclosure or use of your Personal Information for purposes that are incompatible with the purpose(s) for which it was originally collected or for which you subsequently gave authorization by notifying us by one of the methods at the end of this Privacy Notice. Furthermore, even where your Personal Information is to be disclosed and used in accordance with the stated purposes in this Privacy Notice, you may elect to opt out of such disclosure to and use by a third party that is not acting as an agent of FNF. As described above, there are some uses from which you cannot opt-out.

Please note that opting out of the disclosure and use of your Personal Information as a prospective employee may prevent you from being hired as an employee by FNF to the extent that provision of your Personal Information is required to apply for an open position. If FNF collects Personal Information from you, such information will not be disclosed or used by FNF for purposes that are incompatible with the purpose(s) for which it was originally collected or for which you subsequently gave authorization unless you affirmatively consent to such disclosure and use.

You may opt out of online behavioral advertising by following the instructions set forth above under the above section "Additional Ways That Information Is Collected Through the Website," subsection "Third Party Opt Out."

Access and Correction

To access your Personal Information in the possession of FNF and correct inaccuracies of that information in our records, please contact us in the manner specified at the end of this Privacy Notice. We ask individuals to identify themselves and the information requested to be accessed and amended before processing such requests, and we may decline to process requests in limited circumstances as permitted by applicable privacy legislation.

Your California Privacy Rights

Under California's "Shine the Light" law, California residents who provide certain personally identifiable information in connection with obtaining products or services for personal, family or household use are entitled to request and obtain from us once a calendar year information about the customer information we shared, if any, with other businesses for their own direct marketing uses. If applicable, this information and the names and addresses of those businesses with which we shared customer information for the immediately prior calendar year (e.g., requests made in 2015 will receive information regarding 2014 sharing activities).

To obtain this information on behalf of FNF, please send an email message to <u>privacy@fnf.com</u> with "Request for California Privacy Information" in the subject line and in the body of your message. We will provide the requested information to you at your email address in response.

Please be aware that not all information sharing is covered by the "Shine the Light" requirements and only information on covered sharing will be included in our response.

Additionally, because we may collect your Personal Information from time to time, California's Online Privacy Protection Act requires us to disclose how we respond to "do not track" requests and other similar mechanisms. Currently, our policy is that we do not recognize "do not track" requests from Internet browsers and similar devices.

FNF Compliance with California Online Privacy Protection Act

For some websites which FNF or one of its companies owns, such as the Customer CareNet ("CCN"), FNF is acting as a third party service provider to a mortgage loan servicer. In those instances, we may collect certain information on behalf of that mortgage loan servicer for fulfilling a service to that mortgage loan servicer. For example, you may access CCN to complete a transaction with your mortgage loan servicer. During this transaction, the information which we may collect on behalf of the mortgage loan servicer is as follows:

- First and Last Name
- Property Address
- User Name
- Password
- Loan Number
- Social Security Number masked upon entry
- Email Address
- Three Security Questions and Answers
- IP Address

The information you submit is then transferred to your mortgage loan servicer by way of CCN.

The mortgage loan servicer is responsible for taking action or making changes to any consumer information submitted through this website. For example, if you believe that your payment or user information is incorrect, you must contact your mortgage loan servicer.

CCN does not share consumer information with third parties, other than those with which the mortgage loan servicer has contracted to interface with the CCN application.

All sections of the FNF Privacy Notice apply to your interaction with CCN, except for the sections titled Choices with Your Personal Information and Access and Correction. If you have questions regarding the choices you have with regard to your personal information or how to access or correct your personal information, you should contact your mortgage loan servicer.

No Representations or Warranties

By providing this Privacy Notice, Fidelity National Financial, Inc. does not make any representations or warranties whatsoever concerning any products or services provided to you by its majority-owned subsidiaries. In addition, you also expressly agree that your use of the Website is at your own risk. Any services provided to you by Fidelity National Financial, Inc. and/or the Website are provided "as is" and "as available" for your use, without representations or warranties of any kind, either express or implied. unless such warranties are legally incapable of exclusion. Fidelity National Financial, Inc. makes no representations or warranties that any services provided to you by it or the Website, or any services offered in connection with the Website are or will remain uninterrupted or error-free, that defects will be corrected, or that the web pages on or accessed through the Website, or the servers used in connection with the Website, are or will remain free from any viruses, worms, time bombs, drop dead devices, Trojan horses or other harmful components. Any liability of Fidelity National Financial, Inc. and your exclusive remedy with respect to the use of any product or service provided by Fidelity National Financial, Inc. including on or accessed through the Website, will be the re-performance of such service found to be inadequate.

Your Consent To This Privacy Notice

By submitting Personal Information to FNF, you consent to the collection and use of information by us as specified above or as we otherwise see fit, in compliance with this Privacy Notice, unless you inform us otherwise by means of the procedure identified below. If we decide to change this Privacy Notice, we will make an effort to post those changes on the Website. Each time we collect information from you following any amendment of this Privacy Notice will signify your assent to and acceptance of its revised terms for all previously collected information and information collected from you in the future. We may use comments, information or feedback that you may submit in any manner that we may choose without notice or compensation to you.

If you have additional questions or comments, please let us know by sending your comments or requests to:

Fidelity National Financial, Inc. 601 Riverside Avenue Jacksonville, Florida 32204 Attn: Chief Privacy Officer (888) 934-3354 privacy@fnf.com

Copyright © 2015. Fidelity National Financial, Inc. All Rights Reserved.

EFFECTIVE AS OF: MAY 1, 2015

ATTACHMENT ONE

CALIFORNIA LAND TITLE ASSOCIATION STANDARD COVERAGE POLICY - 1990

EXCLUSIONS FROM COVERAGE

The following matters are expressly excluded from the coverage of this policy and the Company will not pay loss or damage, costs, attorneys' fees or expenses which arise by reason of:

- (a) Any law, ordinance or governmental regulation (including but not limited to building and zoning laws, ordinances, or regulations) restricting, regulating, prohibiting or relating (i) the occupancy, use, or enjoyment of the land; (ii) the character, dimensions or location of any improvement now or hereafter erected on the land; (iii) a separation in ownership or a change in the dimensions or area of the land or any parcel of which the land is or was a part; or (iv) environmental protection, or the effect of any violation of these laws, ordinances or governmental regulations, except to the extent that a notice of the enforcement thereof or a notice of a defect, lien or encumbrance resulting from a violation or alleged violation affecting the land has been recorded in the public records at Date of Policy.
 - (b) Any governmental police power not excluded by (a) above, except to the extent that a notice of the exercise thereof or a notice of a defect, lien or encumbrance resulting from a violation or alleged violation affecting the land has been recorded in the public records at Date of Policy.
- Rights of eminent domain unless notice of the exercise thereof has been recorded in the public records at Date of Policy, but not
 excluding from coverage any taking which has occurred prior to Date of Policy which would be binding on the rights of a purchaser for
 value without knowledge.
- 3. Defects, liens, encumbrances, adverse claims, or other matters:
 - (a) whether or not recorded in the public records at Date of Policy, but created, suffered, assumed or agreed to by the insured claimant;
 - (b) not known to the Company, not recorded in the public records at Date of Policy, but known to the insured claimant and not disclosed in writing to the Company by the insured claimant prior to the date the insured claimant became an insured under this policy;
 - (c) resulting in no loss or damage to the insured claimant;
 - (d) attaching or created subsequent to Date of Policy; or
 - (e) resulting in loss or damage which would not have been sustained if the insured claimant had paid value for the insured mortgage or for the estate or interest insured by this policy.
- 4. Unenforceability of the lien of the insured mortgage because of the inability or failure of the insured at Date of Policy, or the inability or failure of any subsequent owner of the indebtedness, to comply with the applicable doing business laws of the state in which the land is situated.
- 5. Invalidity or unenforceability of the lien of the insured mortgage, or claim thereof, which arises out of the transaction evidenced by the insured mortgage and is based upon usury or any consumer credit protection or truth in lending law.
- Any claim, which arises out of the transaction vesting in the insured the estate or interest insured by this policy or the transaction creating the interest of the insured lender, by reason of the operation of federal bankruptcy, state insolvency or similar creditors' rights laws.

EXCEPTIONS FROM COVERAGE - SCHEDULE B, PART I

This policy does not insure against loss or damage (and the Company will not pay costs, attorneys' fees or expenses) which arise by reason of:

- 1. Taxes or assessments which are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the public records. Proceedings by a public agency which may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the public records.
- 2. Any facts, rights, interests or claims which are not shown by the public records but which could be ascertained by an inspection of the land or which may be asserted by persons in possession thereof.
- 3. Easements, liens or encumbrances, or claims thereof, not shown by the public records.
- 4. Discrepancies, conflicts in boundary lines, shortage in area, encroachments, or any other facts which a correct survey would disclose, and which are not shown by the public records.
- 5. (a) Unpatented mining claims; (b) reservations or exceptions in patents or in Acts authorizing the issuance thereof; (c) water rights, claims or title to water, whether or not the matters excepted under (a), (b), or (c) are shown by the public records.
- 6. Any lien or right to a lien for services, labor or material not shown by the public records.

CLTA HOMEOWNER'S POLICY OF TITLE INSURANCE (02-03-10) ALTA HOMEOWNER'S POLICY OF TITLE INSURANCE (02-03-10)

EXCLUSIONS

In addition to the Exceptions in Schedule B, You are not insured against loss, costs, attorneys' fees, and expenses resulting from:

1. Governmental police power, and the existence or violation of those portions of any law or government regulation concerning:

- a. building;
- b. zoning;
- c. land use;
- d. improvements on the Land;
- e. land division; and
- f. environmental protection.
- This Exclusion does not limit the coverage described in Covered Risk 8.a., 14, 15, 16, 18, 19, 20, 23 or 27.
- 2. The failure of Your existing structures, or any part of them, to be constructed in accordance with applicable building codes. This Exclusion does not limit the coverage described in Covered Risk 14 or 15.
- 3. The right to take the Land by condemning it. This Exclusion does not limit the coverage described in Covered Risk 17.

4. Risks:

- a. that are created, allowed, or agreed to by You, whether or not they are recorded in the Public Records;
- b. that are Known to You at the Policy Date, but not to Us, unless they are recorded in the Public Records at the Policy Date;
- c. that result in no loss to You; or
- d. that first occur after the Policy Date this does not limit the coverage described in Covered Risk 7, 8.e., 25, 26, 27 or 28.
- 5. Failure to pay value for Your Title.
- 6. Lack of a right:
 - a. to any land outside the area specifically described and referred to in paragraph 3 of Schedule A; and
 - b. in streets, alleys, or waterways that touch the Land.
 - This Exclusion does not limit the coverage described in Covered Risk 11 or 21.
- 7. The transfer of the Title to You is invalid as a preferential transfer or as a fraudulent transfer or conveyance under federal bankruptcy, state insolvency, or similar creditors' rights laws.

LIMITATIONS ON COVERED RISKS

Your insurance for the following Covered Risks is limited on the Owner's Coverage Statement as follows:

• For Covered Risk 16, 18, 19 and 21, Your Deductible Amount and Our Maximum Dollar Limit of Liability shown in Schedule A.

The deductible amounts and maximum dollar limits shown on Schedule A are as follows:

	Your Deductible Amount	Our Maximum Dollar Limit of Liability
Covered Risk 16:	1.00% of Policy Amount Shown in Schedule A or \$2,500.00 (whichever is less)	\$10,000.00
Covered Risk 18:	1.00% of Policy Amount Shown in Schedule A or \$5,000.00 (whichever is less)	\$25,000.00
Covered Risk 19:	1.00% of Policy Amount Shown in Schedule A or \$5,000.00 (whichever is less)	\$25,000.00
Covered Risk 21:	1.00% of Policy Amount Shown in Schedule A or \$2,500.00 (whichever is less)	\$5,000.00

AMERICAN LAND TITLE ASSOCIATION RESIDENTIAL TITLE INSURANCE POLICY (6-1-87)

EXCLUSIONS

In addition to the Exceptions in Schedule B, you are not insured against loss, costs, attorneys' fees, and expenses resulting from:

1. Governmental police power, and the existence or violation of any law or government regulation. This includes building and zoning ordinances and also laws and regulations concerning:

- land use
- improvements on the land
- land division
- environmental protection

This exclusion does not apply to violations or the enforcement of these matters which appear in the public records at policy date.

This exclusion does not limit the zoning coverage described in Items 12 and 13 of Covered Title Risks.

- 2. The right to take the land by condemning it, unless:
 - a notice of exercising the right appears in the public records on the Policy Date
 - the taking happened prior to the Policy Date and is binding on you if you bought the land without knowledge of the taking
- 3. Title Risks:
 - that are created, allowed, or agreed to by you
 - that are known to you, but not to us, on the Policy Date-unless they appeared in the public records
 - that result in no loss to you
 - that first affect your title after the Policy Date this does not limit the labor and material lien coverage in Item 8 of Covered Title Risks
- 4. Failure to pay value for your title.
- 5. Lack of a right:
 - to any land outside the area specifically described and referred to in Item 3 of Schedule A
 - or •
 - in streets, alleys, or waterways that touch your land

This exclusion does not limit the access coverage in Item 5 of Covered Title Risks.

2006 ALTA LOAN POLICY (06-17-06)

EXCLUSIONS FROM COVERAGE

The following matters are expressly excluded from the coverage of this policy, and the Company will not pay loss or damage, costs, attorneys' fees, or expenses that arise by reason of:

- 1. (a) Any law, ordinance, permit, or governmental regulation (including those relating to building and zoning) restricting, regulating, prohibiting, or relating to
 - (i) the occupancy, use, or enjoyment of the Land;
 - (ii) the character, dimensions, or location of any improvement erected on the Land;
 - (iii) the subdivision of land; or
 - (iv) environmental protection;

2.

or the effect of any violation of these laws, ordinances, or governmental regulations. This Exclusion 1(a) does not modify or limit the coverage provided under Covered Risk 5.

- (b) Any governmental police power. This Exclusion 1(b) does not modify or limit the coverage provided under Covered Risk 6.
- Rights of eminent domain. This Exclusion does not modify or limit the coverage provided under Covered Risk 7 or 8.
- 3. Defects, liens, encumbrances, adverse claims, or other matters
 - (a) created, suffered, assumed, or agreed to by the Insured Claimant;
 - (b) not Known to the Company, not recorded in the Public Records at Date of Policy, but Known to the Insured Claimant and not disclosed in writing to the Company by the Insured Claimant prior to the date the Insured Claimant became an Insured under this policy;
 - (c) resulting in no loss or damage to the Insured Claimant;
 - (d) attaching or created subsequent to Date of Policy (however, this does not modify or limit the coverage provided under Covered Risk 11, 13, or 14); or
 - (e) resulting in loss or damage that would not have been sustained if the Insured Claimant had paid value for the Insured Mortgage.
- 4. Unenforceability of the lien of the Insured Mortgage because of the inability or failure of an Insured to comply with applicable doing-business laws of the state where the Land is situated.
- 5. Invalidity or unenforceability in whole or in part of the lien of the Insured Mortgage that arises out of the transaction evidenced by the Insured Mortgage and is based upon usury or any consumer credit protection or truth-in-lending law.
- 6. Any claim, by reason of the operation of federal bankruptcy, state insolvency, or similar creditors' rights laws, that the transaction creating the lien of the Insured Mortgage, is
 - (a) a fraudulent conveyance or fraudulent transfer, or
 - (b) a preferential transfer for any reason not stated in Covered Risk 13(b) of this policy.
- Any lien on the Title for real estate taxes or assessments imposed by governmental authority and created or attaching between Date of Policy and the date of recording of the Insured Mortgage in the Public Records. This Exclusion does not modify or limit the coverage provided under Covered Risk 11(b).

The above policy form may be issued to afford either Standard Coverage or Extended Coverage. In addition to the above Exclusions from Coverage, the Exceptions from Coverage in a Standard Coverage policy will also include the following Exceptions from Coverage:

EXCEPTIONS FROM COVERAGE

This policy does not insure against loss or damage (and the Company will not pay costs, attorneys' fees or expenses) that arise by reason of:

- 1. (a) Taxes or assessments that are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the Public Records; (b) proceedings by a public agency that may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the Public Records.
- 2. Any facts, rights, interests, or claims that are not shown by the Public Records but that could be ascertained by an inspection of the Land or that may be asserted by persons in possession of the Land.
- 3. Easements, liens or encumbrances, or claims thereof, not shown by the Public Records.
- 4. Any encroachment, encumbrance, violation, variation, or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the Land and not shown by the Public Records.
- 5. (a) Unpatented mining claims; (b) reservations or exceptions in patents or in Acts authorizing the issuance thereof; (c) water rights, claims or title to water, whether or not the matters excepted under (a), (b), or (c) are shown by the Public Records.
- 6. Any lien or right to a lien for services, labor or material not shown by the Public Records.

2006 ALTA OWNER'S POLICY (06-17-06)

EXCLUSIONS FROM COVERAGE

The following matters are expressly excluded from the coverage of this policy, and the Company will not pay loss or damage, costs, attorneys' fees, or expenses that arise by reason of:

- 1. (a) Any law, ordinance, permit, or governmental regulation (including those relating to building and zoning) restricting, regulating, prohibiting, or relating to
 - (i) the occupancy, use, or enjoyment of the Land;
 - (ii) the character, dimensions, or location of any improvement erected on the Land;
 - (iii) the subdivision of land; or
 - (iv) environmental protection;

2.

or the effect of any violation of these laws, ordinances, or governmental regulations. This Exclusion 1(a) does not modify or limit the coverage provided under Covered Risk 5.

- (b) Any governmental police power. This Exclusion 1(b) does not modify or limit the coverage provided under Covered Risk 6.
- Rights of eminent domain. This Exclusion does not modify or limit the coverage provided under Covered Risk 7 or 8.
- 3. Defects, liens, encumbrances, adverse claims, or other matters
 - (a) created, suffered, assumed, or agreed to by the Insured Claimant;
 - (b) not Known to the Company, not recorded in the Public Records at Date of Policy, but Known to the Insured Claimant and not disclosed in writing to the Company by the Insured Claimant prior to the date the Insured Claimant became an Insured under this policy;
 - (c) resulting in no loss or damage to the Insured Claimant;
 - (d) attaching or created subsequent to Date of Policy (however, this does not modify or limit the coverage provided under Covered Risk 9 and 10); or
 - (e) resulting in loss or damage that would not have been sustained if the Insured Claimant had paid value for the Title.
- 4. Any claim, by reason of the operation of federal bankruptcy, state insolvency, or similar creditors' rights laws, that the transaction vesting the Title as shown in Schedule A, is
 - (a) a fraudulent conveyance or fraudulent transfer; or
 - (b) a preferential transfer for any reason not stated in Covered Risk 9 of this policy.
- 5. Any lien on the Title for real estate taxes or assessments imposed by governmental authority and created or attaching between Date of Policy and the date of recording of the deed or other instrument of transfer in the Public Records that vests Title as shown in Schedule A.

The above policy form may be issued to afford either Standard Coverage or Extended Coverage. In addition to the above Exclusions from Coverage, the Exceptions from Coverage in a Standard Coverage policy will also include the following Exceptions from Coverage:

EXCEPTIONS FROM COVERAGE

This policy does not insure against loss or damage (and the Company will not pay costs, attorneys' fees or expenses) that arise by reason of:

- 1. (a) Taxes or assessments that are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the Public Records; (b) proceedings by a public agency that may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the Public Records.
- 2. Any facts, rights, interests, or claims that are not shown by the Public Records but that could be ascertained by an inspection of the Land or that may be asserted by persons in possession of the Land.
- 3. Easements, liens or encumbrances, or claims thereof, not shown by the Public Records.
- 4. Any encroachment, encumbrance, violation, variation, or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the Land and not shown by the Public Records.
- 5. (a) Unpatented mining claims; (b) reservations or exceptions in patents or in Acts authorizing the issuance thereof; (c) water rights, claims or title to water, whether or not the matters excepted under (a), (b), or (c) are shown by the Public Records.
- 6. Any lien or right to a lien for services, labor or material not shown by the Public Records.

ALTA EXPANDED COVERAGE RESIDENTIAL LOAN POLICY (07-26-10)

EXCLUSIONS FROM COVERAGE

The following matters are expressly excluded from the coverage of this policy and the Company will not pay loss or damage, costs, attorneys' fees or expenses which arise by reason of:

- 1. (a) Any law, ordinance, permit, or governmental regulation (including those relating to building and zoning) restricting, regulating, prohibiting, or relating to
 - (i) the occupancy, use, or enjoyment of the Land;
 - (ii) the character, dimensions, or location of any improvement erected on the Land;
 - (iii) the subdivision of land; or
 - (iv) environmental protection;

or the effect of any violation of these laws, ordinances, or governmental regulations. This Exclusion 1(a) does not modify or limit the coverage provided under Covered Risk 5, 6, 13(c), 13(d), 14 or 16.

- (b) Any governmental police power. This Exclusion 1(b) does not modify or limit the coverage provided under Covered Risk 5, 6, 13(c), 13(d), 14 or 16.
- 2. Rights of eminent domain. This Exclusion does not modify or limit the coverage provided under Covered Risk 7 or 8.
- 3. Defects, liens, encumbrances, adverse claims, or other matters
 - (a) created, suffered, assumed, or agreed to by the Insured Claimant;
 - (b) not Known to the Company, not recorded in the Public Records at Date of Policy, but Known to the Insured Claimant and not disclosed in writing to the Company by the Insured Claimant prior to the date the Insured Claimant became an Insured under this policy;
 - (c) resulting in no loss or damage to the Insured Claimant;
 - (d) attaching or created subsequent to Date of Policy (however, this does not modify or limit the coverage provided under Covered Risk 11, 16, 17, 18, 19, 20, 21, 22, 23, 24, 27 or 28); or
 - (e) resulting in loss or damage that would not have been sustained if the Insured Claimant had paid value for the Insured Mortgage.
- 4. Unenforceability of the lien of the Insured Mortgage because of the inability or failure of an Insured to comply with applicable doing-business laws of the state where the Land is situated.
- 5. Invalidity or unenforceability in whole or in part of the lien of the Insured Mortgage that arises out of the transaction evidenced by the Insured Mortgage and is based upon usury, or any consumer credit protection or truth-in-lending law. This Exclusion does not modify or limit the coverage provided in Covered Risk 26.
- 6. Any claim of invalidity, unenforceability or lack of priority of the lien of the Insured Mortgage as to Advances or modifications made after the Insured has Knowledge that the vestee shown in Schedule A is no longer the owner of the estate or interest covered by this policy. This Exclusion does not modify or limit the coverage provided in Covered Risk 11.
- 7. Any lien on the Title for real estate taxes or assessments imposed by governmental authority and created or attaching subsequent to Date of Policy. This Exclusion does not modify or limit the coverage provided in Covered Risk 11(b) or 25.
- 8. The failure of the residential structure, or any portion of it, to have been constructed before, on or after Date of Policy in accordance with applicable building codes. This Exclusion does not modify or limit the coverage provided in Covered Risk 5 or 6.
- 9. Any claim, by reason of the operation of federal bankruptcy, state insolvency, or similar creditors' rights laws, that the transaction creating the lien of the Insured mortgage, is
 - (a) a fraudulent conveyance or fraudulent transfer, or
 - (b) a preferential transfer for any reason not stated in Covered Risk 27(b) of this policy.

Notice of Available Discounts

Pursuant to Section 2355.3 in Title 10 of the California Code of Regulations Fidelity National Financial, Inc. and its subsidiaries ("FNF") must deliver a notice of each discount available under our current rate filing along with the delivery of escrow instructions, a preliminary report or commitment. Please be aware that the provision of this notice does not constitute a waiver of the consumer's right to be charged the filed rate. As such, your transaction may not qualify for the below discounts.

You are encouraged to discuss the applicability of one or more of the below discounts with a Company representative. These discounts are generally described below; consult the rate manual for a full description of the terms, conditions and requirements for such discount. These discounts only apply to transactions involving services rendered by the FNF Family of Companies. This notice only applies to transactions involving property improved with a one-to-four family residential dwelling.

Not all discounts are offered by every FNF Company. The discount will only be applicable to the FNF Company as indicated by the named discount.

FNF Underwritten Title Companies

CTC - Chicago Title Company CLTC – Commonwealth Land Title Company FNTC – Fidelity National Title Company FNTCCA – Fidelity National Title Company of California FNTIC – Fidelity National Title Insurance Company TICOR – Ticor Title Company of California LTC – Lawyer's Title Company

Underwritten by FNF Underwriters

CTIC – Chicago Title Insurance Company CLTIC – Commonwealth Land Title Insurance Company FNTIC – Fidelity National Title Insurance Company CTIC – Chicago Title Insurance Company CLTIC – Commonwealth Land Title Insurance Company

Available Discounts

CREDIT FOR PRELIMINARY TITLE REPORTS AND/OR COMMITMENTS ON SUBSEQUENT POLICIES (CTIC, FNTIC)

Where no major change in the title has occurred since the issuance of the original report or commitment, the order may be reopened within twelve (12) to thirty-six (36) months and all or a portion of the charge previously paid for the report or commitment may be credited on a subsequent policy charge.

DISASTER LOANS (CTIC, CLTIC, FNTIC)

The charge for a Lender's Policy (Standard or Extended coverage) covering the financing or refinancing by an owner of record, within twenty-four (24) months of the date of a declaration of a disaster area by the government of the United States or the State of California on any land located in said area, which was partially or totally destroyed in the disaster, will be fifty percent (50%) of the appropriate title insurance rate.

CHURCHES OR CHARITABLE NON-PROFIT ORGANIZATIONS (CTIC, FNTIC)

On properties used as a church or for charitable purposes within the scope of the normal activities of such entities, provided said charge is normally the church's obligation the charge for an owner's policy shall be fifty percent (50%) to seventy percent (70%) of the appropriate title insurance rate, depending on the type of coverage selected. The charge for a lender's policy shall be thirty-two percent (32%) to fifty percent (50%) of the appropriate title insurance rate, depending on the type of coverage selected.



IMPORTANT: This plat is not a survey, it is merely furnished as a convenience to locate the land in relation to adjoining streets and other lands, and not to guarantee dimensions, distances, bearings or acreage.

t jo t egeq

abey

User Questionnaire – Phase I Environmental Site Assessment Proposed CarMax Automotive Dealership & Stockton, CA July 6, 2015 & Terracon Project No. NA157024



In order to qualify for one of the Landowner Liability Protections (LLPs) offered by the Small Business Relief and Brownfields Revitalization Act of 2001 (the "Brownfields Amendments"), the user must respond to the following questions. Failure to provide this information to the environmental professional may result in significant data gaps, which may limit our ability to identify recognized environmental conditions resulting in a determination that "all appropriate inquiry" is not complete. This form represents a type of interview and as such, the user has an obligation to answer all questions in good faith, to the extent of their actual knowledge.

Site Name: Proposed CarMax Automotive Dealership Site Address: Southwest Corner of E. Hammer Lane & Maranatha Drive, Stockton, CA

1) Did a search of recorded land title records (or judicial records where appropriate) identify any environmental liens filed or recorded against the property under federal, tribal, state, or local law (40 CFR 312.25)? XNo Yes If yes, please explain.

2) Did a search of recorded land title records (or judicial records where appropriate) identify any activity and use limitations (AULs), such as engineering controls, land use restrictions, or institutional controls that are in place at the property and/or have been filed or recorded against the property under federal, tribal, state, or local law (40 CFR 312.26)? No ____Yes If yes, please explain.

3) Do you have any specialized knowledge or experience related to the site or nearby properties? For example, are you involved in the same line of business as the current or former occupants of the site or an adjoining property so that you would have specialized knowledge of the chemicals and processes used by this type of business (40 CFR 312-28)? $\frac{1}{2}$ No ____Yes If yes, please explain.

4) Do you have actual knowledge of a lower purchase price because contamination is known or believed to be present at the site (40 CFR 312.29)? XNo ____Yes

5) Are you aware of commonly known or reasonably ascertainable information about the site that would help the environmental professional to identify conditions indicative of releases or threatened releases (40 CFR 312.30)? X No Yes If yes, please explain.

6) Based on your knowledge and experience related to the site, are there any obvious indicators that point to the presence or likely presence of contamination at the site (40 CFR 312.31)? XNo Yes If yes, please explain.

User Questionnaire – Phase I Environmental Site Assessment Proposed CarMax Automotive Dealership
Stockton, CA July 6, 2015 Terracon Project No. NA157024

Terracon

Request for Information and Documentation

In addition to the specific questions outlined above, the user is requested to provide the following information and documentation, as available. ASTM requires that this information, if available, be provided to the environmental professional prior to the site visit.

ltem Supplied "X"	Not Applicable, Not Available or Not Known "X"	Item Requested (See Proposal)	Contacts/Comments or Indicate Attachment
	\times	Point of Contact for Access	Name/Phone:
Х		Current Site Owner	Name/Phone: SCG Properties, LLC 414- Diana Lee 408-966-7510
	X	Current Facility Operator	Name/Phone:
	X	Contacts for Prior Owners	Name/Phone:
	\times	Contacts for Prior Occupants	Name/Phone:
	X	Access Restrictions	
	\times	Notification of Special Requirements Regarding Confidentiality	
Х		Legal Description and Diagram / Survey of Site	See attached plat. Legal description and ALTA survey in progress.
Х		Chain of Title with Grantor/Grantee Summary (back to 1940 or first developed use)	Title commitment attached.
X		Reasons for Conducting ESA	Due diligence for purchase

User Questionnaire – Phase I Environmental Site Assessment

Proposed CarMax Automotive Dealership
Stockton, CA July 6, 2015
Terracon Project No. NA157024

lerracon

Helpful Documents Checklist

Pursuant to ASTM E1527-135 § 10.8, do you know whether any of the following documents exist related to the subject property and, if so, whether copies can and will be provided to the environmental professional? Check all that apply.

None of the items below are available

- Environmental site assessment reports
- Environmental compliance audit reports
- Geotechnical studies
- □ Reports regarding hydrogeologic conditions on the property or surrounding area

Registrations for above or underground storage tanks

- □ Notices or other correspondence from any governmental agency relating to past or current violations of environmental laws with respect to the property or relating to environmental liens encumbering the property
- Registrations for underground injection systems
- □ Environmental permits/plans, solid waste permits, hazardous waste disposal permits, wastewater permits, NPDES permits, underground injection permits, SPCC plans

Jason Pruitt

Name (Authorized Client Representative)

Estate Manager Real Title Signature Date

Owner Questionnaire – Phase I Environmental Site Assessment Southwest Corner of E. Hammer Ln & Maranatha Dr. . Stockton, CA July 6, 2015 Terracon Project No. NA157024

llerraron

ENVIRONMENTAL QUESTIONNAIRE AND DISCLOSURE STATEMENT FOR PROPERTY OWNER/SITE MANAGER SITE ADDRESS: SOUTHWEST CORNER OF EAST HAMMER LANE & MARANATHA DRIVE STOCKTON, SAN JOAQUIN COUNTY, CALIFORNIA

I. GENERAL INFORMATION

Current owner of property

1.

Name: SGG Properties LLC Address: 250 Santa Fe Terr #223 Sunnyvale, CA 94085 Telephone: (408)736-1906 Year purchased: 2007

2. Previous owner(s) and contact information (if known):

Name: The Grong Family Trust dtd 1/12/92 Address: 250 Santa Fe Terr#223, Sunnyvak, CA 94085 Telephone: (408)736-1906 Year purchased: 1992

3. Other person with historical knowledge of property:

Name:

Address:

Telephone:

Relationship to property:

Please describe current use(s) of property: 4.

Vacant agricultural land

Please describe any other known past use(s) of property, and approximate dates of each use: 5.

Walnut farm (1992-2003)

- Are there any businesses using any portion of the property which are Yes 6. operated by an entity other than the property owner (including a tenant farming operation)? If yes, please provide contact name and phone number for each:
- To the best of your knowledge has the property ever been used as a UYes 7. gasoline station, motor repair facility, commercial printing facility, dry

X No

No

Ow Sou July	ner Questionnaire – Phase I Environmental Site Assessment uthwest Corner of E. Hammer Ln & Maranatha Dr. ■ Stockton, CA ⁄ 6, 2015 ■ Terracon Project No. NA157024	ller	rəcon
	cleaners, photo developing laboratory, junkyard or landfill, or as a waste treatment, storage, disposal, processing, or recycling facility?		
8.	To the best of your knowledge has any adjoining property ever been used as a gasoline station, motor repair facility, commercial printing facility, dry cleaners, photo developing laboratory, junkyard or landfill, or as a waste treatment, storage, disposal, processing, or recycling facility?	☐ Yes	K No
9.	Do you have any knowledge of environmental liens or governmental notification relating to past or recurrent violations of environmental laws with respect to the property or any facility located on the property?	☐ Yes	🕅 No
10.	Do you have any knowledge of the past or current existence of hazardous substances or petroleum products or environmental violations with respect to the property or any facility located on the property?	☐ Yes	⊠ No
11.	Please describe any other relevant historical information in your possess subject property.	sion conce	rning the
12.	Are there any electrical transformers or capacitors on the property which are known to contain PCBs (polychlorinated biphenyls), or which may have been manufactured before 1980 and whose PCB content is unknown?	☐ Yes	Mo No
13.	Water is provided to the property by:		
	A well IN/A Public water system		
14.	Waste water disposal is provided to the property by: Unknown		
	 Public sewer system Pond(s) N/A On-site septic system Other 		
15.	Are there any wastewaters generated and/or disposed of on the property other than storm water runoff and domestic sewage? Please describe. (Please attach copies of any wastewater discharge permits or licenses pertaining to operations on the property.)	☐ Yes	No ?

Responsive ... Resourceful ... Reliable

2

	Own Sout July	er Questionnaire – Phase I Environmental Site Assessment hwest Corner of E. Hammer Ln & Maranatha Dr. ■ Stockton, CA 6, 2015 ■ Terracon Project No. NA157024	Ten	acon
16	ð.	Are there any other types of liquid wastes or solid wastes generated at the property? Please describe how they are handled and disposed of. (Please attach copies of any waste disposal permits or licenses pertaining to operations on the property.)	☐ Yes	No
17	7.	Are there any activities on the property which generate air pollutants, including fuel burning equipment? Please describe. (<i>Please attach</i> copies of any air permits or licenses pertaining to operations on the property.)	☐ Yes	No
	<u>II. S</u>	TRUCTURES		
	Are	here currently any structures on the property?	🗌 Yes	⊠́No
	To th the p	ne best of your knowledge, have there been any structures on the property in ast which have since been removed?	n 🗌 Yes	No
	If the	e answer to either question is "yes," please answer the following:		
	1.	For each existing building, please provide type of building and date of ori any substantial renovations:	ginal constr	uction and
	2.	For each building known to have been removed, please provide approximate dates the building existed:	type of bu	ilding and
	3.	How are the structures heated and cooled (e.g., central, wall-mounted etc.), and what powers the heating and cooling devices (e.g., electric, p fireplace, etc.)?	l unit, spac propane, fu	e heaters, el oil tank,
	3.	Provide a brief description of existing development with property di acreage.	mensions,	area, and

4.	Are there any currently, or the best of your knowledge have there been previously, any flooring, drains, or walls located within the facility that are stained by substances other than water or are emitting foul odors?	Yes	∐ No
5	If any buildings were constructed prior to 1980, is there any currently or	Yes	🗌 No

5.	If any buildings were constructed prior to 1980, is there any currently or	Yes
	was there previously asbestos in any of the construction materials	
	contained in the building(s)?	

If so, has a survey been conducted to assess the type, amount, location **Yes No** and condition of asbestos? (*Please attach a copy of any survey report.*)

Owner Southy July 6,	r Questionnaire – Phase I Environmental Site Assessment west Corner of E. Hammer Ln & Maranatha Dr. ⊯ Stockton, CA 2015	llerr	acon
6.	If any buildings were constructed prior to 1980, is there any currently or was there previously lead-based paint applied to the building(s)?	🗌 Yes	🗌 No
	If so, has a survey been conducted to assess the type, amount, location and condition of lead-based paint? (<i>Please attach a copy of any survey report.</i>)	☐ Yes	🗌 No
<u>III. ST</u>	ORAGE TANKS AND OTHER CHEMICAL STORAGE		
Are the previous chemic	nere currently, or to the best of your knowledge have there been usly, any registered or unregistered gasoline, diesel, fuel oil or other cal storage tanks (above or underground) located on the property?	☐ Yes	🕅 No
Are th proper gallon:	ere any pesticides, paints, or other chemicals stored or used on the ty in drums, sacks, or other containers greater than 5 gallons each or 50 s in the aggregate?	☐ Yes	[≳́No
If the a	answer to either question is "yes," please answer the questions below	:	
1.	For each tank, please list substance stored and tank capacity:		
2.	Have the tanks been inspected or tested for leakage? When was the most were the results? (<i>Please attach copies of results if available.</i>)	st recent te	st? What
3.	For other storage containers, please describe the substances, quantities containers.	stored, an	d types of
4.	Have there been any spills, leaks, or other releases of chemicals on the property? If so, please describe the chemicals and quantities released, any cleanup measures taken, and the results of any soil or groundwater samples performed to detect the presence of chemicals spilled, leaked, or released on the property.	☐ Yes	🗌 No
5.	Please attach copies of any permits or licenses pertaining to the use, s disposal of chemicals on the property.	storage, ha	ndling, or
<u>IV. IN</u>	DUSTRIAL PROPERTIES		
Is the j	property currently used for any industrial purpose?	Yes	No
Has th the cu	e property ever been previous used for an industrial purpose (other than rrent use)?	🗌 Yes	🛛 No
If the a	answer to either question is "yes," please answer the following:		
1.	Has the property been used for disposal of any liquid or solid waste?	Yes	No No

Owner Questionnaire – Phase I Environmental Site Assessment Southwest Corner of E. Hammer Ln & Maranatha Dr.
Stockton, CA July 6, 2015
Terracon Project No. NA157024

Terracon

2.	Have evaporation or storage ponds been located on the property?	🗌 Yes	🛛 No
3.	Have waste water treatment facilities, such as acid neutralization vaults, been located on the property?	☐ Yes	🔏 No
4.	Are there raw chemical or waste chemical storage areas on the property?	☐ Yes	No

If any of questions 1-4 are answered "yes," please provide a description, including the location of all disposal sites, treatment facilities and storage areas, the type of chemicals or wastes handled at each site, the results of any soil or groundwater samples taken in the vicinity of each site, and the manner in which each site not presently in use was closed.

V. AGRICULTURAL PROPERTIES

Is the pasture	property currently used for agricultural purposes, other than grazing or e land?	☐ Yes	🛛 No
To the agricul	e best of your knowledge, has the property been used in the past for tural purposes, other than grazing or pasture land?	Yes	🗌 No
If the a	answer to either question is "yes," please answer the following: <i>Unit</i>	chown	
1.	Have pesticides, herbicides or other agricultural chemicals been applied to the property? If so, please describe the locations where such pesticides, herbicides or chemicals were applied, and the type of pesticides, herbicides or chemicals applied in each area. (<i>Please attach copies of pesticide use reports if available.</i>)	☐ Yes	□ No
2.	Have pesticides, herbicides or other agricultural chemicals been mixed, formulated, rinsed, or disposed of on the property? If so, please describe the locations where such pesticides, herbicides or chemicals were mixed, formulated, rinsed, or disposed, and the type of pesticides, herbicides or chemicals mixed, formulated, rinsed or disposed of at each location.	☐ Yes	🗌 No

3. Has any soil or groundwater analysis been performed to detect **Yes** pesticides, herbicides or chemicals used at the site? If so, please provide a summary of the findings or attach the report(s).

No No

Owner Questionnaire – Phase I Environmental Site Assessment Southwest Corner of E. Hammer Ln & Maranatha Dr. Stockton, CA July 6, 2015 Terracon Project No. NA157024

Verracon

ENDORSEMENT:

As the present owner of the property or as an officer or general partner of the present owner of the property (or the duly authorized representative of such owner), I am familiar with all of the operations presently conducted on the property, and hereby certify that to the best of my knowledge, information, and belief the information disclosed above is true and correct.

1

Owner or Key Site Manager's Signature

ana

Owner or Key Site Manager's Name (please print)

Ken Relationship to/Proper/

Contact Phone

APPENDIX D ENVIRONMENTAL DATABASE INFORMATION

Proposed Car Max Automotive Dealership

SWC East Hammer Lane & Maranatha Drive Stockton, CA 95212

Inquiry Number: 4345571.2s July 06, 2015

The EDR Radius Map[™] Report with GeoCheck®



6 Armstrong Road, 4th floor Shelton, CT 06484 Toll Free: 800.352.0050 www.edrnet.com

TABLE OF CONTENTS

SECTION

PAGE

Executive Summary	ES1
Overview Map	2
Detail Map	3
Map Findings Summary	4
Map Findings	8
Orphan Summary	75
Government Records Searched/Data Currency Tracking	GR-1

GEOCHECK ADDENDUM

Physical Setting Source Addendum	A-1
Physical Setting Source Summary	A-2
Physical Setting SSURGO Soil Map	A-5
Physical Setting Source Map	A-9
Physical Setting Source Map Findings	A-11
Physical Setting Source Records Searched	PSGR-1

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

Disclaimer - Copyright and Trademark Notice

This Report contains certain information obtained from a variety of public and other sources reasonably available to Environmental Data Resources, Inc. It cannot be concluded from this Report that coverage information for the target and surrounding properties does not exist from other sources. NO WARRANTY EXPRESSED OR IMPLIED, IS MADE WHATSOEVER IN CONNECTION WITH THIS REPORT. ENVIRONMENTAL DATA RESOURCES, INC. SPECIFICALLY DISCLAIMS THE MAKING OF ANY SUCH WARRANTIES, INCLUDING WITHOUT LIMITATION, MERCHANTABILITY OR FITNESS FOR A PARTICULAR USE OR PURPOSE. ALL RISK IS ASSUMED BY THE USER. IN NO EVENT SHALL ENVIRONMENTAL DATA RESOURCES, INC. BE LIABLE TO ANYONE, WHETHER ARISING OUT OF ERRORS OR OMISSIONS, NEGLIGENCE, ACCIDENT OR ANY OTHER CAUSE, FOR ANY LOSS OF DAMAGE, INCLUDING, WITHOUT LIMITATION, SPECIAL, INCIDENTAL, CONSEQUENTIAL, OR EXEMPLARY DAMAGES. ANY LIABILITY ON THE PART OF ENVIRONMENTAL DATA RESOURCES, INC. IS STRICTLY LIMITED TO A REFUND OF THE AMOUNT PAID FOR THIS REPORT. Purchaser accepts this Report "AS IS". Any analyses, estimates, ratings, environmental risk levels or risk codes provided in this Report are provided for illustrative purposes only, and are not intended to provide, nor should they be interpreted as providing any facts regarding, or prediction or forecast of, any environmental risk for any property. Only a Phase I Environmental St Assessment performed by an environmental professional can provide information regarding the environmental risk for any property. Additionally, the information provided in this Report is not to be construed as legal advice.

Copyright 2015 by Environmental Data Resources, Inc. All rights reserved. Reproduction in any media or format, in whole or in part, of any report or map of Environmental Data Resources, Inc., or its affiliates, is prohibited without prior written permission.

EDR and its logos (including Sanborn and Sanborn Map) are trademarks of Environmental Data Resources, Inc. or its affiliates. All other trademarks used herein are the property of their respective owners.

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

SWC EAST HAMMER LANE & MARANATHA DRIVE STOCKTON, CA 95212

COORDINATES

Latitude (North):	38.0195000 - 38° 1' 10.20''
Longitude (West):	121.2647000 - 121° 15' 52.92"
Universal Tranverse Mercator:	Zone 10
UTM X (Meters):	652323.8
UTM Y (Meters):	4209194.0
Elevation:	31 ft. above sea level

USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property Map:	38121-A3 LODI SOUTH, CA
Most Recent Revision:	1976
East Map:	38121-A2 WATERLOO, CA
Most Recent Revision:	1978

AERIAL PHOTOGRAPHY IN THIS REPORT

Portions of Photo from:	20120628
Source:	USDA

Target Property Address: SWC EAST HAMMER LANE & MARANATHA DRIVE STOCKTON, CA 95212

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
1	THE HOME DEPOT STORE	3818 E HAMMER LN	RCRA-SQG, FINDS, HAZNET	Higher	41, 0.008, NNW
2		8111 HANEY LN	EDR US Hist Cleaners	Higher	900, 0.170, NNE
A3	99 SHELL*	7700 MORELAND ST	UST	Higher	1040, 0.197, East
A4	JOHN STAGNARO SHELL	7700 MORELAND ST	HIST UST	Higher	1040, 0.197, East
A5	SHELL(HAMMER LN SHEL	7700 MORELAND CT	HIST CORTESE, LUST	Higher	1040, 0.197, East
A6	NINETY NINE SHELL GA	7700 MORELAND ST	EDR US Hist Auto Stat	Higher	1040, 0.197, East
A7	99 SHELL	7700 MORELAND CT	LUST, CA FID UST, SWEEPS UST, EMI	Higher	1040, 0.197, East
A8	SHELL SERVICE STATIO	7700 MORELAND COURT	RCRA-SQG	Higher	1040, 0.197, East
B 9	WALMART #1554	3702 E HAMMER LN	UST	Lower	1194, 0.226, WNW
B10		3702 E HAMMER LN	EDR US Hist Auto Stat	Lower	1194, 0.226, WNW
B11	WAL MART	3702 E HAMMER LANE	CA FID UST, SWEEPS UST	Lower	1194, 0.226, WNW
B12	WALMART #1554	3702 HAMMER LN	UST	Lower	1194, 0.226, WNW
C13	CHASE CHEVROLET	6441 HOLMAN	AST	Lower	1540, 0.292, WSW
C14	CHASE CHEVROLET	6441 HOLMAN RD	UST	Lower	1540, 0.292, WSW
B15		3554 E HAMMER LN	EDR US Hist Auto Stat	Lower	1610, 0.305, WNW
B16	BRANNON TIRE	3554 E HAMMER LN	RCRA-SQG, FINDS, HAZNET, EMI	Lower	1610, 0.305, WNW
B17	ARCO AM PM #5569	3518 E HAMMER LN	UST	Lower	1613, 0.305, WNW
B18	ARCO AM/PM	3518 E HAMMER LANE	CA FID UST, SWEEPS UST	Lower	1725, 0.327, WNW
D19	ARCO #595 (DON'S)	6100 99	HIST CORTESE, LUST	Higher	1901, 0.360, ESE
D20	AM/PM ARCO #595	6100 N HWY 99	CA FID UST, SWEEPS UST	Higher	1901, 0.360, ESE
D21	ARCO STATION #595*	6100 HWY 99	UST	Higher	1901, 0.360, ESE
E22		6100 N HIGHWAY 99	EDR US Hist Auto Stat	Higher	1923, 0.364, East
F23	STOCKTON AUTO CENTER	3434 HAMMER LN	UST	Lower	1931, 0.366, West
F24	STOCKTON AUTO CENTER	3434 E HAMMER LANE	CA FID UST, SWEEPS UST	Lower	1931, 0.366, West
F25	STOCKTON AUTO CENTER	3434 E HAMMER LN	UST	Lower	1931, 0.366, West
26	BLOSSOM RANCH HIGH S	6000 HOLMAN ROAD	SCH, ENVIROSTOR	Lower	1974, 0.374, SW
F27		3434 E HAMMER LN	EDR US Hist Auto Stat	Lower	2018, 0.382, WNW
F28	STOCKTON DODGE INC	3333 AUTO CENTER	AST	Lower	2026, 0.384, West
F29	AT&T MOBILITY - HAMM	3333 AUTO CENTER CIR	RCRA-SQG, FINDS	Lower	2046, 0.387, West
E30	THE AUTO FACTORY	5942 HWY 99 E	HIST CORTESE, LUST	Higher	2067, 0.391, East
E31	ARCO #00595 - MERCED	6100 N HIGHWAY 99	HIST UST, EMI	Higher	2145, 0.406, East
F32	BIG VALLEY FORD	3282 AUTO CENTER	AST	Lower	2232, 0.423, West
F33	BIG VALLEY FORD	3282 AUTO CTR DR	RCRA-SQG, FINDS	Lower	2235, 0.423, West
F34		3282 AUTO CENTER CI	EDR US Hist Auto Stat	Lower	2235, 0.423, West
35		8200 N HIGHWAY 99	EDR US Hist Auto Stat	Higher	2236, 0.423, NE
F36		3355 E HAMMER LN	EDR US Hist Auto Stat	Lower	2313, 0.438, WNW
F37	CHEVRON STATION #173	3355 E HAMMER LN	RCRA-LQG, FINDS	Lower	2313, 0.438, WNW
F38	CHEVRON STATION	3355 HAMMER LN	UST	Lower	2313, 0.438, WNW
F39	CHEVRON STATION NO 2	3355 E HAMMER LN	RCRA-SQG, HAZNET	Lower	2313, 0.438, WNW

Target Property Address: SWC EAST HAMMER LANE & MARANATHA DRIVE STOCKTON, CA 95212

Click on Map ID to see full detail.

MAP

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
F40	CHEVRON STATION #173	3355 E HAMMER LN	UST	Lower	2313, 0.438, WNW
41		4009 KENNY DR	EDR US Hist Auto Stat	Higher	2362, 0.447, North
42	MATAGA BUICK PONTIAC	3261 AUTO CTR CIR	RCRA-SQG, FINDS	Lower	2406, 0.456, West
G43	ARCO #5569	3518 HAMMER	HIST CORTESE	Lower	3665, 0.694, West
G44	STOCKTON STEEL	3003 HAMMER	HIST CORTESE, LUST	Lower	3921, 0.743, West
45	BLOSSOM FARMS INC.	5247 HOLMAN RD	SCH, HIST UST, ENVIROSTOR	Lower	4322, 0.819, SSW
46	MORADA LANE SECONDAR	3201 EAST MORADA LAN	SCH, ENVIROSTOR	Higher	6417, 1.215, NNW

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 CERCLIS NFRAP site List

CERC-NFRAP...... CERCLIS No Further Remedial Action Planned

Federal RCRA CORRACTS facilities list

CORRACTS..... Corrective Action Report

Federal RCRA non-CORRACTS TSD facilities list

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

Federal RCRA generators list

RCRA-CESQG..... RCRA - Conditionally Exempt Small Quantity Generator

Federal institutional controls / engineering controls registries

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

Federal ERNS list

ERNS..... Emergency Response Notification System

State- and tribal - equivalent NPL

RESPONSE..... State Response Sites

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

SWF/LF..... Solid Waste Information System

State and tribal leaking storage tank lists

SLIC...... Statewide SLIC Cases INDIAN LUST...... Leaking Underground Storage Tanks on Indian Land

State and tribal registered storage tank lists

INDIAN UST...... Underground Storage Tanks on Indian Land FEMA UST...... Underground Storage Tank Listing

State and tribal voluntary cleanup sites

INDIAN VCP	Voluntary Cleanup Priority Listing
VCP	Voluntary Cleanup Program Properties

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

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

Local Lists of Landfill / Solid Waste Disposal Sites

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

Local Lists of Hazardous waste / Contaminated Sites

US CDL	Clandestine Drug Labs
HIST Cal-Sites	Historical Calsites Database
Toxic Pits	Toxic Pits Cleanup Act Sites
CDL	Clandestine Drug Labs
US HIST CDL	National Clandestine Laboratory Register

Local Land Records

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

Records of Emergency Release Reports

HMIRS_____ Hazardous Materials Information Reporting System

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 Ascartainable Pacards						
	•					
RCRA NonGen / NLR	. RCRA - Non Generators / No Longer Regulated					
DOT OPS	Incident and Accident Data					
DOD	Department of Defense Sites					
FUDS	Formerly Used Defense Sites					
CONSENT	Superfund (CERCLA) Consent Decrees					
ROD	Records Of Decision					
UMTRA	Uranium Mill Tailings Sites					
US MINES	Mines Master Index File					
TRIS	Toxic Chemical Release Inventory System					
TSCA	Toxic Substances Control Act					
FTTS	FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide					
	Act)/TSCA (Toxic Substances Control Act)					
HIST FTTS	FIERA/TSCA Tracking System Administrative Case Listing					
SSTS	Section 7 Tracking Systems					
ICIS	Integrated Compliance Information System					
PADS	PCB Activity Database System					
MITS	Material Licensing Tracking System					
	Radiation Information Database					
	Facility Index System/Eacility Pagistry System					
	PCPA Administrative Action Tracking System					
	RORA AUMINISTIATIVE ACTION TRACKING System					
	Risk Management Plans					
	INPDES Permits Listing					
Contese	"Cortese" Hazardous Waste & Substances Sites List					
CUPA Listings						
Notify 65	Proposition 65 Records					
DRYCLEANERS	Cleaner Facilities					
WIP	Well Investigation Program Case List					
ENF	Enforcement Action Listing					
HAZNET	Facility and Manifest Data					
EMI	Emissions Inventory Data					
INDIAN RESERV	Indian Reservations					
SCRD DRYCLEANERS	State Coalition for Remediation of Drycleaners Listing					
WDS	Waste Discharge System					
Financial Assurance	Financial Assurance Information Listing					
PROC	. Certified Processors Database					
HWT	Registered Hazardous Waste Transporter Database					
HWP	EnviroStor Permitted Facilities Listing					
MWMP	Medical Waste Management Program Listing					
LEAD SMELTERS	Lead Smelter Sites					
US AIRS	Aerometric Information Retrieval System Facility Subsystem					
EPA WATCH LIST	EPA WATCH LIST					
US FIN ASSUR	Financial Assurance Information					
COAL ASH EPA	Coal Combustion Residues Surface Impoundments List					
PCB TRANSFORMER	PCB Transformer Registration Database					
COAL ASH DOE	Steam-Electric Plant Operation Data					
2020 COR ACTION	2020 Corrective Action Program List					

PRP..... Potentially Responsible Parties

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP..... EDR Proprietary Manufactured Gas Plants

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA LUST______ Recovered Government Archive Leaking Underground Storage Tank RGA LF______ Recovered Government Archive Solid Waste Facilities List

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 generators list

RCRA-LQG: 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.

A review of the RCRA-LQG list, as provided by EDR, and dated 03/10/2015 has revealed that there is 1 RCRA-LQG site within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
CHEVRON STATION #173	3355 E HAMMER LN	WNW 1/4 - 1/2 (0.438 mi.)	F37	59
RCRA-SQG: 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.

A review of the RCRA-SQG list, as provided by EDR, and dated 03/10/2015 has revealed that there are 7 RCRA-SQG sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
THE HOME DEPOT STORE	3818 E HAMMER LN	NNW 0 - 1/8 (0.008 mi.)	1	8
SHELL SERVICE STATIO	7700 MORELAND COURT	E 1/8 - 1/4 (0.197 mi.)	A8	22
Lower Elevation	Address	Direction / Distance	Map ID	Page
BRANNON TIRE	3554 E HAMMER LN	WNW 1/4 - 1/2 (0.305 mi.)	B16	28
AT&T MOBILITY - HAMM	3333 AUTO CENTER CIR	W 1/4 - 1/2 (0.387 mi.)	F29	49
BIG VALLEY FORD	3282 AUTO CTR DR	W 1/4 - 1/2 (0.423 mi.)	F33	56
CHEVRON STATION NO 2	3355 E HAMMER LN	WNW 1/4 - 1/2 (0.438 mi.)	F39	61
MATAGA BUICK PONTIAC	3261 AUTO CTR CIR	W 1/4 - 1/2 (0.456 mi.)	42	64

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 identifes 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 05/04/2015 has revealed that there are 3 ENVIROSTOR sites within approximately 1.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
MORADA LANE SECONDAR Facility Id: 39820003 Status: Inactive - Needs Evaluation	3201 EAST MORADA LAN	NNW 1 - 2 (1.215 mi.)	46	72
Lower Elevation	Address	Direction / Distance	Map ID	Page
BLOSSOM RANCH HIGH S Facility Id: 39010025 Status: No Further Action	6000 HOLMAN ROAD	SW 1/4 - 1/2 (0.374 mi.)	26	45
BLOSSOM FARMS INC. Facility Id: 39010026 Status: No Further Action	5247 HOLMAN RD	SSW 1/2 - 1 (0.819 mi.)	45	68

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, and dated 03/13/2015 has revealed that there are 5 LUST sites within approximately 0.75 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SHELL(HAMMER LN SHEL Status: Completed - Case Closed Global Id: T0607791625 Global Id: T0607700206	7700 MORELAND CT	E 1/8 - 1/4 (0.197 mi.)	A5	14
99 SHELL Status: Case Closed	7700 MORELAND CT	E 1/8 - 1/4 (0.197 mi.)	A7	17
ARCO #595 (DON'S) Status: Open - Site Assessment Status: Preliminary site assessment un Global Id: T0607700319	6100 99 nderway	ESE 1/4 - 1/2 (0.360 mi.)	D19	34
THE AUTO FACTORY Status: Completed - Case Closed Status: Leak being confirmed Global Id: T0607700907	5942 HWY 99 E	E 1/4 - 1/2 (0.391 mi.)	E30	50
Lower Elevation	Address	Direction / Distance	Map ID	Page
STOCKTON STEEL Status: Completed - Case Closed Status: Case Closed Global Id: T0607700600	3003 HAMMER	W 1/2 - 1 (0.743 mi.)	G44	67

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, and dated 03/13/2015 has revealed that there are 10 UST sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
99 SHELL* Facility Id: FA0003732 Tank Status: CLOSED Tank Status: ACTIVE	7700 MORELAND ST	E 1/8 - 1/4 (0.197 mi.)	A3	11
ARCO STATION #595* Facility Id: FA0003630	6100 HWY 99	ESE 1/4 - 1/2 (0.360 mi.)	D21	43
Lower Elevation	Address	Direction / Distance	Map ID	Page
WALMART #1554 Facility Id: FA0006687 Tank Status: CLOSED	3702 E HAMMER LN	WNW 1/8 - 1/4 (0.226 mi.)	B9	24

Lower Elevation	Address	Direction / Distance	Map ID	Page
WALMART #1554 Facility Id: FA0006687	3702 HAMMER LN	WNW 1/8 - 1/4 (0.226 mi.)	B12	27
CHASE CHEVROLET Facility Id: FA0010424 Tank Status: ACTIVE, EXEMPT	6441 HOLMAN RD	WSW 1/4 - 1/2 (0.292 mi.)	C14	27
ARCO AM PM #5569 Facility Id: FA0003599 Tank Status: CLOSED	3518 E HAMMER LN	WNW 1/4 - 1/2 (0.305 mi.)	B17	32
STOCKTON AUTO CENTER Facility Id: FA0003681	3434 HAMMER LN	W 1/4 - 1/2 (0.366 mi.)	F23	43
STOCKTON AUTO CENTER Facility Id: FA0003681 Tank Status: ACTIVE	3434 E HAMMER LN	W 1/4 - 1/2 (0.366 mi.)	F25	45
CHEVRON STATION Facility Id: FA0008044	3355 HAMMER LN	WNW 1/4 - 1/2 (0.438 mi.)	F38	61
CHEVRON STATION #173 Facility Id: FA0008044 Tank Status: ACTIVE	3355 E HAMMER LN	WNW 1/4 - 1/2 (0.438 mi.)	F40	64

AST: A listing of aboveground storage tank petroleum storage tank locations.

A review of the AST list, as provided by EDR, and dated 08/01/2009 has revealed that there are 3 AST sites within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
CHASE CHEVROLET	6441 HOLMAN	WSW 1/4 - 1/2 (0.292 mi.)	C13	27
STOCKTON DODGE INC	3333 AUTO CENTER	W 1/4 - 1/2 (0.384 mi.)	F28	48
BIG VALLEY FORD	3282 AUTO CENTER	W 1/4 - 1/2 (0.423 mi.)	F32	55

ADDITIONAL ENVIRONMENTAL RECORDS

Local Lists of Hazardous waste / Contaminated Sites

SCH: 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.

A review of the SCH list, as provided by EDR, and dated 05/04/2015 has revealed that there is 1 SCH site within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
BLOSSOM RANCH HIGH S	6000 HOLMAN ROAD	SW 1/4 - 1/2 (0.374 mi.)	26	45
Status: No Further Action				
Facility Id: 39010025				

Local Lists of Registered Storage Tanks

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 5 CA FID UST sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
99 SHELL Status: A Facility Id: 39000252	7700 MORELAND CT	E 1/8 - 1/4 (0.197 mi.)	A7	17
AM/PM ARCO #595 Status: A Facility Id: 39000290	6100 N HWY 99	ESE 1/4 - 1/2 (0.360 mi.)	D20	41
Lower Elevation	Address	Direction / Distance	Map ID	Page
WAL MART Status: I Facility Id: 39002928	3702 E HAMMER LANE	WNW 1/8 - 1/4 (0.226 mi.)	B11	25
ARCO AM/PM Status: A Facility Id: 39000546	3518 E HAMMER LANE	WNW 1/4 - 1/2 (0.327 mi.)	B18	33
STOCKTON AUTO CENTER Status: A Facility Id: 39004261	3434 E HAMMER LANE	W 1/4 - 1/2 (0.366 mi.)	F24	44

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 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
JOHN STAGNARO SHELL Facility Id: 00000006115	7700 MORELAND ST	E 1/8 - 1/4 (0.197 mi.)	A4	13
ARCO #00595 - MERCED Facility Id: 00000026943	6100 N HIGHWAY 99	E 1/4 - 1/2 (0.406 mi.)	E31	53

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 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 5 SWEEPS UST sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
99 SHELL	7700 MORELAND CT	E 1/8 - 1/4 (0.197 mi.)	A7	17
Status: A		. ,		
Tank Status: A				
Comp Number: 1819				

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
AM/PM ARCO #595 Status: A	6100 N HWY 99	ESE 1/4 - 1/2 (0.360 mi.)	D20	41
Tank Status: A				
Comp Number: 1630				
Lower Elevation	Address	Direction / Distance	Map ID	Page
WAL MART Comp Number: 2536	3702 E HAMMER LANE	WNW 1/8 - 1/4 (0.226 mi.)	B11	25
ARCO AM/PM Status: A Tank Status: A Comp Number: 2337	3518 E HAMMER LANE	WNW 1/4 - 1/2 (0.327 mi.)	B18	33
STOCKTON AUTO CENTER Status: A Tank Status: A Comp Number: 2398	3434 E HAMMER LANE	W 1/4 - 1/2 (0.366 mi.)	F24	44

Other Ascertainable Records

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 5 HIST CORTESE sites within approximately 0.75 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SHELL(HAMMER LN SHEL Reg Id: 390283	7700 MORELAND CT	E 1/8 - 1/4 (0.197 mi.)	A5	14
ARCO #595 (DON'S) Reg ld: 390411	6100 99	ESE 1/4 - 1/2 (0.360 mi.)	D19	34
THE AUTO FACTORY Reg ld: 391092	5942 HWY 99 E	E 1/4 - 1/2 (0.391 mi.)	E30	50
Lower Elevation	Address	Direction / Distance	Map ID	Page
ARCO #5569 Reg Id: 390681	3518 HAMMER	W 1/2 - 1 (0.694 mi.)	G43	67
STOCKTON STEEL Reg ld: 390766	3003 HAMMER	W 1/2 - 1 (0.743 mi.)	G44	67

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR US Hist Auto Stat: 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.

A review of the EDR US Hist Auto Stat list, as provided by EDR, has revealed that there are 9 EDR US Hist Auto Stat sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
NINETY NINE SHELL GA	7700 MORELAND ST	E 1/8 - 1/4 (0.197 mi.)	A6	17
Not reported	6100 N HIGHWAY 99	E 1/4 - 1/2 (0.364 mi.)	E22	43
Not reported	8200 N HIGHWAY 99	NE 1/4 - 1/2 (0.423 mi.)	35	58
Not reported	4009 KENNY DR	N 1/4 - 1/2 (0.447 mi.)	41	64
Lower Elevation	Address	Direction / Distance	Map ID	Page
Not reported	3702 E HAMMER LN	WNW 1/8 - 1/4 (0.226 mi.)	B10	25
Not reported	3554 E HAMMER LN	WNW 1/4 - 1/2 (0.305 mi.)	B15	28
Not reported	3434 E HAMMER LN	WNW 1/4 - 1/2 (0.382 mi.)	F27	48
Not reported	3282 AUTO CENTER CI	W 1/4 - 1/2 (0.423 mi.)	F34	57
Not reported	3355 E HAMMER LN	WNW 1/4 - 1/2 (0.438 mi.)	F36	58

EDR US Hist 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.

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

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
Not reported	8111 HANEY LN	NNE 1/8 - 1/4 (0.170 mi.)	2	11

There were no unmapped sites in this report.

OVERVIEW MAP - 4345571.2S



ADDRESS: SWC East Hammer Lane & Maranatha Drive Stockton CA 95212 LAT/LONG: 38.0195 / 121.2647 CLIENT: Neil O. Anderson and Associates, A CONTACT: Tammy Woods INQUIRY #: 4345571.2s DATE: July 06, 2015 2:28 pm

Copyright © 2015 EDR, Inc. © 2010 Tele Atlas Rel. 07/2009.

DETAIL MAP - 4345571.2S



Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
STANDARD ENVIRONMEN	ITAL RECORDS							
Federal NPL site list								
NPL Proposed NPL NPL LIENS	1.250 1.250 TP		0 0 NR	0 0 NR	0 0 NR	0 0 NR	0 0 NR	0 0 0
Federal Delisted NPL s	ite list							
Delisted NPL	1.250		0	0	0	0	0	0
Federal CERCLIS list								
CERCLIS FEDERAL FACILITY	0.750 0.750		0 0	0 0	0 0	0 0	NR NR	0 0
Federal CERCLIS NFRA	AP site List							
CERC-NFRAP	0.750		0	0	0	0	NR	0
Federal RCRA CORRA	CTS facilities li	ist						
CORRACTS	1.250		0	0	0	0	0	0
Federal RCRA non-CO	RRACTS TSD f	acilities list						
RCRA-TSDF	0.750		0	0	0	0	NR	0
Federal RCRA generate	ors list							
RCRA-LQG RCRA-SQG RCRA-CESQG	0.500 0.500 0.500		0 1 0	0 1 0	1 5 0	NR NR NR	NR NR NR	1 7 0
Federal institutional co engineering controls re	ntrols / egistries							
US ENG CONTROLS US INST CONTROL LUCIS	0.750 0.750 0.750		0 0 0	0 0 0	0 0 0	0 0 0	NR NR NR	0 0 0
Federal ERNS list								
ERNS	TP		NR	NR	NR	NR	NR	0
State- and tribal - equiv	alent NPL							
RESPONSE	1.250		0	0	0	0	0	0
State- and tribal - equiv	alent CERCLIS	6						
ENVIROSTOR	1.250		0	0	1	1	1	3
State and tribal landfill solid waste disposal si	and/or te lists							
SWF/LF	0.750		0	0	0	0	NR	0
State and tribal leaking	storage tank l	ists						
LUST	0.750		0	2	2	1	NR	5

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
SLIC INDIAN LUST	0.750 0.750		0 0	0 0	0 0	0 0	NR NR	0 0
State and tribal register	ed storage tai	nk lists						
UST AST INDIAN UST FEMA UST	0.500 0.500 0.500 0.500		0 0 0 0	3 0 0 0	7 3 0 0	NR NR NR NR	NR NR NR NR	10 3 0 0
State and tribal volunta	ry cleanup sit	es						
INDIAN VCP VCP	0.750 0.750		0 0	0 0	0 0	0 0	NR NR	0 0
ADDITIONAL ENVIRONME	NTAL RECORD	s						
Local Brownfield lists								
US BROWNFIELDS	0.750		0	0	0	0	NR	0
Local Lists of Landfill / Waste Disposal Sites	Solid							
DEBRIS REGION 9 ODI SWRCY HAULERS INDIAN ODI WMUDS/SWAT	0.750 0.750 0.750 TP 0.750 0.750		0 0 NR 0 0	0 0 NR 0 0	0 0 NR 0 0	0 0 NR 0 0	NR NR NR NR NR	0 0 0 0 0
Local Lists of Hazardou Contaminated Sites	is waste /							
US CDL HIST Cal-Sites SCH Toxic Pits CDL US HIST CDL	TP 1.250 0.500 1.250 TP TP		NR 0 0 NR NR	NR 0 0 NR NR	NR 0 1 0 NR NR	NR 0 NR 0 NR NR	NR 0 NR 0 NR NR	0 0 1 0 0
Local Lists of Registere	ed Storage Tai	nks						
CA FID UST HIST UST SWEEPS UST	0.500 0.500 0.500		0 0 0	2 1 2	3 1 3	NR NR NR	NR NR NR	5 2 5
Local Land Records								
LIENS 2 LIENS DEED	TP TP 0.750		NR NR 0	NR NR 0	NR NR 0	NR NR 0	NR NR NR	0 0 0
Records of Emergency	Release Repo	orts						
HMIRS CHMIRS LDS	TP TP TP		NR NR NR	NR NR NR	NR NR NR	NR NR NR	NR NR NR	0 0 0

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
MCS	TP		NR	NR	NR	NR	NR	0
SPILLS 90	TP		NR	NR	NR	NR	NR	0
Other Ascertainable Re	cords							
RCRA NonGen / NLR	0.500		0	0	0	NR	NR	0
DOT OPS	TP		NR	NR	NR	NR	NR	0
DOD	1.250		0	0	0	0	0	0
FUDS	1.250		0	0	0	0	0	0
CONSENT	1.250		0	0	0	0	0	0
ROD	1.250		0	0	0	0		0
	0.750		0	0	0			0
US MINES	0.500							0
								0
ETTO								0
HIST ETTS								0
SSTS	TP		NR	NR	NR	NR	NR	0
	TP		NR	NR	NR	NR	NR	0
PADS	TP		NR	NR	NR	NR	NR	0
MLTS	TP		NR	NR	NR	NR	NR	õ
RADINFO	TP		NR	NR	NR	NR	NR	Õ
FINDS	TP		NR	NR	NR	NR	NR	0
RAATS	TP		NR	NR	NR	NR	NR	0
RMP	TP		NR	NR	NR	NR	NR	0
CA BOND EXP. PLAN	1.250		0	0	0	0	0	0
NPDES	TP		NR	NR	NR	NR	NR	0
UIC	TP		NR	NR	NR	NR	NR	0
Cortese	0.750		0	0	0	0	NR	0
HIST CORTESE	0.750		0	1	2	2	NR	5
CUPA Listings	0.500		0	0	0	NR	NR	0
Notify 65	1.250		0	0	0	0	0	0
DRYCLEANERS	0.500		0	0	0	NR	NR	0
WIP	0.500		0	0	0	NR	NR	0
						NR		0
								0
	1 250							0
	0.750		0	0	0	0		0
WDS	0.750 TP						NR	0
Financial Assurance	TP		NR	NR	NR	NR	NR	0
PROC	0 750		0	0	0	0	NR	Ő
HWT	0.500		Õ	Õ	Ő	NR	NR	Õ
HWP	1.250		Õ	Õ	Õ	0	0	Õ
MWMP	0.500		Ō	Ō	Ō	NR	NR	Ō
LEAD SMELTERS	TP		NR	NR	NR	NR	NR	0
US AIRS	TP		NR	NR	NR	NR	NR	0
EPA WATCH LIST	TP		NR	NR	NR	NR	NR	0
US FIN ASSUR	TP		NR	NR	NR	NR	NR	0
COAL ASH EPA	0.750		0	0	0	0	NR	0
PCB TRANSFORMER	TP		NR	NR	NR	NR	NR	0
COAL ASH DOE	TP		NR	NR	NR	NR	NR	0

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
2020 COR ACTION PRP	0.500 TP		0 NR	0 NR	0 NR	NR NR	NR NR	0 0
EDR HIGH RISK HISTORIC	AL RECORDS							
EDR Exclusive Records								
EDR MGP EDR US Hist Auto Stat EDR US Hist Cleaners	1.250 0.500 0.500		0 0 0	0 2 1	0 7 0	0 NR NR	0 NR NR	0 9 1
EDR RECOVERED GOVER	NMENT ARCHI	VES						
Exclusive Recovered G	ovt. Archives							
RGA LUST RGA LF	TP TP		NR NR	NR NR	NR NR	NR NR	NR NR	0 0
- Totals		0	1	15	36	4	1	57

NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

Database(s)

EDR ID Number EPA ID Number

1 NNW < 1/8 0.008 mi. 41 ft.	THE HOME DEPOT STORE #0662 3818 E HAMMER LN STOCKTON, CA 95212		RCRA-SQG FINDS HAZNET	1008879971 CAR000168351
41 ft. Relative: Higher Actual: 31 ft.	RCRA-SQG: Date form received by agency Facility name: Facility address: EPA ID: Mailing address: Contact: Contact country: Contact country: Contact telephone: Contact telephone: Contact email: EPA Region: Classification: Description:	06/15/2005 HOME DEPOT USA INC HD 0662 3818 E HAMMER LN STOCKTON, CA 95212 CAR000168351 1905 ASTON AVE STE 100 CARLSBAD, CA 92008 ROBERT PERKINS 1905 ASTON AVE STE 100 CARLSBAD, CA 92008 US 760-602-8700 RPERKINS@3ECOMPANY.COM 09 Small Small Quantity Generator Handler: generates more than 100 and less than 1000 kg of waste during any calendar month and accumulates less that hazardous waste at any time; or generates 100 kg or less of	of hazardous an 6000 kg of of hazardous	
	Owner/Operator Summary: Owner/operator name: Owner/operator address: Owner/operator country: Owner/operator telephone: Legal status: Owner/Op erator Type: Owner/Op start date: Owner/Op end date: Owner/Operator name: Owner/operator address: Owner/operator country: Owner/operator telephone: Legal status: Owner/Operator Type: Owner/Operator Type: Owner/Op start date: Owner/Op start date: Owner/Op end date: Handler Activities Summary: U.S. importer of hazardous was Mixed waste (haz. and radioac Recycler of hazardous waste:	hazardous waste at any time HOME DEPOT USA Not reported US Not reported Private Operator 12/09/1993 Not reported HOME DEPOT USA 2455 PACES FERRY RD ATLANTA, GA 30339 US Not reported Private Owner 12/09/1993 Not reported Ste: No tive): No No		
	Recycler of hazardous waste: Transporter of hazardous was Treater, storer or disposer of H Underground injection activity: On-site burner exemption:	NO te: NO IW: NO NO NO		

Database(s)

EDR ID Number EPA ID Number

1008879971

THE HOME DEPOT STORE #0662 (Continued)

Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burn	ner: No
Used oil Specification market	er: No
Used oil transfer facility:	No
Used oil transporter:	No
Wests and	D001
. Waste hame.	IGNITADLE WASTE
. Waste code:	D002
. Waste name:	CORROSIVE WASTE
. Waste code:	D009
. Waste name:	MERCURY
	P
. Waste code:	
. waste name:	2,4-D (2,4-DICHLOROPHENOXYACETIC ACID)
. Waste code:	D018
. Waste name:	BENZENE
. Waste code:	D035
. Waste name:	METHYL ETHYL KETONE
. 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: . Waste name:	F005 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.
Violation Status:	No violations found
FINDS:	
Registry ID:	110058251421
Environmental Interest/Inform STATE MA	nation System ASTER

Database(s)

EDR ID Number EPA ID Number

THE HOME DEPOT STORE #0662 (Continued)

HAZNET: 1008879971 envid: Year: 2013 GEPAID: CAR000168351 Contact: CHRIS BAKER Telephone: 7136257015 Mailing Name: Not reported Mailing Address: 5151 San Felipe Mailing City, St, Zip: Houston, TX 770560000 Gen County: San Joaquin NVD980895338 TSD EPA ID: TSD County: 99 Waste Category: Not reported **Disposal Method:** Not reported 0.0795 Tons: Facility County: Not reported envid: 1008879971 Year: 2013 CAR000168351 GEPAID: CHRIS BAKER Contact: Telephone: 7136257015 Mailing Name: Not reported Mailing Address: 5151 San Felipe Mailing City,St,Zip: Houston, TX 770560000 Gen County: San Joaquin TSD EPA ID: NVD980895338 TSD County: 99 Waste Category: Not reported Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery **Disposal Method:** (H010-H129) Or (H131-H135) Tons: 0.2915 Facility County: Not reported 1008879971 envid: Year: 2013 GEPAID: CAR000168351 Contact: CHRIS BAKER 7136257015 Telephone: Not reported Mailing Name: Mailing Address: 5151 San Felipe Mailing City, St, Zip: Houston, TX 770560000 Gen County: San Joaquin NVD980895338 TSD EPA ID: TSD County: 99 Waste Category: Not reported **Disposal Method:** Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135) Tons: 0.6185 Facility County: Not reported envid: 1008879971 Year: 2013 GEPAID: CAR000168351 Contact: CHRIS BAKER Telephone: 7136257015 Mailing Name: Not reported

Database(s)

EDR ID Number EPA ID Number

THE HOME DEPOT STORE #0662 (Continued)

Tank Rec ID:

Tank Number:

Mailing Address: Mailing City,St,Zip: Gen County: TSD EPA ID: TSD County: Waste Category: Disposal Method:	5151 San Felipe Houston, TX 770560000 San Joaquin CAD980884183 Sacramento Not reported Storage, Bulking, And/Or Transfer Off SiteNo Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.1
Facility County:	Not reported
envid:	1008879971
Year:	2013
GEPAID:	CAR000168351
Contact:	CHRIS BAKER
Telephone:	7136257015
Mailing Name:	Not reported
Mailing Address:	5151 San Felipe
Mailing City,St,Zip:	Houston, TX 770560000
Gen County:	San Joaquin
TSD EPA ID:	NVD980895338
TSD County:	99
Waste Category:	Not reported
Disposal Method:	Neutralization Only
Tons:	0.126
Facility County:	Not reported

<u>Click this hyperlink</u> while viewing on your computer to access 39 additional CA_HAZNET: record(s) in the EDR Site Report.

2 NNE 1/8-1/4 0.170 mi. 900 ft.	8111 HANEY LN STOCKTON, CA 95212		EDR US Hist Cleaners	1015098206 N/A
Relative: Higher Actual: 32 ft.	EDR Historical Cleaners: Name: Year: Address:	THE LADYBIRDS WASH & FOLD 2006 8111 HANEY LN		
A3 East 1/8-1/4 0.197 mi. 1040 ft.	99 SHELL* 7700 MORELAND ST STOCKTON, CA 95212 Site 1 of 6 in cluster A		UST	U004127345 N/A
Relative: Higher Actual: 32 ft.	UST SAN JOAQUIN: Region: Facility Id: Mail Address: Mail Care of: Mail City,St,Zip:	SJ FA0003732 35584 CONOVAN LN ANGLE, BALAJI & CHHAYA FREMONT, CA 94536		

TA0181901

1

Database(s)

EDR ID Number EPA ID Number

99 SHELL* (Continued)

Tank Status:	CLOSED
Tank Capacity:	8000
Product Code/Type:	1A/REGULAR UNLEADED
Program Element:	2360
Tank Rec ID:	TA0515773
Tank Number:	10
Tank Status:	ACTIVE
Tank Capacity:	8000
Product Code/Type:	1b/PREMIUM UNLEADED
Program Element:	2350
Tank Rec ID:	TA0515774
Tank Number:	11
Tank Status:	ACTIVE
Tank Capacity:	7000
Product Code/Type:	03/DIESEL
Program Element:	2350
Tank Rec ID:	TA0181902
Tank Number:	2
Tank Status:	CLOSED
Tank Capacity:	8000
Product Code/Type:	1A/REGULAR UNLEADED
Program Element:	2360
Tank Rec ID:	TA0181903
Tank Number:	3
Tank Status:	CLOSED
Tank Capacity:	8000
Product Code/Type:	1A/REGULAR UNLEADED
Program Element:	2360
Tank Rec ID:	TA0181904
Tank Number:	4
Tank Status:	CLOSED
Tank Capacity:	550
Product Code/Type:	05/JET FUEL
Program Element:	2360
Tank Rec ID:	TA0181905
Tank Number:	5
Tank Status:	CLOSED
Tank Capacity:	550
Product Code/Type:	/
Program Element:	2362
Tank Rec ID:	TA0181906
Tank Number:	6
Tank Status:	CLOSED

U004127345

Database(s)

EDR ID Number EPA ID Number

99 SHELL* (Continued)

Tank Capacity: Product Code/Type: Program Element:

Tank Rec ID: Tank Number: Tank Status: Tank Capacity: Product Code/Type: Program Element: 1A/REGULAR UNLEADED 2360

12000

TA0181907 7 CLOSED 12000 1C/MIDGRADE UNLEADED 2360

Tank Rec ID: Tank Number: Tank Status: Tank Capacity: Product Code/Type: Program Element:

12000 1B/PREMIUM UNLEADED 2360 TA0515772

1a/REGULAR UNLEADED

Not reported

TA0181908

CLOSED

8

9

ACTIVE

15000

2352

Tank Rec ID: Tank Number: Tank Status: Tank Capacity: Product Code/Type: Program Element:

A4 JOHN STAGNARO SHELL East 7700 MORELAND ST 1/8-1/4 STOCKTON, CA 95212

0.197 mi. 1040 ft.

Site 2 of 6 in cluster A

Year Installed:

HIST UST: **Relative:** Region: STATE Higher Facility ID: 0000006115 Actual: Facility Type: Gas Station 32 ft. Other Type: Not reported Contact Name: JOHN STAGNARO Telephone: 2099315398 **Owner Name:** SHELL OIL COMPANY Owner Address: P. O. BOX 4848 ANAHEIM, CA 92803 Owner City, St, Zip: Total Tanks: 0004 Tank Num: 001 Container Num: 1 Not reported Year Installed: Tank Capacity: 0008000 PRODUCT Tank Used for: Type of Fuel: UNLEADED **Container Construction Thickness:** 1/4 Leak Detection: Stock Inventor, 10 002 Tank Num: Container Num: 2

U004127345

HIST UST U001603852 N/A JOHN STAGNARO SHELL (Continued)

MAP FINDINGS

Database(s)

EDR ID Number EPA ID Number

U001603852

	Tank Capacity: Tank Used for: Type of Fuel: Container Construction Thickness Leak Detection:	00008000 PRODUCT REGULAR : 1/4 Stock Inventor, 10	
	Tank Num: Container Num: Year Installed: Tank Capacity: Tank Used for: Type of Fuel: Container Construction Thickness Leak Detection:	003 3 Not reported 00008000 PRODUCT PREMIUM : 1/4 Stock Inventor, 10	
	Tank Num: Container Num: Year Installed: Tank Capacity: Tank Used for: Type of Fuel: Container Construction Thickness Leak Detection:	004 4 Not reported 00000550 WASTE WASTE OIL :: 12 Stock Inventor, 10	
A5 East 1/8-1/4 0.197 mi. 1040 ft.	SHELL(HAMMER LN SHELL#4)(CASI 7700 MORELAND CT STOCKTON, CA 95212 Site 3 of 6 in cluster A	E # 1) HIST CO	RTESE S103671825 LUST N/A
Relative: Higher	HIST CORTESE: Region: CC Facility County Code: 39	DRTESE	
Actual: 32 ft.	Reg By: LT Reg Id: 39	NKA 0283	
	LUST: Region: Global Id: Latitude: Longitude: Case Type: Status: Status Date: Lead Agency: Case Worker: Local Agency: RB Case Number: LOC Case Number: File Location: Botartial Madia Affort:	STATE T0607791625 38.020876 -121.259883 LUST Cleanup Site Completed - Case Closed 12/27/2007 SAN JOAQUIN COUNTY LOP Not reported Not reported 391111 0000852 Local Agency Aquifer used for drinking water supply	

Click here to access the California GeoTracker records for this facility:

Database(s)

EDR ID Number EPA ID Number

SHELL(HAMMER LN SHELL#4)(CASE # 1) (Continued)

S103671825

HELL(HAMMER LN SHELL#4)	CASE # 1) (Continued)
Contact: Global Id: Contact Type: Contact Name: Organization Name: Address: City: Email: Phone Number:	T0607791625 Regional Board Caseworker JAMES BARTON CENTRAL VALLEY RWQCB (REGION 5S) 11020 SUN CENTER DRIVE #200 RANCHO CORDOVA jbarton@waterboards.ca.gov Not reported
Status History:	
Global Id:	T0607791625
Status:	Completed - Case Closed
Status Date:	12/27/2007
Global Id:	T0607791625
Status:	Open - Case Begin Date
Status Date:	07/30/2000
Global Id:	T0607791625
Status:	Open - Site Assessment
Status Date:	01/24/2001
Global Id:	T0607791625
Status:	Open - Site Assessment
Status Date:	10/04/2001
Regulatory Activities: Global Id: Action Type: Date: Action:	T0607791625 Other 01/02/2001 Leak Discovery
Global Id:	T0607791625
Action Type:	ENFORCEMENT
Date:	12/27/2007
Action:	Closure/No Further Action Letter
Global Id:	T0607791625
Action Type:	Other
Date:	07/30/2000
Action:	Leak Stopped
Global Id:	T0607791625
Action Type:	ENFORCEMENT
Date:	01/24/2001
Action:	Notice of Responsibility
Global Id:	T0607791625
Action Type:	Other
Date:	01/02/2001
Action:	Leak Reported
Region:	STATE
Global Id:	T0607700206

Database(s)

EDR ID Number EPA ID Number

SHELL(HAMMER LN SHELL#4)(CASE # 1) (Continued)

Latitude: 38.020876 Longitude: -121.259883 Case Type: LUST Cleanup Site Status: Completed - Case Closed Status Date: 09/12/1996 SAN JOAQUIN COUNTY LOP Lead Agency: Case Worker: Not reported Not reported Local Agency: RB Case Number: 390283 LOC Case Number: 1819 File Location: Not reported Potential Media Affect: Soil Potential Contaminants of Concern: Gasoline Site History: Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id: Contact Type: Contact Name: Organization Name: Address: City: Email: Phone Number:

Status History: Global Id: Status: Status Date:

> Global Id: Status: Status Date:

> Global Id: Status: Status Date:

Regulatory Activities: Global Id: Action Type: Date: Action:

> Global Id: Action Type: Date: Action:

T0607700206 Regional Board Caseworker JAMES BARTON CENTRAL VALLEY RWQCB (REGION 5S) 11020 SUN CENTER DRIVE #200 RANCHO CORDOVA jbarton@waterboards.ca.gov Not reported

T0607700206 Open - Case Begin Date 12/27/1988

T0607700206 Open - Site Assessment 12/27/1988

T0607700206 Completed - Case Closed 09/12/1996

T0607700206 Other 12/27/1988 Leak Discovery

T0607700206 Other 12/28/1988 Leak Reported

S103671825

Map ID Direction		MAP FINDINGS		
Distance				EDR ID Number
Elevation	Site		Database(s)	EPA ID Number
Elevation	Site		Database(s)	EPA ID Numb

A6 East 1/8-1/4 0 197 mi	NINETY NINE SHELL GAS STATIONSEDR US H7700 MORELAND STSTOCKTON, CA 95212		EDR US Hist Auto Stat	1014172774 N/A
1040 ft.	Site 4 of 6 in cluster	A		
Relative:	EDR Historical Auto	Stations:		
Higher	Name:	NINETY NINE SHELL GAS STATIONS		
0	Year:	1999		
Actual: 32 ft.	Туре:	GASOLINE STATIONS		
	Name:	ECONOMY SMOG & LUBE		
	Year:	2000		
	Address:	7700 MORELAND ST		
A7	99 SHELL		LUST	S101592730

East 1/8-1/4 0.197 mi	7700 MORELAND CT STOCKTON, CA 9521	2	CA FID UST SWEEPS UST FMI	N/A
1040 ft.	Site 5 of 6 in cluster A			
Relative:	LUST REG 5:	-		
Higher	Region: Status:	o Case Closed		
Actual: 32 ft.	Case Number: Case Type: Substance: Staff Initials: Lead Agency: Program: MTBE Code: Region: Status: Case Number: Case Type: Substance:	390283 Soil only GASOLINE JLB Local LUST N/A 5 Case Closed 391111 Drinking Water Aquifer affected Not reported		
	Staff Initials:	JLB		
	Lead Agency:	Local		
	Program:	LUST		
	MIBE Code.	0		
	CA FID UST:			
	Facility ID:	39000252		
	Regulated By:	UTNKA		
	Regulated ID:	Not reported		
	Cortese Code:	Not reported		
	SIC Code:	Not reported		
	Facility Phone:	2099315398		
	Mail 10:	Not reported		
	Mailing Address:	P U BUX 4023		
	Mailing City St Zin	STOCKTON 95212		
	Contact:	Not reported		
	Contact Phone:	Not reported		
	DUNs Number:	Not reported		
	NPDES Number	Not reported		
	EPA ID:	Not reported		
	Comments:	Not reported		

Database(s)

EDR ID Number EPA ID Number

99 SHELL (Continued)

Status:	Active
SWEEPS UST: Status: Comp Number:	Active 1819
Number: Board Of Equalization Referral Date: Action Date: Created Date: Owner Tank Id: SWRCB Tank Id: Tank Status: Capacity: Active Date:	1 1 44-000074 02-24-92 02-24-92 06-20-88 005 39-000-001819-000005 A 550 02-24-92
Tank Use: STG: Content: Number Of Tanks:	OIL W WASTE OIL 4
Status: Comp Number: Number: Board Of Equalization Referral Date: Action Date: Created Date: Owner Tank Id: SWRCB Tank Id: Tank Status: Capacity: Active Date: Tank Use: STG: Content: Number Of Tanks:	Active 1819 1 1 1 02-24-92 06-20-88 006 39-000-001819-000006 A 12000 02-24-92 M.V. FUEL P REG UNLEADED Not reported
Status: Comp Number: Number: Board Of Equalization Referral Date: Action Date: Created Date: Owner Tank Id: SWRCB Tank Id: Tank Status: Capacity: Active Date: Tank Use: STG: Content: Number Of Tanks:	Active 1819 1 n: 44-000074 02-24-92 06-20-88 007 39-000-001819-000007 A 12000 02-24-92 M.V. FUEL P LEADED Not reported
Status: Comp Number: Number:	Active 1819 1

S101592730

Database(s)

EDR ID Number EPA ID Number

99 SHELL (Continued)

Board Of Equalization: Referral Date: Action Date: Created Date: Owner Tank Id: SWRCB Tank Id: Tank Status: Capacity: Active Date: Tank Use: STG: Content: Number Of Tanks:	44-000074 02-24-92 06-20-88 008 39-000-001819-000008 A 12000 02-24-92 M.V. FUEL P REG UNLEADED Not reported
Status: Comp Number: Number: Board Of Equalization: Referral Date: Action Date: Created Date: Owner Tank Id: SWRCB Tank Id: Tank Status: Capacity: Active Date: Tank Use: STG: Content: Number Of Tanks:	Not reported 1819 Not reported 44-000074 Not reported Not reported Not reported 39-000-001819-000001 Not reported 8000 Not reported M.V. FUEL PRODUCT REG UNLEADED 4
Status: Comp Number: Number: Board Of Equalization: Referral Date: Action Date: Created Date: Owner Tank Id: SWRCB Tank Id: Tank Status: Capacity: Active Date: Tank Use: STG: Content: Number Of Tanks:	Not reported 1819 Not reported 44-000074 Not reported Not reported Not reported 39-000-001819-000002 Not reported 8000 Not reported M.V. FUEL PRODUCT LEADED Not reported
Status: Comp Number: Number: Board Of Equalization: Referral Date: Action Date: Created Date: Owner Tank Id: SWRCB Tank Id:	Not reported 1819 Not reported 44-000074 Not reported Not reported Not reported Not reported 39-000-001819-000003

S101592730

99 SHELL (Continued)

MAP FINDINGS

Database(s)

EDR ID Number EPA ID Number

S101592730

Tank Status: Not reported 8000 Capacity: Active Date: Not reported Tank Use: M.V. FUEL PRODUCT STG: LEADED Content: Number Of Tanks: Not reported Not reported Status: Comp Number: 1819 Number: Not reported 44-000074 Board Of Equalization: Not reported Referral Date: Action Date: Not reported Created Date: Not reported Owner Tank Id: Not reported SWRCB Tank Id: 39-000-001819-000004 Tank Status: Not reported Capacity: 550 Not reported Active Date: M.V. FUEL Tank Use: PRODUCT STG: JET FUEL Content: Number Of Tanks: Not reported EMI: Year: 2006 County Code: 39 Air Basin: SJV Facility ID: 757 Air District Name: SJU SIC Code: 5541 Air District Name: SAN JOAQUIN VALLEY UNIFIED APCD Community Health Air Pollution Info System: Not reported Not reported Consolidated Emission Reporting Rule: Total Organic Hydrocarbon Gases Tons/Yr: .3909926024962251503 .3889245 Reactive Organic Gases Tons/Yr: Carbon Monoxide Emissions Tons/Yr: 0 NOX - Oxides of Nitrogen Tons/Yr: 0 SOX - Oxides of Sulphur Tons/Yr: 0 Particulate Matter Tons/Yr: 0 Part. Matter 10 Micrometers & Smllr Tons/Yr: 0 Year: 2007 County Code: 39 Air Basin: SJV Facility ID: 757 Air District Name: SJU SIC Code: 5541 SAN JOAQUIN VALLEY UNIFIED APCD Air District Name: Community Health Air Pollution Info System: Not reported Consolidated Emission Reporting Rule: Not reported Total Organic Hydrocarbon Gases Tons/Yr: .3909926024962251503

.3889245

0

0

0

Reactive Organic Gases Tons/Yr: Carbon Monoxide Emissions Tons/Yr:

NOX - Oxides of Nitrogen Tons/Yr:

SOX - Oxides of Sulphur Tons/Yr:

Map ID Direction Distance Elevation Site

Database(s)

EDR ID Number EPA ID Number

99 SHELL (Continued)	S10
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0
Year:	2008
County Code:	39
Air Basin:	SJV
Facility ID:	757
Air District Name:	SJU
SIC Code:	5541
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:	.4537130721031783742
Reactive Organic Gases Tons/Yr:	.4512495
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0
Year:	2009
County Code:	39
Air Basin:	SJV
Facility ID:	757
Air District Name:	SJU
SIC Code:	5541
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:	0.485678136068386
Reactive Organic Gases Tons/Yr:	0.483041
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0
Year:	2010
County Code:	39
Air Basin:	SJV
Facility ID:	757
Air District Name:	SJU
SIC Code:	5541
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:	0.485678136068386
Reactive Organic Gases Tons/Yr:	0.483041
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0
Year:	2011
County Code:	39
Air Basin:	SJV

Elevation	Site			Database(s)	EPA ID Number
	99 SHELL (Continued)				S101592730
	Equility ID:		757		
	Air District Name:		757 S II I		
	SIC Code:		5541		
	Air District Name		SAN JOAOLIIN VALLEY UNIFIED APCD		
	Community Health Air Polluti	on Info System	Not reported		
	Consolidated Emission Repo	rting Rule	Not reported		
	Total Organic Hydrocarbon (Bases Tons/Yr:	0.5125268819		
	Reactive Organic Gases Ton	s/Yr:	0.50974396246		
	Carbon Monoxide Emissions	Tons/Yr:	0		
	NOX - Oxides of Nitrogen To	ns/Yr:	0		
	SOX - Oxides of Sulphur Tor	is/Yr:	0		
	Particulate Matter Tons/Yr:		0		
	Part. Matter 10 Micrometers	& Smllr Tons/Yr:	0		
	Year:		2012		
	County Code:		39		
	Air Basin:		SJV		
	Facility ID:		757		
	Air District Name:		SJU		
	SIC Code:				
	Air District Name:	en lafa Custana	SAN JOAQUIN VALLEY UNIFIED APCD		
	Community Health Air Poliuti	on into System:	Not reported		
	Consolidated Emission Reporting Rule:				
	Reactive Organic Gases Tons/Tr.		0.40373197273		
	Carbon Monoxide Emissions Tons/Yr		0		
	NOX - Oxides of Nitrogen To	ns/Yr	0		
	SOX - Oxides of Sulphur Tor	ns/Yr:	0		
	Particulate Matter Tons/Yr:		0		
	Part. Matter 10 Micrometers	& Smllr Tons/Yr:	0		
A 8	SHELL SERVICE STATION - 136	146		RCRA-SOG	1000288754
Fast	7700 MORELAND COURT	140		NONA-OQO	CAD981459738
1/8-1/4	STOCKTON, CA 95212				
0.197 mi. 1040 ft.	Site 6 of 6 in cluster A				
Relative:	RCRA-SQG:				
Higher	Date form received by agence	y:02/25/2006			
A . (Facility name:	SHELL SERVI	CE STATION - 136146		
Actual:	Facility address:	7700 MORELA	ND COURT		
32 m.		STOCKTON, C	CA 95212		
	EPA ID:	CAD98145973	8		
	Mailing address:	12700 NORTH	BOROUGH DR,		
			77067		
	Contact				
	Contact address:	Not reported			
	Contact address.	Not reported			
	Contact country	US			
	Contact telephone:	(281) 874-2238	3		
	Contact email:	DON.F.WISDC	, DM@SHELL.COM		
	EPA Region:	09			
	Classification:	Small Small Q	uantity Generator		
	Description: Handler: generates more than 100 and less than 1000 kg			of hazardous	
	waste during any calendar month and accumulates less th				
		hazardous was	ste at any time; or generates 100 kg or less	of hazardous	
		waste during a	ny calendar month, and accumulates more	than 1000 kg of	

Map ID Direction

Distance

EDR ID Number

Database(s)

EDR ID Number EPA ID Number

SHELL SERVICE STATION - 136146 (Continued)

hazardous waste at any time

Owner/Operator Summary:	EQUILON ENT LLC DBA SHELL OIL PROD. US
Owner/operator name:	P.O. BOX 2099
Owner/operator address:	HOUSTON, TX 77252
Owner/operator country:	US
Owner/operator telephone:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	08/01/1998
Owner/Op end date:	Not reported
Owner/operator name: Owner/operator address:	SHELL OIL PRODUCTS US Not reported Not reported
Owner/operator country:	US
Owner/operator telephone:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	08/01/1998
Owner/Op end date:	Not reported
Handler Activities Summary: U.S. importer of hazardous wa Mixed waste (haz. and radioar Recycler of hazardous waste: Transporter of hazardous waste: Transporter of hazardous wast Treater, storer or disposer of H Underground injection activity On-site burner exemption: Furnace exemption: Used oil fuel burner: Used oil fuel burner: Used oil processor: User oil refiner: Used oil refiner: Used oil fuel marketer to burne Used oil fuel marketer to burne Used oil specification markete Used oil transfer facility: Used oil transporter:	aste: No ctive): No No te: No tw: No No No No No No No No No No
Historical Generators: Date form received by agency Site name: Classification:	: 02/25/2006 SHELL SERVICE STATION - 136146 Large Quantity Generator
. Waste code:	134
. Waste name:	134
. Waste code:	D001
. Waste name:	IGNITABLE WASTE
. Waste code:	D018
. Waste name:	BENZENE
Date form received by agency Site name:	:04/08/1998 SHELL OIL CO

Database(s)

EDR ID Number EPA ID Number

Classification:	Small Quantity Generator		
. Waste code:	D001		
. Waste name:	IGNITABLE WASTE		
. Waste code:	D018		
. Waste name:	BENZENE		
Date form received by age	ncy:09/01/1996		
Site name:	SHELL OIL CO		
Classification:	Small Quantity Generator		
Violation Status:	No violations found		
WALMART #1554		UST	U004025209
3702 E HAMMER LN			N/A
STOCKTON, CA 95212			
Site 1 of 8 in cluster B			
UST SAN JOAQUIN:			
Region:	SJ EA0006687		
Facility Id. Mail Address:			
Mail Care of:	BYRAN, MATTHEW		
Mail City,St,Zip:	LENEXA, KS 66219		
Tank Rec ID:	TA0504433		
Tank Number:	1		
Tank Status:	CLOSED		
Product Code/Type:	09/OTHER		
Program Element:	2360		
Tank Rec ID:	TA0504434		
Tank Number:	2		
Tank Status:	CLOSED		
Lank Capacity:			
Program Element:	2360		
Tank Rec ID:	TA0504436		
Tank Number:	3		
Tank Status:	CLOSED		
Tank Capacity:	350		
Product Code/Type:	09/OTHER		
Fiografii Element:	2300		
Tank Rec ID:	TA0504437		
Tank Number:	4		
Tank Status:	CLOSED		
Lank Capacity: Product Code/Type:			

Database(s)

EDR ID Number EPA ID Number

	WALMART #1554 (Cont	inued)		U004025209
	Tank Rec ID: Tank Number: Tank Status: Tank Capacity: Product Code/Type: Program Element:	TA0504438 5 CLOSED 500 09/OTHER 2360		
B10 WNW 1/8-1/4 0.226 mi. 1194 ft	3702 E HAMMER LN STOCKTON, CA 95212 Site 2 of 8 in cluster B		EDR US Hist Auto Stat	1015453690 N/A
Deletion	EDR Historical Auto St	ations		
Relative: Lower Actual: 29 ft.	Name: Year: Address:	WAL MART TIRE & LUBE EXPRESS 1999 3702 E HAMMER LN		
B11 WNW 1/8-1/4 0.226 mi. 1194 ft.	WAL MART 3702 E HAMMER LANE STOCKTON, CA 95212 Site 3 of 8 in cluster B		CA FID UST SWEEPS UST	S101593153 N/A
Relative:	CA FID UST:			
Actual: 29 ft.	Facility ID: Regulated By: Regulated ID: Cortese Code: SIC Code: Facility Phone: Mail To: Mailing Addresss: Mailing Addresss 2: Mailing City,St,Zip: Contact: Contact Phone: DUNs Number: NPDES Number: EPA ID: Comments: Status:	39002928 UTNKI Not reported Not reported 2094733438 Not reported 608 S EIGHTH ST Not reported STOCKTON 95212 Not reported Not reported Not reported Not reported Not reported Not reported Not reported Not reported Inactive		
	SWEEPS UST: Status: Comp Number: Number: Board Of Equalizatio Referral Date: Action Date: Created Date: Owner Tank Id: SWRCB Tank Id: Tank Status: Capacity: Active Date:	Not reported 2536 Not reported on: Not reported Not reported Not reported Not reported Not reported 39-000-002536-000001 Not reported 350 Not reported		

Database(s)

EDR ID Number EPA ID Number

WAL MART (Continued)

Status:

Tank Use: STG: Content: Number Of Tanks:	OIL PRODUCT OIL 5
Status: Comp Number: Number: Board Of Equalization: Referral Date: Action Date: Created Date: Owner Tank Id: SWRCB Tank Id: Tank Status: Capacity: Active Date: Tank Use: STG: Content: Number Of Tanks:	Not reported 2536 Not reported Not reported Not reported Not reported Not reported 39-000-002536-000002 Not reported 350 Not reported OIL PRODUCT OIL
Status: Comp Number: Number: Board Of Equalization: Referral Date: Action Date: Created Date: Owner Tank Id: SWRCB Tank Id: Tank Status: Capacity: Active Date: Tank Use: STG: Content: Number Of Tanks:	Not reported 2536 Not reported Not reported Not reported Not reported Not reported Not reported 39-000-002536-000003 Not reported 350 Not reported OIL PRODUCT OIL Not reported
Status: Comp Number: Number: Board Of Equalization: Referral Date: Action Date: Created Date: Owner Tank Id: SWRCB Tank Id: Tank Status: Capacity: Active Date: Tank Use: STG: Content: Number Of Tanks:	Not reported 2536 Not reported Not reported Not reported Not reported Not reported 39-000-002536-000004 Not reported 350 Not reported OIL PRODUCT OIL Not reported

Not reported

S101593153

Database(s)

EDR ID Number EPA ID Number

	WAL MART (Continued)			S101593153
	Comp Number: Number: Board Of Equalization: Referral Date: Action Date: Created Date: Owner Tank Id: SWRCB Tank Id: Tank Status: Capacity: Active Date: Tank Use: STG: Content: Number Of Tanks:	2536 Not reported Not reported Not reported Not reported Not reported 39-000-002536-000005 Not reported 500 Not reported OIL WASTE WASTE OIL Not reported		
B12 WNW 1/8-1/4 0.226 mi. 1194 ft	WALMART #1554 3702 HAMMER LN STOCKTON, CA 95212 Site 4 of 8 in cluster B		UST	U003942971 N/A
Relative: Lower Actual: 29 ft.	UST: Facility ID: Permitting Agency: Latitude: Longitude:	FA0006687 SAN JOAQUIN COUNTY 38.0199386 -121.2680769		
C13 WSW 1/4-1/2 0.292 mi. 1540 ft	CHASE CHEVROLET 6441 HOLMAN STOCKTON, CA 95212 Site 1 of 2 in cluster C		AST	A100339436 N/A
Relative: Lower Actual: 28 ft.	AST: Certified Unified Progra Owner: Total Gallons:	am Agencies: San Joaquin JOHN W CHASE 6,255		
C14 WSW 1/4-1/2 0.292 mi.	CHASE CHEVROLET 6441 HOLMAN RD STOCKTON, CA 95212 Site 2 of 2 in cluster C		UST	U004154080 N/A
Relative: Lower Actual: 28 ft.	UST SAN JOAQUIN: Region: Facility Id: Mail Address: Mail Care of: Mail City,St,Zip: Tank Rec ID:	SJ FA0010424 PO BOX 8349 JOHN W CHASE STOCKTON, CA 95208 TA0519671		
	Tank Number: Tank Status:	8 ACTIVE, EXEMPT		

Database(s)

EDR ID Number EPA ID Number

U004154080

CHASE CHEVROLET (Continued)

Tank Capacity:	200
Product Code/Type:	11/OTHER NON-PETROLEUM
Program Element:	2322

Tank Rec ID:	TA0519803
Tank Number:	9
Tank Status:	ACTIVE, EXEMPT
Tank Capacity:	50
Product Code/Type:	11/OTHER NON-PETROLEUM
Program Element:	2322

Tank Rec ID:	TA0519804
Tank Number:	9
Tank Status:	ACTIVE, EXEMPT
Tank Capacity:	50
Product Code/Type:	11/OTHER NON-PETROLEUM
Program Element:	2322

EDR US Hist Auto Stat 1015446101 N/A

3554 E HAMMER LN

STOCKTON, CA 95212

0.305 mi.	
1610 ft.	Site 5 of 8 in cluster B

B15

WNW

1/4-1/2

Relative:	EDR Historical Auto	Stations:
Lower	Name:	BRANNON TIRE & AUTO CENTERS
	Year:	2003
Actual: 29 ft.	Address:	3554 E HAMMER LN
	Name:	LWS SCHWB TIRE CTR
	Year:	2010
	Address:	3554 E HAMMER LN

B16 WNW 1/4-1/2 0.305 mi. 1610 ft.	BRANNON TIRE 3554 E HAMMER LN STOCKTON, CA 95210 Site 6 of 8 in cluster B		RCRA-SQG FINDS HAZNET EMI	1004676702 CAR000088419
Relative:	RCRA-SQG:			
Lower	Date form received by ag	gency: 12/13/2000		
	Facility name:	BRANNON TIRE		
Actual:	Facility address:	3554 E HAMMER LN		
29 ft.		STOCKTON, CA 95210		
	EPA ID:	CAR000088419		
	Mailing address:	P O BOX 2496		
		STOCKTON, CA 95201		
	Contact:	BOB WEAVER		
	Contact address:	3554 E HAMMER LN		
		STOCKTON, CA 95210		
	Contact country:	US		
	Contact telephone:	(209) 952-8473		
	Contact email:	Not reported		
	EPA Region:	09		

EDR ID Number Database(s) EPA ID Number

BRANNON TIRE (Continued) Small Small Quantity Generator Classification: Small Small Quantity Generator 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 during any calendar month, and accumulates more than 1000 kg of hazardous waste during any calendar month, and accumulates more than 1000 kg 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: Owner/operator address: BRANNON TIRE INC P O BOX 2496 P O BOX 2496

	STOCKTON, CA 95201
Owner/operator country:	Not reported
Owner/operator telephone:	(209) 952-8473
Legal status:	Private
Owner/Operator Type:	Owner
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
Waste code: D001	

•	Wasie coue.	DUUI
	Waste name:	IGNITABLE WASTE

Waste code:	D018
Waste name:	BENZENE

Waste code:	D039
Waste name:	TETRACHLOROETHYLENE

	Waste code:	D040
·	Waste name:	TRICHLORETHYLENE

Violation Status: No violations found

FINDS:

Registry ID:

110012246444

Environmental Interest/Information System

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,

1004676702

EDR ID Number Database(s) EPA ID Number

BRANNON TIRE (Continued)

1004676702

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.

HAZNET:			
envid:	1004676702		
Year:	2002		
GEPAID:	CAR000088419		
Contact:			
Telephone:	2099528473		
Mailing Name:	Not reported		
Mailing Address:	3554 E HAMMER LN		
Mailing City,St,Zip:	STOCKTON, CA 952100	0000	
Gen County: Not reported			
TSD EPA ID:	CA0000084517		
TSD County:	Not reported		
Waste Category: Aqueous solution with total organic residue Disposal Method: Transfer Station		tal organic residues less than 10 percent	
Tons:	0.49		
Facility County:	San Joaquin		
envid:	1004676702		
Year:	2001		
GEPAID:	CAR000088419		
Contact:	 2099528473		
Telephone:			
Mailing Name: Not reported			
Mailing Address:	3554 E HAMMER LN	2000	
Mailing City,St,Zip:	STOCKTON, CA 952100	0000	
Gen County:			
TSD EPA ID:	CAUUUUU64517		
15D County:	A guagua solution with to	tal argania radiduas lass than 10 paraant	
Disposal Mothod:	Transfor Station	tal organic residues less than 10 percent	
Facility County:	San loaguin		
Facility County.	San Joaquin		
EMI:			
Year:		2006	
County Code:		39	
Air Basin:		SJV	
Facility ID:		2532	
Air District Name:		SJU	
SIC Code:		4941	
Air District Name:		SAN JOAQUIN VALLEY UNIFIED APCD	
Community Health A	Air Pollution Info System:	Not reported	
Consolidated Emissi	ion Reporting Rule:	Not reported	
Total Organic Hydro	carbon Gases Tons/Yr:	6.392329706352704595	
Reactive Organic Ga	ases Ions/Yr:	.5842589351606372	
Carbon Monoxide El	THISSIONS I ONS/YI':	5.5/196206/81864	
NUX - Uxides of Niti	rogen Tons/Yr:	1.853970595278738	
SUX - UXIDES OF SUI	priur i ons/ Yr:	.00209438945002556	
Part Mottor 10 Miar	uio/11. omotoro 8 Cmilir Tono/Vr:	.2000214142091924440	
Database(s)

EDR ID Number EPA ID Number

1004676702

BRANNON TIRE (Continued)

Year: 2007 County Code: 39 Air Basin: SJV Facility ID: 2532 Air District Name: SJU SIC Code: 4941 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: 1.32553067270511 Reactive Organic Gases Tons/Yr: .121153503485247054 Carbon Monoxide Emissions Tons/Yr: 1.32668253856636625 NOX - Oxides of Nitrogen Tons/Yr: .41659451205961408 SOX - Oxides of Sulphur Tons/Yr: .0004207350120715799 Particulate Matter Tons/Yr: .0672438148328026286 Part. Matter 10 Micrometers & Smllr Tons/Yr: .0668403519438058129 2008 Year: County Code: 39 SJV Air Basin: Facility ID: 2532 Air District Name: SJU SIC Code: 4941 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: .1315207881852989824 Reactive Organic Gases Tons/Yr: .012021000040136327 Carbon Monoxide Emissions Tons/Yr: .060845000241883127 .476695002011023539 NOX - Oxides of Nitrogen Tons/Yr: SOX - Oxides of Sulphur Tons/Yr: .0000857500003185123 Particulate Matter Tons/Yr: .0014336016150922198 Part. Matter 10 Micrometers & Smllr Tons/Yr: .0014250000054016665 2009 Year: County Code: 39 SJV Air Basin: Facility ID: 2532 Air District Name: SJU SIC Code: 4941 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: 6.2445340499644999E-3 Reactive Organic Gases Tons/Yr: 5.7075041216675599E-4 Carbon Monoxide Emissions Tons/Yr: 0.00156393618571369 NOX - Oxides of Nitrogen Tons/Yr: 7.9003551495250199E-4 SOX - Oxides of Sulphur Tons/Yr: 2.0686569537619102E-6 7.6443780987525396E-5 Particulate Matter Tons/Yr: Part. Matter 10 Micrometers & Smllr Tons/Yr: 7.5985118301600299E-5 Year: 2010 County Code: 39 Air Basin: SJV Facility ID: 2532 Air District Name: SJU SIC Code: 4941

Database(s)

EDR ID Number EPA ID Number

BRANNON TIRE (Continued)	100467	67 0 2
Air District Name: Community Health Air Pollution Info System: Consolidated Emission Reporting Rule: Total Organic Hydrocarbon Gases Tons/Yr: Reactive Organic Gases Tons/Yr: Carbon Monoxide Emissions Tons/Yr: NOX - Oxides of Nitrogen Tons/Yr: SOX - Oxides of Sulphur Tons/Yr: Particulate Matter Tons/Yr: Part. Matter 10 Micrometers & Smllr Tons/Yr:	SAN JOAQUIN VALLEY UNIFIED APCD Not reported 0.0062472647702407 0.000571 1.564000000000001E-3 7.9000000000001E-4 0.00002069 7.6458752515090502E-5 7.60000000000004E-5	
Year: County Code: Air Basin: Facility ID: Air District Name: SIC Code: Air District Name: Community Health Air Pollution Info System: Consolidated Emission Reporting Rule: Total Organic Hydrocarbon Gases Tons/Yr: Reactive Organic Gases Tons/Yr: Reactive Organic Gases Tons/Yr: Carbon Monoxide Emissions Tons/Yr: NOX - Oxides of Nitrogen Tons/Yr: SOX - Oxides of Sulphur Tons/Yr: Particulate Matter Tons/Yr: Part. Matter 10 Micrometers & Smllr Tons/Yr:	2011 39 SJV 2532 SJU 4941 SAN JOAQUIN VALLEY UNIFIED APCD Not reported Not reported 0.00624453405 0.00057075041217 0.0015639361857 0.00079003551495 2.0686569538e-006 7.6443780988e-005 7.5985118302e-005	
Year: County Code: Air Basin: Facility ID: Air District Name: SIC Code: Air District Name: Community Health Air Pollution Info System: Consolidated Emission Reporting Rule: Total Organic Hydrocarbon Gases Tons/Yr: Reactive Organic Gases Tons/Yr: Reactive Organic Gases Tons/Yr: Carbon Monoxide Emissions Tons/Yr: NOX - Oxides of Nitrogen Tons/Yr: SOX - Oxides of Sulphur Tons/Yr: Particulate Matter Tons/Yr: Part. Matter 10 Micrometers & Smllr Tons/Yr:	2012 39 SJV 2532 SJU 4941 SAN JOAQUIN VALLEY UNIFIED APCD Not reported Not reported 0 0 0 0 0	

Mail Address:

Mail Care of: Mail City,St,Zip:

Actual:

29 ft.

SJ FA0003599 3518 E HAMMER LN ENVIRONMENTAL HEALTH & SAFETY STOCKTON, CA 95210 UST U004023284 N/A

Database(s)

EDR ID Number EPA ID Number

ARCO AM PM #5569 (Continued)

Tank Rec ID:	TA0233701
Tank Number:	1
Tank Status:	CLOSED
Tank Capacity:	12000
Product Code/Type:	1A/REGULAR UNLEADED
Program Element:	2362
Tank Rec ID:	TA0233702
Tank Number:	2
Tank Status:	CLOSED
Tank Capacity:	12000
Product Code/Type:	1A/REGULAR UNLEADED
Program Element:	2360
Tank Rec ID:	TA0233703
Tank Number:	3
Tank Status:	CLOSED
Tank Capacity:	12000
Product Code/Type:	1A/REGULAR UNLEADED
Program Element:	2360

B18 WNW 1/4-1/2 0.327 mi.	ARCO AM/PM 3518 E HAMMER LANE STOCKTON, CA 95204		CA SWEE
1725 ft.	Site 8 of 8 in cluster B		
Relative: Lower Actual:	CA FID UST: Facility ID: Regulated By: Begulated ID:	39000546 UTNKA Not reported	
29 ft.	Cortese Code: SIC Code: Facility Phone: Mail To: Mailing Address: Mailing Address 2: Mailing City,St,Zip: Contact: Contact Phone: DUNs Number: NPDES Number: EPA ID: Comments: Status:	Not reported Not reported Not reported Not reported P.O. BOX 6411 Not reported STOCKTON 95204 Not reported Not reported Not reported Not reported Not reported Not reported Not reported Not reported Not reported Active	
	SWEEPS UST:	Active	
	Status: Comp Number: Number:	2337 1	
	Board Of Equalization Referral Date: Action Date: Created Date:	n: 44-000506 02-18-92 02-18-92 10-11-88	
	Owner Tank Id:	1	

U004023284

CA FID UST S101592868 SWEEPS UST N/A

Database(s)

EDR ID Number EPA ID Number

S101592868

ARCO AM/PM (Continued)

SWRCB Tank Id: Tank Status: Capacity: Active Date: Tank Use: STG: Content: Number Of Tanks:	39-000-002337-000001 A 12000 01-18-89 M.V. FUEL P LEADED 3
Status: Comp Number: Number: Board Of Equalization: Referral Date: Action Date: Created Date: Owner Tank Id: SWRCB Tank Id: Tank Status: Capacity: Active Date: Tank Use: STG: Content:	Active 2337 1 44-000506 02-18-92 02-18-92 10-11-88 2 39-000-002337-000002 A 12000 10-11-88 M.V. FUEL P REG UNLEADED
Number Of Tanks: Status:	Not reported
Comp Number:	2337
Number:	1
Board Of Equalization:	44-000506
Referral Date:	02-18-92
Action Date:	02-18-92
Created Date:	10-11-88
Owner Tank Id:	3
SWRCB Tank Id:	39-000-002337-000003
Tank Status:	Α
Capacity:	12000
Active Date:	01-18-89
Tank Use:	M.V. FUEL
SIG:	۲
Content:	REG UNLEADED
Number Of Tanks:	Not reported

D19 ESE 1/4-1/2 0.360 mi. 1901 ft.	ARCO #595 (DON'S) 6100 99 STOCKTON, CA 95212 Site 1 of 3 in cluster D	
Relative: Higher	HIST CORTESE: Region: Facility County Code:	CORTESE 39
Actual: 32 ft.	Reg By: Reg Id:	LTNKA 390411
	LUST: Region:	STATE

HIST CORTESE S101302895 LUST N/A

Database(s)

EDR ID Number EPA ID Number

ARCO #595 (DON'S) (Continued)

S101302895

Global Id:	T0607700319
Latitude:	38.021123133
Longitude:	-121.256152406
Case Type:	LUST Cleanup Site
Status:	Open - Site Assessment
Status Date:	09/01/1999
Lead Agency:	SAN JOAQUIN COUNTY LOP
Case Worker:	ASM
Local Agency:	SAN JOAQUIN COUNTY LOP
RB Case Number:	390411
LOC Case Number:	0707
File Location:	Local Agency
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline
Site History:	1999 Subsurface contamination was discovered during product line and
	dispenser upgrade activities. June 2000 a site investigation began
	with the installation of four shallow groundwater monitoring wells.
	Between July 2001 and June 2002 six additional shallow wells and
	three deep wells were installed both on and offsite. 2005 eleven of
	the groundwater monitoring wells were destroyed and the site
	investigation was put on hold while construction proceeded on the
	freeway and reconfiguration of the on/off ramps. November 2008 the
	wells were reinstalled and the site investigation resumed. This site
	impacted the domestic well located to the west, at the Der
	Weinerschintzel Restaurant, with 1,2-dichloroethane. ARCO provided
	water treatment on the Der Weinerschnitzel well until it was
	destroyed and another one installed at a different location on the
	restaurant property. ARCO samples the domestic well located at The
	Auto Factory, which is the business located next door/south of the
	Der Weinerschnitzel property. This contaminated UST site is not
	defined; further investigation is required per Title 23 of the
	California Code of Regulations.

Click here to access the California GeoTracker records for this facility:

Contact:	
Global Id:	T0607700319
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
Global Id:	T0607700319
Contact Type:	Local Agency Caseworker
Contact Name:	ANGELICA SANDOVAL MARIN
Organization Name:	SAN JOAQUIN COUNTY LOP
Address:	1868 E Hazelton Ave
City:	STOCKTON
Email:	amarin@sjcehd.com
Phone Number:	2094682807
Status History:	
Global Id:	T0607700319
Status:	Open - Case Begin Date

Database(s)

EDR ID Number EPA ID Number

ARCO #595 (DON'S) (Continued)	
Status Date:	06/05/1989
Global Id: Status:	T0607700319
Status Date:	06/05/1989
Global Id: Status:	T0607700319
Status Date:	09/01/1999
Regulatory Activities:	
Global Id:	T0607700319
Action Type:	ENFORCEMENT
Date:	02/08/2010 File review
Action.	THE IEVIEW
Global Id:	T0607700319
Action Type:	ENFORCEMENT
Date:	03/04/2010
Action:	Technical Correspondence / Assistance / Other
Global Id:	T0607700319
Action Type:	ENFORCEMENT
Date:	03/24/2010
Action:	Site Visit / Inspection / Sampling
Global Id:	T0607700319
Action Type:	ENFORCEMENT
Date:	05/20/2010
Action:	Technical Correspondence / Assistance / Other
Global Id:	T0607700319
Action Type:	ENFORCEMENT
Date:	01/21/2015
Action:	File review
Global Id:	T0607700319
Action Type:	ENFORCEMENT
Date:	11/26/2014
Action:	File review
Global Id:	T0607700319
Action Type:	ENFORCEMENT
Date:	08/28/2014
Action:	File review
Global Id:	T0607700319
Action Type:	RESPONSE
Date:	09/03/2014
Action:	Other Workplan - Regulator Responded
Global Id:	T0607700319
Action Type:	ENFORCEMENT
Date:	07/21/2010
Action:	File review
Global Id:	T0607700319

Database(s)

EDR ID Number EPA ID Number

ARCO #595 (DON'S) (Continued)

Action Type:	ENFORCEMENT
Date:	11/01/2010
Action:	Site Visit / Inspection / Sampling
Global Id:	T0607700319
Action Type:	Other
Date:	09/13/1999
Action:	Leak Discovery
Global Id:	T0607700319
Action Type:	REMEDIATION
Date:	12/29/2005
Action:	Excavation
Global Id:	T0607700319
Action Type:	ENFORCEMENT
Date:	08/11/2011
Action:	File review
Global Id:	T0607700319
Action Type:	ENFORCEMENT
Date:	02/04/2011
Action:	File review
Global Id:	T0607700319
Action Type:	Other
Date:	12/29/2005
Action:	Leak Stopped
Global Id:	T0607700319
Action Type:	ENFORCEMENT
Date:	09/10/1999
Action:	Unauthorized Release Form - #99-U61
Global Id:	T0607700319
Action Type:	ENFORCEMENT
Date:	09/10/1999
Action:	Notification - Proposition 65 - #99-122
Global Id:	T0607700319
Action Type:	ENFORCEMENT
Date:	09/17/2007
Action:	Technical Correspondence / Assistance / Other
Global Id:	T0607700319
Action Type:	ENFORCEMENT
Date:	01/26/2012
Action:	File review
Global Id:	T0607700319
Action Type:	ENFORCEMENT
Date:	04/24/2008
Action:	echnical Correspondence / Assistance / Other
Global Id:	T0607700319
Action Type:	ENFORCEMENT
Date:	01/25/2000

Database(s)

EDR ID Number EPA ID Number

ARCO #595 (DON'S) (Continued)

Action:	Notice of Responsibility
Global Id:	T0607700319
Action Type:	ENFORCEMENT
Date:	06/19/2012
Action:	Site Visit / Inspection / Sampling
Global Id:	T0607700319
Action Type:	ENFORCEMENT
Date:	06/05/2012
Action:	Technical Correspondence / Assistance / Other
Global Id:	T0607700319
Action Type:	ENFORCEMENT
Date:	07/16/2012
Action:	Technical Correspondence / Assistance / Other
Global Id:	T0607700319
Action Type:	ENFORCEMENT
Date:	10/11/2013
Action:	Technical Correspondence / Assistance / Other
Global Id:	T0607700319
Action Type:	ENFORCEMENT
Date:	09/16/2008
Action:	Technical Correspondence / Assistance / Other - #09/16/2008
Global Id:	T0607700319
Action Type:	ENFORCEMENT
Date:	03/04/2013
Action:	File review
Global Id:	T0607700319
Action Type:	ENFORCEMENT
Date:	09/09/2013
Action:	File review
Global Id:	T0607700319
Action Type:	ENFORCEMENT
Date:	10/10/2012
Action:	File review
Global Id:	T0607700319
Action Type:	Other
Date:	09/13/1999
Action:	Leak Reported
Global Id:	T0607700319
Action Type:	ENFORCEMENT
Date:	03/12/2009
Action:	File review
Global Id:	T0607700319
Action Type:	ENFORCEMENT
Date:	06/19/2009
Action:	File review

Database(s)

EDR ID Number EPA ID Number

ARCO #59

O #595 (DON'S) (Continued)	
Global Id:	T0607700319
Action Type:	ENFORCEMENT
Date:	11/18/2008
Action:	Site Visit / Inspection / Sampling
Global Id:	T0607700319
Action Type:	ENFORCEMENT
Date:	04/14/2009
Action:	Site Visit / Inspection / Sampling
Global Id:	T0607700319
Action Type:	ENFORCEMENT
Date:	08/13/2013
Action:	File review
Global Id:	T0607700319
Action Type:	ENFORCEMENT
Date:	07/31/2013
Action:	File review
Global Id:	T0607700319
Action Type:	ENFORCEMENT
Date:	05/27/2009
Action:	File review
Global Id:	T0607700319
Action Type:	ENFORCEMENT
Date:	07/08/2009
Action:	Technical Correspondence / Assistance / Other
Global Id:	T0607700319
Action Type:	ENFORCEMENT
Date:	10/16/2009
Action:	File review
Global Id:	T0607700319
Action Type:	ENFORCEMENT
Date:	12/04/2014
Action:	Site Visit / Inspection / Sampling
Global Id:	T0607700319
Action Type:	ENFORCEMENT
Date:	12/22/2014
Action:	File review
Global Id:	T0607700319
Action Type:	ENFORCEMENT
Date:	09/17/2014
Action:	File review
Global Id:	T0607700319
Action Type:	ENFORCEMENT
Date:	11/07/2014
Action:	File review
Global Id:	T0607700319
Action Type:	ENFORCEMENT

Database(s)

ARCO #	#595 (DON'S) (Continued)	
Da	ate:	09/23/2014
Ac	ction:	File review
GI	lobal ld:	T0607700319
Ac	ction Type:	ENFORCEMENT
Da	ate:	07/02/2014
AC	ction:	File review
GI	lobal Id:	T0607700319
Ac	ction Type:	ENFORCEMENT
Da	ate:	07/08/2014
Ac	ction:	Staff Letter
CI		T0607700310
	rtion Type:	ENEORCEMENT
	ate:	07/28/2008
Ac	ction:	Technical Correspondence / Assistance / Other - #07/28/2008
		······································
GI	lobal Id:	T0607700319
Ac	ction Type:	ENFORCEMENT
Da	ate:	10/02/2014
Ac	ction:	File review
GI	lobal Id.	T0607700319
Ac	ction Type:	ENFORCEMENT
Da	ate:	05/05/2014
Ac	ction:	Technical Correspondence / Assistance / Other
CI		T0607700310
	rtion Type:	ENEORCEMENT
Da	ate:	01/07/2015
Ac	ction:	File review
		70007700010
GI		10607700319 ENEODOEMENT
	ction Type:	
	ale. rtion:	File review
7.0		
GI	lobal Id:	T0607700319
Ac	ction Type:	ENFORCEMENT
Da	ate:	01/13/2015
Ac	ction:	Site Visit / Inspection / Sampling
GI	lobal Id:	T0607700319
Ac	ction Type:	ENFORCEMENT
Da	ate:	01/12/2015
Ac	ction:	File review
CI	lobal Id.	T0607700319
۵r	ction Type:	ENFORCEMENT
	ate:	01/23/2015
Ac	ction:	Site Visit / Inspection / Sampling
~		T0007700240
GI		
	ato:	12/02/2014
Δα	ction:	File review
, , , , ,		

Database(s)

EDR ID Number EPA ID Number

ARCO #595 (DON'S) (Continued)

T0607700319 Global Id: ENFORCEMENT Action Type: Date: 12/23/2014 Action: File Review - Closure T0607700319 Global Id: Action Type: ENFORCEMENT Date: 12/05/2014 Action: Site Visit / Inspection / Sampling T0607700319 Global Id: Action Type: ENFORCEMENT Date: 12/19/2014 Action: File review Global Id: T0607700319 ENFORCEMENT Action Type: Date: 06/30/2014 Action: Staff Letter

LUST REG 5:

Region:	5
Status:	Preliminary site assessment underway
Case Number:	390411
Case Type:	Drinking Water Aquifer affected
Substance:	REGULR GASOLINE
Staff Initials:	JLB
Lead Agency:	Local
Program:	LUST
MTBE Code:	3

D20 AM/PM ARCO #595 ESE 6100 N HWY 99 1/4-1/2 STOCKTON, CA 95212

0.360 mi. 1901 ft. Site 2 of 3 in cluster D

CA FID UST:	
Facility ID:	39000290
Regulated By:	UTNKA
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2099315976
Mail To:	Not reported
Mailing Address:	P O BOX 6411
Mailing Address 2:	Not reported
Mailing City,St,Zip:	STOCKTON 95212
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active
	CA FID UST: Facility ID: Regulated By: Regulated ID: Cortese Code: SIC Code: Facility Phone: Mail To: Mailing Address: Mailing Address 2: Mailing Address 2: Mailing City,St,Zip: Contact: Contact Phone: DUNs Number: NPDES Number: EPA ID: Comments: Status:

S101302895

CA FID UST S101592750 SWEEPS UST N/A

Database(s)

EDR ID Number EPA ID Number

AM/PM ARCO #595 (Continued)

S١	VEEPS UST:	
	Status:	Active
	Comp Number:	1630
	Number:	1
	Board Of Equalization:	44-000506
	Referral Date:	03-02-92
	Action Date:	03-02-92
	Created Date:	06-27-88
	Owner Tank Id:	001
	SWRCB Tank Id:	39-000-001630-000001
	Tank Status:	А
	Capacity:	12000
	Active Date:	03-02-92
	Tank Use:	M.V. FUEL
	STG:	Р
	Content:	REG UNLEADED
	Number Of Tanks:	3
	Status:	Active
	Comp Number:	1630
	Number:	1
	Board Of Equalization:	44-000506
	Referral Date:	03-02-92
	Action Date:	03-02-92
	Created Date:	06-27-88
	Owner Tank Id:	002
	SWRCB Tank Id:	39-000-001630-000002
	Tank Status:	A
	Capacity:	12000
	Active Date:	03-02-92
	Tank Use:	M.V. FUEL
	STG:	Р
	Content:	LEADED
	Number Of Tanks:	Not reported
	-	
	Status:	Active
	Comp Number:	1630
	Number:	1
	Board Of Equalization:	44-000506
	Referral Date:	03-02-92
	Action Date:	03-02-92
	Created Date:	06-27-88
	Owner Tank Id:	003
	SWRCB Tank Id:	39-000-001630-000003
	Tank Status:	A
	Capacity:	12000
	Active Date:	03-02-92
	I ank Use:	M.V. FUEL
	SIG:	
	Content:	
	Number Of Tanks:	Not reported
	Status	Not reported
	Comp Number	1630
	Number:	Not reported
	Roard Of Fouglization:	44-000506
	Referral Date:	Not reported
	nonui Duto.	

Map ID	
Direction	
Distance	
Elevation	Site

Database(s)

	inued)		S101592750
Action Date: Created Date: Owner Tank Id: SWRCB Tank Id: Tank Status: Capacity: Active Date: Tank Use: STG: Content: Number Of Tanks:	Not reported Not reported 39-000-001630-000004 Not reported 280 Not reported UNKNOWN PRODUCT Not reported 1		
ARCO STATION #595* 6100 HWY 99 STOCKTON, CA 95212		UST	U003938237 N/A
Site 3 of 3 in cluster D			
UST: Facility ID: Permitting Agency: Latitude: Longitude:	FA0003630 SAN JOAQUIN COUNTY 38.022213 -121.254737		
6100 N HIGHWAY 99 STOCKTON, CA 95212		EDR US Hist Auto Stat	1015574827 N/A
Site 1 of 3 in cluster E			
EDR Historical Auto Stat	ions:		
Name: Year: Address:	ACOSTA MERCEDES 2005 6100 N HIGHWAY 99		
Name: Year: Address:	AM PM ARCO 2006 6100 N HIGHWAY 99		
	ER CAR WASH	UST	U003786325 N/A
3434 HAMMER LN STOCKTON, CA 95209			
3434 HAMMER LN STOCKTON, CA 95209 Site 1 of 14 in cluster F			

Database(s)

F24 West 1/4-1/2 0.366 mi.	STOCKTON AUTO CENTE 3434 E HAMMER LANE STOCKTON, CA 95212	R CAR WASH	CA FID UST SWEEPS UST	S101593523 N/A
1931 ft.	Site 2 of 14 in cluster F			
Relative: Lower Actual: 28 ft.	CA FID UST: Facility ID: 5 Regulated By: 1 Regulated ID: 1 Cortese Code: 1 SIC Code: 1 Facility Phone: 2 Mail To: 1 Mailing Address: 4 Mailing Address 2: 1 Mailing City,St,Zip: 5 Contact: 1	39004261 JTNKA Not reported Not reported 2099564040 Not reported 1873 E HILDRETH LANE Not reported STOCKTON 95212 Not reported		
	DUNs Number: NPDES Number:	Not reported Not reported Not reported		
	EPA ID: Comments: Status: A	Not reported Not reported Active		
	SWEEPS UST: Status: Comp Number: Number: Board Of Equalization Referral Date: Action Date: Created Date: Owner Tank Id: SWRCB Tank Id: Tank Status: Capacity: Active Date: Tank Use: STG: Content: Number Of Tanks: Status: Comp Number: Number: Board Of Equalization Referral Date: Action Date: Created Date: Owner Tank Id: SWRCB Tank Id: Tank Status: Capacity: Active Date: Tank Use: STG:	Active 2398 9 Not reported 06-16-92 06-16-92 10-15-91 001 39-000-002398-000001 A 12000 10-15-91 M.V. FUEL P REG UNLEADED 2 Active 2398 9 S Not reported 06-16-92 06-16-92 06-16-92 10-15-91 002 39-000-002398-000002 A 12000 10-15-91 M.V. FUEL P		
	Content: Number Of Tanks:	REG UNLEADED Not reported		

Database(s)

F25 West 1/4-1/2 0.366 mi	STOCKTON AUTO CENTER CAR 3434 E HAMMER LN STOCKTON, CA 95212	WASH	UST	U004024937 N/A
1931 ft.	Site 3 of 14 in cluster F			
Relative: Lower Actual: 28 ft.	UST SAN JOAQUIN: Region: Facility Id: Mail Address: Mail Care of: Mail City,St,Zip:	SJ FA0003681 3434 E HAMMER LANE California Car Wash STOCKTON, CA 95212		
	Tank Rec ID: Tank Number: Tank Status: Tank Capacity: Product Code/Type: Program Element:	TA0239801 1 ACTIVE 6000 1b/PREMIUM UNLEADED 2362		
	Tank Rec ID: Tank Number: Tank Status: Tank Capacity: Product Code/Type: Program Element:	TA0239802 2 ACTIVE 6000 03/DIESEL 2360		
	Tank Rec ID: Tank Number: Tank Status: Tank Capacity: Product Code/Type: Program Element:	TA0515723 3 ACTIVE 12000 1a/REGULAR UNLEADED 2360		
26 SW 1/4-1/2 0.374 mi. 1974 ft.	BLOSSOM RANCH HIGH SCHOO 6000 HOLMAN ROAD STOCKTON, CA 95212	L	SCH ENVIROSTOR	S105628943 N/A
Relative: Lower	SCH:			
Actual: 27 ft.	Facility ID: Site Type: Site Type Detail: Site Mgmt. Req.: Acres: National Priorities List: Cleanup Oversight Agencies: Lead Agency: Lead Agency: Lead Agency: Division Branch: Site Code: Assembly: Senate:	39010025 School Investigation School NONE SPECIFIED 66.3 NO DTSC DTSC * DTSC * DTSC Not reported Mark Malinowski Northern California Schools & Santa Susana 104226 13		

Database(s)

EDR ID Number EPA ID Number

BLOSSOM RANCH HIGH SCHOOL (Continued)

	Status:	No Further Action
	Status Date:	11/06/2002
	Restricted Use:	NO
	Funding:	School District
	Latitude:	38.01493
	Longitude:	-121.2709
	APN:	13004001
	Past Use:	AGRICULTURAL - ROW CROPS
	Potential COC:	Arsenic, Chlordane, DDD, DDE, DDT, Lead, Paraquat
	Confirmed COC:	30440-NO, 30001-NO, 30006-NO, 30007-NO, 30008-NO, 30013-NO
	Potential Description:	SOIL
	Alias Name:	BLOSSOM RANCH HIGH SCHOOL
	Alias Type:	Alternate Name
	Alias Name:	STOCKTON UNIFIED SCHOOL DISTRICT
	Alias Type:	Alternate Name
	Alias Name:	STOCKTON USD-BLOSSOM RANCH HIGH SCHOOL
	Alias Type:	Alternate Name
	Alias Name:	13004001
	Alias Type:	APN
	Alias Name:	104226
	Alias Type:	Project Code (Site Code)
	Alias Name:	39010025
	Alias Type:	Envirostor ID Number
C	ompleted Info:	
0	Completed Area Name:	
	Completed Sub Area Name	Not reported
	Completed Document Type:	Cost Recovery Closeout Memo
	Completed Determent Type:	01/15/2003
	Comments:	Not reported
	Comments.	Notreponed
	Completed Area Name:	PROJECT WIDE
	Completed Sub Area Name:	Not reported
	Completed Document Type:	Preliminary Endangerment Assessment Report
	Completed Date:	11/06/2002
	Comments:	Not reported
	Completed Area Name:	PROJECT WIDE
	Completed Sub Area Name:	Not reported
	Completed Document Type:	* Workplan
	Completed Date:	12/06/2001
	Comments:	Not reported
	Completed Area Name:	PROJECT WIDE
	Completed Sub Area Name:	Not reported
	Completed Document Type:	Environmental Oversight Agreement
	Completed Date:	07/13/2001
	Comments:	Not reported
	Completed Area Name	
	Completed Area Name.	Not reported
	Completed Document Type:	* Dublic Darticination
	Completed Data:	1 UDIU 1 ALIUPALIULI NO/20/2002
	Commente:	Not reported
	Commento.	Not reported
	Future Area Name:	Not reported
	Future Sub Area Name:	Not reported
	Future Document Type:	Not reported

Database(s)

EDR ID Number EPA ID Number

BLOSSOM RANCH HIGH SCHOOL (Continued)

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

ENVIROSTOR:

	Facility ID:	390	10025
	Status:	No F	Further Action
	Status Date:	11/0	6/2002
	Site Code:	1042	226
	Site Type:	Sch	ool Investigation
	Site Type Detailed:	Sch	ool
	Acres:	66.3	
	NPL:	NO	
	Regulatory Agencies:	DTS	iC
	Lead Agency:	DTS	C
	Program Manager:	Not	reported
	Supervisor:	Mar	, Malinowski
	Division Branch:	Nort	hern California Schools & Santa Susana
	Assembly:	13	
	Senate:	05	
	Special Program:	Not	reported
	Restricted Use:	NO	
	Site Mamt Rea:	NON	NE SPECIFIED
	Fundina:	Sch	pol District
	l atitude:	38.0	1493
	Longitude:	-121	2709
	APN.	1300	14001
	Past Llea	AGE	
	Potential COC:	Arse	
		304	40-NO 30001-NO 30006-NO 30007-NO 30008-NO 30013-NO
	Potential Description:	504	
	Alias Name:	501	
			Alternate Name
	Alias Name:		
			Alternate Name
	Alias Type. Alias Namo:		STOCKTON USD-BLOSSOM RANCH HIGH SCHOOL
			Alternate Name
	Alias Name:		1300/001
	Alias Nomo:		AFN 104226
			104220 Brainat Code (Site Code)
	Alias Nomo:		20010025
	Alias Name.		Sourcestor ID Number
	Allas Type.		
Со	mpleted Info:		
	Completed Area Name:		PROJECT WIDE
	Completed Sub Area Nai	me:	Not reported
	Completed Document Ty	pe:	Cost Recovery Closeout Memo
	Completed Date:		01/15/2003
	Comments:		Not reported
	Completed Area Name:		PROJECT WIDE
	Completed Sub Area Na	ne:	Not reported
	Completed Document Ty	pe:	Preliminary Endangerment Assessment Report

Database(s)

EDR ID Number EPA ID Number

BLOSSOM RANCH HIGH SCHOOL (Continued)

Completed Date:	11/06/2002
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	* Workplan
Completed Date:	12/06/2001
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Environmental Oversight Agreement
Completed Date:	07/13/2001
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	* Public Participation
Completed Date:	09/20/2002
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

S105628943

EDR US Hist Auto Stat 1015438949 N/A

F27
W/NI

WNW 1/4-1/2 0.382 mi.	3434 E HAMMER LN STOCKTON, CA 95212	
2018 ft.	Site 4 of 14 in cluster F	
Relative:	EDR Historical Auto Sta	tions:
Lower	Name:	STOCKTON AUTO CENTER CAR WASH & DETAIL
	Year:	2000
Actual: 28 ft.	Address:	3434 E HAMMER LN
	Name:	STOCKTON AUTO CTR CAR WASH
	Year:	2010
	Address:	3434 E HAMMER LN

F28 STOCKTON DODGE INC West 3333 AUTO CENTER 1/4-1/2 STOCKTON, CA 95212 0.384 mi. 2026 ft. Site 5 of 14 in cluster F AST: **Relative:** Certified Unified Program Agencies: San Joaquin Lower ROBERT BYINGTON Owner: Actual: Total Gallons: 1,880 28 ft.

AST A100337279 N/A

Database(s)

F29 West 1/4-1/2	AT&T MOBILITY - HAMMER LANE (9847) 3333 AUTO CENTER CIR STOCKTON, CA 95212			1000173680 CAD981967680
0.387 ml. 2046 ft.	Site 6 of 14 in cluster F			
Relative: Lower Actual: 28 ft.	RCRA-SQG: Date form received by agency Facility name: Facility address: EPA ID: Mailing address: Contact: Contact: Contact address:	09/01/1996 STOCKTON DODGE INC 3333 AUTO CENTER CIRCLE STOCKTON, CA 95212 CAD981967680 PO BOX 8009 STOCKTON, CA 95208 Not reported Not reported		
	Contact country: Contact telephone: Contact email: EPA Region: Classification: Description:	US Not reported Not reported 09 Small Small Quantity Generator Handler: generates more than 100 and less than 1000 kg of waste during any calendar month and accumulates less th hazardous waste at any time; or generates 100 kg or less of waste during any calendar month, and accumulates more to hazardous waste at any time	of hazardous an 6000 kg of of hazardous than 1000 kg of	
	Owner/Operator Summary: Owner/operator name: Owner/operator address: Owner/operator country: Owner/operator telephone: Legal status: Owner/Operator Type: Owner/Op start date: Owner/Op end date: Owner/operator name: Owner/operator address: Owner/operator country: Owner/operator telephone: Legal status: Owner/Operator Type: Owner/Operator Type: Owner/Op start date: Owner/Op end date:	BYINGTON ROBERT NOT REQUIRED NOT REQUIRED, ME 99999 Not reported (415) 555-1212 Private Owner Not reported Not reported NOT REQUIRED NOT REQUIRED NOT REQUIRED, ME 99999 Not reported (415) 555-1212 Private Operator Not reported Not reported Not reported Not reported Not reported Not reported Not reported Not reported		
	Handler Activities Summary: U.S. importer of hazardous wa Mixed waste (haz. and radioad Recycler of hazardous waste: Transporter of hazardous was Treater, storer or disposer of H Underground injection activity: On-site burner exemption: Furnace exemption:	iste: No trive): No No te: No HW: No No No		

Database(s)

EDR ID Number EPA ID Number

AT&T MOBILITY - HAMMI	ER LANE (9847) (Continued)		1000173680
Used oil fuel burner: Used oil processor: User oil refiner: Used oil fuel markete Used oil Specification Used oil transfer facil Used oil transporter: Historical Generators: Date form received by Site name: Classification:	No No No r to burner: No marketer: No ty: No No v agency: 02/09/1987 STOCKTON DODGE INC Large Quantity Generator		
Violation Status:	No violations found		
FINDS:			
Registry ID:	110058264603		
Environmental Interes ST	st/Information System ATE MASTER		
Registry ID:	110002758980		
Environmental Interes Ca pro gei fac RC Co eve and pro cor	st/Information System lifornia Hazardous Waste Tracking System - Datamart (HWTS-DATAM, vides California with information on hazardous waste shipments for nerators, transporters, and treatment, storage, and disposal ilities. RAInfo is a national information system that supports the Resource nservation and Recovery Act (RCRA) program through the tracking of ents and activities related to facilities that generate, transport, d treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA gram staff to track the notification, permit, compliance, and rective action activities required under RCRA.	ART)	
THE AUTO FACTORY 5942 HWY 99 E STOCKTON, CA 95212	HIST	- CORTESE LUST	S105026789 N/A

0.391 mi. 2067 ft. Site 2 of 3 in cluster E HIST CORTESE: **Relative:** Region: CORTESE Higher Facility County Code: 39 Actual: Reg By: LTNKA 32 ft. 391092 Reg Id:

LUST:

501.	
Region:	STATE
Global Id:	T0607700907
Latitude:	38.02027194
Longitude:	-121.257137
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed

TC4345571.2s Page 50

Database(s)

EDR ID Number EPA ID Number

THE AUTO FACTORY (Continued)

Status Date: 04/09/2009 SAN JOAQUIN COUNTY LOP Lead Agency: Case Worker: Not reported Local Agency: Not reported **RB** Case Number: 391092 LOC Case Number: 0708 File Location: Local Agency Potential Media Affect: Soil Potential Contaminants of Concern: Gasoline Site History: Not reported Click here to access the California GeoTracker records for this facility: Contact: Global Id: T0607700907 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: T0607700907 Completed - Case Closed Status: Status Date: 04/02/2009 T0607700907 Global Id: Completed - Case Closed Status: Status Date: 04/09/2009 Global Id: T0607700907 Status: Open - Case Begin Date Status Date: 10/14/1999 Global Id: T0607700907 Status: **Open - Site Assessment** 01/21/2000 Status Date: T0607700907 Global Id: Open - Site Assessment Status: Status Date: 06/20/2000 **Regulatory Activities:** Global Id: T0607700907 Action Type: ENFORCEMENT Date: 01/21/2000 Unauthorized Release Form - #00-U04 Action: Global Id: T0607700907 Action Type: ENFORCEMENT Date: 01/21/2000 Action: Notification - Proposition 65 - #00-012 Global Id: T0607700907 Action Type: ENFORCEMENT

EDR ID Number Database(s) EPA ID Number

THE AUTO FACTORY (Continued)	
Date:	10/31/2000
Action:	Technical Correspondence / Assistance / Other
Global Id:	T0607700907
Action Type:	Other
Date:	10/14/1999
Action:	Leak Discovery
Global Id:	T0607700907
Action Type:	Other
Date:	01/21/2000
Action:	Leak Reported
Global Id:	T0607700907
Action Type:	ENFORCEMENT
Date:	01/31/2000
Action:	Notice of Responsibility
Global Id:	T0607700907
Action Type:	ENFORCEMENT
Date:	02/06/2009
Action:	Staff Letter - #02/06/2009
Global Id:	T0607700907
Action Type:	ENFORCEMENT
Date:	12/19/2008
Action:	File review
Global Id:	T0607700907
Action Type:	ENFORCEMENT
Date:	01/09/2009
Action:	Staff Letter - #01/09/2009
Global Id:	T0607700907
Action Type:	RESPONSE
Date:	06/06/2009
Action:	Correspondence
Global Id:	T0607700907
Action Type:	ENFORCEMENT
Date:	04/02/2009
Action:	Closure/No Further Action Letter - #04/02/2009
Global Id:	T0607700907
Action Type:	ENFORCEMENT
Date:	03/27/2009
Action:	Site Visit / Inspection / Sampling
LUST REG 5:	
Region: 5	

LUST REG 5:	
Region:	5
Status:	Leak being confirmed
Case Number:	391092
Case Type:	Soil only
Substance:	GASOLINE
Staff Initials:	JLB
Lead Agency:	Local

Map ID Direction	MAP FINDINGS				
Distance Elevation	Site		Database(s)	EDR ID Number EPA ID Number	
	THE AUTO FACTORY (Continued)			S105026789	
	Program: LUST MTBE Code: 0				
E31 East 1/4-1/2 0.406 mi. 2145 ft.	ARCO #00595 - MERCEDES L ACOSTA 6100 N HIGHWAY 99 STOCKTON, CA 95205 Site 3 of 3 in cluster E	•	HIST UST EMI	U001603546 N/A	
Deletion	HIST LIST.				
Actual: 32 ft.	Region: Facility ID: Facility Type: Other Type:	STATE 00000026943 Gas Station Not reported			
	Contact Name:	Not reported			
	Telephone:				
	Owner Address:	515 SOUTH FLOWER STREET			
	Owner City,St,Zip:	LOS ANGELES, CA 90071			
	Total Tanks:	0005			
	Tank Num:	001			
	Container Num:	000000001			
	Year Installed:	1978			
	Tank Capacity:				
	Type of Fuel:	06			
	Container Construction Thickness:	Not reported			
	Leak Detection:	Stock Inventor, 10			
	Tank Num	002			
	Container Num:	000000002			
	Year Installed:	1966			
	Tank Capacity:	00006000			
	Tank Used for:				
	Container Construction Thickness:	Not reported			
	Leak Detection:	Stock Inventor, 10			
	Tank Num	003			
	Container Num:	000000003			
	Year Installed:	1966			
	Tank Capacity:	00006000			
	Tank Used for:	PRODUCI			
	Container Construction Thickness:	0000240			
	Leak Detection:	Stock Inventor, 10			
	Tank Num:	004			
	Container Num:	000000004			
	Year Installed:	1966			
	Tank Capacity:	00004000			
	Lank Used for:				
	Container Construction Thickness:	0000167			
	Leak Detection:	Stock Inventor, 10			
	Tank Num:	005			

F

Database(s)

EDR ID Number EPA ID Number

U001603546

ARCO #00595 - MERCEDES L ACOSTA	(Continu	led)
Container Num: Year Installed: Tank Capacity: Tank Used for: Type of Fuel: Container Construction Thickness:	0000000 1966 0000400 PRODUC 06 0000167	005 0 CT
Leak Detection:	Stock Inv	ventor, 10
EMI: Year: County Code: Air Basin: Facility ID: Air District Name:		2002 39 SJV 82
SIC Code: Air District Name: Community Health Air Pollution Info Consolidated Emission Reporting Ru Total Organic Hydrocarbon Gases T Reactive Organic Gases Tons/Yr: Carbon Monoxide Emissions Tons/Y	System: ule: ons/Yr: ′r:	5541 5541 SAN JOAQUIN VALLEY UNIFIED APCD Not reported 2 2 0
NOX - Oxides of Nitrogen Tons/Yr: SOX - Oxides of Sulphur Tons/Yr: Particulate Matter Tons/Yr: Part. Matter 10 Micrometers & Smllr Year:	Tons/Yr:	0 0 0 2003
County Code: Air Basin: Facility ID: Air District Name: SIC Code: Air District Name:		39 SJV 82 SJU 5541
Community Health Air Pollution Info Consolidated Emission Reporting Ru Total Organic Hydrocarbon Gases T Reactive Organic Gases Tons/Yr: Carbon Monoxide Emissions Tons/Y NOX - Oxides of Nitrogen Tons/Yr:	System: ule: ons/Yr: ′r:	Not reported 2 2 0 0
Particulate Matter Tons/Yr: Part. Matter 10 Micrometers & Smllr	Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Year:	Tons/Yr:	0 2004
County Code: Air Basin: Facility ID: Air District Name:		39 SJV 82 SJU
Air District Name: Community Health Air Pollution Info Consolidated Emission Reporting Ru Total Organic Hydrocarbon Gases T Reactive Organic Gases Tons/Yr: Carbon Monoxide Emissions Tons/Yr: NOX - Oxides of Nitrogen Tons/Yr: SOX - Oxides of Sulohur Tons/Yr:	System: ule: ons/Yr: ′r:	SAN JOAQUIN VALLEY UNIFIED APCD Not reported 2.016515108 2.006476743 0 0

ME ír ENE <u>ш</u>о

28 ft.

MAP FINDINGS

Database(s)

EDR ID Number EPA ID Number

U001603546

RCO #00595 - MERCEDES L ACOSTA (Continu	led)
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0
Year: County Code:	2005
Air Basin:	SJV
Facility ID:	82
Air District Name:	SJU
SIC Code:	5541
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:	1.435255976059947228
Reactive Organic Gases Tons/Yr:	1.4276643836669932
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smilr Tons/Yr:	0
Year:	2006
County Code:	39
Air Basin:	SJV
Facility ID:	82
Air District Name:	SJU
SIC Code:	5541
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:	1.435255976059947228
Carbon Monovido Emissiono Tono/Vr:	0
NOX - Oxides of Nitrogen Tons/Vr	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

AR

F32 **BIG VALLEY FORD** West 3282 AUTO CENTER N/A 1/4-1/2 STOCKTON, CA 95212 0.423 mi. 2232 ft. Site 7 of 14 in cluster F AST: **Relative:** Certified Unified Program Agencies: San Joaquin Owner: BIG VALLEY FORD Lower Actual: Total Gallons: 3,330

AST A100323153

TC4345571.2s Page 55

Database(s)

F33 West 1/4-1/2 0.423 mi. 2235 ft.	BIG VALLEY FORD 3282 AUTO CTR DR STOCKTON, CA 95212 Site 8 of 14 in cluster F		RCRA-SQG FINDS	1000135476 CAD981976228
Relative: Lower Actual:	RCRA-SQG: Date form received by agency: Facility name: Facility address:	09/01/1996 BIG VALLEY FORD 3282 AUTO CTR DR		
28 ft.	-	STOCKTON, CA 95212		
	EPA ID:	CAD981976228		
	Contact:	Not reported		
	Contact address:	Not reported		
	Contact country:	US National state		
	Contact telephone:	Not reported		
	EBA Region:			
	Classification:	Small Small Quantity Concretor		
	Description:	Handler: generates more than 100 and less than 1000 kg of	fhazardous	
	Description.	waste during any calendar month and accumulates less that	n 6000 kg of	
		hazardous waste at any time: or generates 100 kg or less o	f hazardous	
		waste during any calendar month, and accumulates more th	nan 1000 kg of	
		hazardous waste at any time	-	
	Owner/Operator Summary:			
	Owner/operator address:			
	Owner/operator address.	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		
	Owner/operator country:	Not reported		
	Owner/operator telephone:	(415) 555-1212		
	Legal status:	Private		
	Owner/Operator Type:	Operator Net reported		
	Owner/Op end date:	Not reported		
	Handler Activities Summary:			
	U.S. importer of hazardous wa	ste: No		
	Mixed waste (haz. and radioac	tive): No		
	Recycler of hazardous waste:	NO		
	I ransporter of hazardous was			
	Inderground injection activity			
	On-site burner exemption:	No		
	Furnace exemption.	No		
	Used oil fuel burner:	No		
	Used oil processor:	No		

BIG VALLEY FORD (Continued)

Year:

2008

MAP FINDINGS

Database(s)

EDR ID Number EPA ID Number

1000135476

	User oil refiner: Used oil fuel marketer Used oil Specification Used oil transfer facilit Used oil transporter:	No to burner: No marketer: No y: No No		
	Historical Generators: Date form received by Site name: Classification:	agency: 04/27/1987 BIG VALLEY FORD Large Quantity Generator		
	Violation Status:	No violations found		
	FINDS:			
	Registry ID:	110002761967		
	Environmental Interes Cali prov gen faci RCI Cor eve and prov corr CRI UO Wax con	t/Information System ifornia Hazardous Waste Tracking System - vides California with information on hazardou erators, transporters, and treatment, storage lities. RAInfo is a national information system that a servation and Recovery Act (RCRA) program nts and activities related to facilities that gen treat, store, or dispose of hazardous waste. gram staff to track the notification, permit, co rective action activities required under RCRA TERIA AND HAZARDOUS AIR POLLUTAN RS (California - Used Oil Recycling System), ste Management Board (CIWMB) helps com venient collection opportunities for used oil a	Datamart (HWTS-DATAMART) is waste shipments for a, and disposal supports the Resource m through the tracking of erate, transport, RCRAInfo allows RCRA mpliance, and T INVENTORY California Integrated munities establish and promote ind used oil filters.	
F34 West 1/4-1/2 0.423 mi. 2235 ft	3282 AUTO CENTER CIR STOCKTON, CA 95212 Site 9 of 14 in cluster E		EDR US Hist Auto Stat	1015428328 N/A
Polativo:	EDR Historical Auto Stati	ions:		
Lower	Name:	PJU AUTOMOTIVE HOLDINGS INC		
Actual:	Address:	3282 AUTO CENTER CIR		
28 ft.	Name: Year: Address:	PJU AUTOMOTIVE HOLDINGS INC 2006 3282 AUTO CENTER CIR		
	Name: Year: Address:	PJU AUTOMOTIVE HOLDINGS INC 2007 3282 AUTO CENTER CIR		
	Name:	PJU AUTOMOTIVE HOLDINGS INC		

			7	
Map ID Direction		MAP FINDINGS		
Distance				EDR ID Number
Elevation	Site		Database(s)	EPA ID Number
	(Continued)			1015428328
	Address:	3282 AUTO CENTER CIR		
35 NE 1/4-1/2 0.423 mi. 2236 ft.	8200 N HIGHWAY 99 STOCKTON, CA 95212		EDR US Hist Auto Stat	1014178016 N/A
Relative:	EDR Historical Auto Stat	ions:		
Higher	Name:	SPEEDY GAS GAS STATIONS		
-	Year:	1999		
Actual: 33 ft.	Type:	GASOLINE STATIONS		
	Name:	SPEEDY GAS		
	Year:	1999		
	Address:	8200 N HIGHWAY 99		
	Name:	SPEEDY GAS		
	Year:	2000		
	Address:	8200 N HIGHWAY 99		
	Name:	SPEEDY GAS		
	Year:	2001		
	Address:	8200 N HIGHWAY 99		
	Name:	SPEEDY GAS		
	Year:	2002		
	Address:	8200 N HIGHWAY 99		
	Name:	SPEEDY GAS		
	Year:	2003		
	Address:	8200 N HIGHWAY 99		
	Name:	SPEEDY GAS		
	Year:	2005		
	Address:	8200 N HIGHWAY 99		

F36 WNW 1/4-1/2 0.438 mi.	3355 E HAMMER LN STOCKTON, CA 95212		EDR US Hist Auto Stat	1015434010 N/A	
2313 ft.	Site 10 of 14 in cluster F				
Relative:	EDR Historical Auto Sta	itions:			
Lower	Name:	CHEVRON STATIONS INC			
	Year:	2001			
Actual: 28 ft.	Address:	3355 E HAMMER LN			
	Name:	CHEVRON STATIONS INC			
	Year:	2002			
	Address:	3355 E HAMMER LN			
	Name:	CHEVRON STATIONS INC			
	Year:	2003			
	Address:	3355 E HAMMER LN			

Database(s)

EDR ID Number EPA ID Number

1015434010

(Continued)	
Name:	CHEVRON STATIONS INC
Year:	2005
Address:	3355 E HAMMER LN
Name:	CHEVRON STATIONS INC
Year:	2006
Address:	3355 E HAMMER LN
Name:	CHEVRON STATIONS INC
Year:	2007
Address:	3355 E HAMMER LN
Name:	CHEVRON STATIONS INC
Year:	2009
Address:	3355 E HAMMER LN
Name:	CHEVRON
Year:	2010
Address:	3355 E HAMMER LN
Name:	CHEVRON
Year:	2011
Address:	3355 E HAMMER LN
Name:	CHEVRON
Year:	2012
Address:	3355 E HAMMER LN

F37 WNW 1/4-1/2 0.438 mi. 2313 ft.	CHEVRON STATION #1731* 3355 E HAMMER LN STOCKTON, CA 95212 Site 11 of 14 in cluster F	
Deletive	RCRA-LOG	
Relative:	Date form received by an	ency: 03/11/2002
LOWCI	Facility name:	CHEVRON 208118
Actual:	Facility address:	3355 E HAMMER
28 ft.	,	STOCKTON, CA 95212
	EPA ID:	CAL000201012
	Mailing address:	PO BOX 6004 ROOM L 2173
		SAN RAMON, CA 94583
	Contact:	KATHY L NORRIS
	Contact address:	Not reported
		Not reported
	Contact country:	US
	Contact telephone:	(925) 842-5931
	Contact email:	Not reported
	EPA Region:	09
	Classification:	Large Quantity Generator

Description:

Large Quantity Generator Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less

RCRA-LQG 1007200413 FINDS CAL000201012

CHEVRON STATION #1731* (Continued)

of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Handler Activities Summary:

U.S. importer of hazardous waste	: No
Mixed waste (haz. and radioactive	e): 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
. Waste code: D0 . Waste name: IG	01 NITABLE WASTE
Violation Status: No	violations found
FINDS:	
Registry ID: 11	0058250823

Environmental Interest/Information System STATE MASTER

Registry ID: 110058264514

Environmental Interest/Information System STATE MASTER

Registry ID: 110013309277

Environmental Interest/Information System

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

CRITERIA AND HAZARDOUS AIR POLLUTANT INVENTORY

1007200413

			L		
Map ID Direction			MAP FINDINGS		
Distance Elevation	Site			Database(s)	EDR ID Number EPA ID Number
F38 WNW 1/4-1/2	CHEVRON STATION 3355 HAMMER LN STOCKTON, CA 95212			UST	U003786701 N/A
0.438 ml. 2313 ft.	Site 12 of 14 in cluster F				
Relative:			2008044		
Actual: 28 ft.	Permitting Agency: Latitude: Longitude:	SAN 38.0 -12	N JOAQUIN COUNTY 0230323 1.27104		
F39 WNW 1/4-1/2	CHEVRON STATION NO 208 3355 E HAMMER LN STOCKTON, CA 95212	3118		RCRA-SQG HAZNET	1006805227 CAR000124875
0.438 mi. 2313 ft.	Site 13 of 14 in cluster F				
Relative: Lower	RCRA-SQG: Date form received by a	gency:06/	17/2002 EVRON STATION NO 208118		
Actual: 28 ft.	Facility address:	335 ST(55 E HAMMER LN DCKTON, CA 95212		
	EPA ID: Mailing address:	CAP P O	R000124875) BOX 6004 N RAMON CA 04582		
	Contact: Contact address:	KAT P O	THY NORRIS D BOX 6004		
	Contact country:	SAN US	N RAMON, CA 94583		
	Contact telephone: Contact email:	(92) Not	5) 842-5931 reported		
	EPA Region:	09 Smr			
	Description:	Har was haz was	an Small Quantity Generator hdler: generates more than 100 and less than 10 ste during any calendar month and accumulates cardous waste at any time; or generates 100 kg of ste during any calendar month, and accumulates cardous waste at any time	000 kg of hazardous less than 6000 kg of or less of hazardous s more than 1000 kg of	
	Owner/Operator Summary	:			
	Owner/operator name: Owner/operator address	CHI S: P O SAN	EVRON PRODUCTS CO 9 BOX 6004 N RAMON, CA 94583		
	Owner/operator country Owner/operator telepho Legal status:	: Not ne: (92 Priv	reported 5) 842-5931 vate		
	Owner/Operator Type: Owner/Op start date: Owner/Op end date:	Not Not	ner reported reported		
	Handler Activities Summar	y:			
	U.S. importer of hazardo Mixed waste (haz. and r	ous waste: adioactive)	No) ⁻ No		
	Recycler of hazardous v	vaste:	No		
	Transporter of hazardou	is waste:	No		
	Underground injection a	ctivity:	No		
	On-site burner exemption	on:	No		

Database(s)

EDR ID Number EPA ID Number

CHEVRON STATION NO 208118 (Continued)

Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel markete	er to burner: No
Used oil Specificatio	n marketer: No
Used oil transfer faci	ility: No
Used oil transporter:	No
. Waste code:	D001
. Waste name:	IGNITABLE WASTE
. Waste code:	D018
. Waste name:	BENZENE
Violation Status:	No violations found
HAZNET:	
envid:	1006805227
Year:	2013
GEPAID:	CAR000124875
Contact:	KATHY NORRIS-SLUSHER
Telephone:	8773866044
Mailing Name:	Not reported
Mailing Address:	PO BOX 6004
Mailing City,St,Zip:	SAN RAMON, CA 945830000
Gen County:	San Joaquin
TSD EPA ID:	CAD059494310
TSD County:	Santa Clara
Waste Category:	Not reported
Disposal Method:	Storage, Bulking, And/Or Transfer Off SiteNo Treatment/Reovery
	(H010-H129) Or (H131-H135)
Tons:	0.2126
Facility County:	Not reported
envid:	1006805227
Year:	2013
GEPAID:	CAR000124875
Contact:	KATHY NORRIS-SLUSHER
Telephone:	8773866044
Mailing Name:	Not reported
Mailing Address:	PO BOX 6004
Mailing City,St,Zip:	SAN RAMON, CA 945830000
Gen County:	San Joaquin
TSD EPA ID:	CAD059494310
TSD County:	Santa Clara
Waste Category:	Not reported
Disposal Method:	Storage, Bulking, And/Or Transfer Off SiteNo Treatment/Reovery
	(H010-H129) Or (H131-H135)
Tons:	0.11
Facility County:	Not reported
envid:	1006805227
Year:	2013
GEPAID:	CAR000124875
Contact:	KATHY NORRIS-SLUSHER
Telephone:	8773866044
Mailing Name:	Not reported
0	•

Database(s)

EDR ID Number EPA ID Number

1006805227

CHEVRON STATION NO 208118 (Continued)

Mailing Address:	
Can Country	SAN RAMON, CA 945830000
TSD LFAID.	CAD039494310
Nooto Cotogon <i>ii</i>	Salita Glaia
Disposal Mothod:	Not reported Storage Bulking And/Or Transfer Off Site No Treatment/Peovery
Disposal Method.	(H010-H129) Or (H131-H135)
Tons:	0
Facility County:	Not reported
envid:	1006805227
Year:	2012
GEPAID:	CAR000124875
Contact:	KATHY NORRIS-SLUSHER
Telephone:	8773866044
Mailing Name:	Not reported
Mailing Address:	PO BOX 6004
Mailing City,St,Zip:	SAN RAMON, CA 945830000
Gen County:	San Joaquin
TSD EPA ID:	CAD044429835
TSD County:	Los Angeles
Waste Category:	Not reported
Disposal Method:	Storage, Bulking, And/Or Transfer Off SiteNo Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.204
Facility County:	San Joaquin
envid:	1006805227
Year:	2012
GEPAID:	CAR000124875
Contact:	KATHY NORRIS-SLUSHER
Telephone:	8773866044
Mailing Name:	Not reported
Mailing Address:	PO BOX 6004
Mailing City, St, Zip:	SAN RAMON, CA 945830000
Gen County:	San Joaquin
TSD EPA ID:	CAD982444481
TSD County:	San Bernardino
Waste Category:	Not reported
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration,
-	Organics Recovery Ect
Ions:	0.005
Facility County:	San Joaquin

<u>Click this hyperlink</u> while viewing on your computer to access 23 additional CA_HAZNET: record(s) in the EDR Site Report.

CHEVRON STATION 3355 E HAMMER LN STOCKTON, CA 952	#1731* 12	UST	U004023553 N/A
Site 14 of 14 in clust	er F		
UST SAN JOAQUII Region: Facility Id: Mail Address: Mail Care of: Mail City,St,Zip:	N: SJ FA0008044 P.O. BOX 6004, ATTN: PERMIT DESK CHEVRON STATION #208118/1731 SAN RAMON, CA 94583		
Tank Rec ID: Tank Number:	TA0508353		
Tank Status: Tank Capacity: Product Code/Ty Program Elemen	ACTIVE 20000 ype: 1a/REGULAR UNLEADED nt: 2361		
Tank Rec ID: Tank Number:	TA0508354 2		
Tank Status: Tank Capacity: Product Code/Ty Program Element	ACTIVE 15000 ype: 1b/PREMIUM UNLEADED		
	nt: 2361		
4009 KENNY DR STOCKTON, CA 952	nt: 2361	EDR US Hist Auto Stat	1015470182 N/A
4009 KENNY DR STOCKTON, CA 952 EDR Historical Auto	nt: 2361	EDR US Hist Auto Stat	1015470182 N/A
4009 KENNY DR STOCKTON, CA 952 EDR Historical Auto Name:	ent: 2361	EDR US Hist Auto Stat	1015470182 N/A
4009 KENNY DR STOCKTON, CA 952 EDR Historical Auto Name: Year: Address:	et 2361 et 12 b Stations: NUMBER ONE AUTOBODY & PAINT 2007 4009 KENNY DR	EDR US Hist Auto Stat	1015470182 N/A
4009 KENNY DR STOCKTON, CA 952 EDR Historical Auto Name: Year: Address: MATAGA BUICK POI 3261 AUTO CTR CIR STOCKTON, CA 952	nt: 2361 212 b Stations: NUMBER ONE AUTOBODY & PAINT 2007 4009 KENNY DR NTIAC GMC 212	EDR US Hist Auto Stat	1015470182 N/A 1000818700 CAD983646092
4009 KENNY DR STOCKTON, CA 952 EDR Historical Auto Name: Year: Address: MATAGA BUICK POI 3261 AUTO CTR CIR STOCKTON, CA 952 RCRA-SQG: Date form receiv	rt: 2361 2361 212 205 Stations: NUMBER ONE AUTOBODY & PAINT 2007 4009 KENNY DR 2007 200	EDR US Hist Auto Stat	1015470182 N/A 1000818700 CAD983646092
4009 KENNY DR STOCKTON, CA 952 EDR Historical Auto Name: Year: Address: MATAGA BUICK POI 3261 AUTO CTR CIR STOCKTON, CA 952 RCRA-SQG: Date form receiv Facility name: Facility address:	nt: 2361 2361 2361 2361 207 4009 KENNE AUTOBODY & PAINT 2007 4009 KENNY DR 2007 4009 KENNY DR 2007 2006 2007 2007 2006 2007 2007 2006 2007 200	EDR US Hist Auto Stat	1015470182 N/A 1000818700 CAD983646092
4009 KENNY DR STOCKTON, CA 952 EDR Historical Auto Name: Year: Address: MATAGA BUICK POI 3261 AUTO CTR CIR STOCKTON, CA 952 RCRA-SQG: Date form receiv Facility name: Facility address: EPA ID: Contact: Contact address	ht: 2361 212 b) Stations: NUMBER ONE AUTOBODY & PAINT 2007 4009 KENNY DR NTIAC GMC Pred by agency: 05/31/2006 MATAGA BUICK PONTIAC GMC 3261 AUTO CTR CIR STOCKTON, CA 95212 CAD983646092 MIKE FRANKLIN STOCKTON, CA 95212 STOCKTON, CA 95212	EDR US Hist Auto Stat	1015470182 N/A 1000818700 CAD983646092

EDR ID Number Database(s) EPA ID Number

MATAGA BUICK PONTIAC GMC (Continued)

Classification: Small Small Quantity Generator 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: YOSH MATAGA Owner/operator address: 3261 AUTO CTR CIR STOCKTON, CA 95212 Owner/operator country: US Owner/operator telephone: Not reported Legal status: Private Owner/Operator Type: Owner 05/11/1995 Owner/Op start date: Owner/Op end date: Not reported MIKE FRANKLIN Owner/operator name: Owner/operator address: Not reported Not reported Owner/operator country: US Owner/operator telephone: Not reported Legal status: Private Owner/Operator Type: Operator Owner/Op start date: 11/11/2002 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 Waste code: D001 Waste name: **IGNITABLE WASTE** D002 Waste code: Waste name: CORROSIVE WASTE D008 Waste code: LEAD Waste name: Waste code: D018 Waste name: BENZENE

1000818700

EDR ID Number Database(s) EPA ID Number

MATAGA BUICK PONT	IAC GMC (Continued)	1000818700			
. Waste code: . Waste name:	F008 PLATING BATH RESIDUE ELECTROPLATING OPER	S FROM THE BOTTOM OF PLATING BATHS FROM ATIONS IN WHICH CYANIDES ARE USED IN THE PROCESS			
Historical Generators Date form received Site name: Classification:	by agency:05/12/1999 MATAGA BUICK PONTIA Small Quantity Generator	CGMC			
. Waste code: . Waste name:	D006 CADMIUM				
. Waste code: . Waste name:	D008 LEAD				
. Waste code: . Waste name:	D018 BENZENE				
. Waste code: . Waste name:	D021 CHLOROBENZENE				
. Waste code: . Waste name:	D027 1,4-DICHLOROBENZENE				
. Waste code: . Waste name:	D035 METHYL ETHYL KETONE				
. Waste code: . Waste name:	D039 TETRACHLOROETHYLEN	١E			
. Waste code: . Waste name:	D040 TRICHLORETHYLENE				
Date form received Site name: Classification:	l by agency: 08/17/1992 MATAGA BUICK PONTIA Small Quantity Generator	CGMC			
Violation Status:	No violations found				
FINDS:					
Registry ID:	110002883112				
Environmental Inte	rest/Information System California Hazardous Waste Tracking S provides California with information on I generators, transporters, and treatment facilities. RCRAInfo is a national information syst Conservation and Recovery Act (RCRA events and activities related to facilities and treat, store, or dispose of hazardou program staff to track the notification, p corrective action activities required und	Aystem - Datamart (HWTS-DATAMART) hazardous waste shipments for s, storage, and disposal tem that supports the Resource a) program through the tracking of that generate, transport, is waste. RCRAInfo allows RCRA ermit, compliance, and er RCRA.			
Map ID Direction		MAP FINDINGS			
---	---	---	----------------------	--------------------------------	--
Elevation	Site		Database(s)	EDR ID Number EPA ID Number	
G43 West 1/2-1 0.694 mi.	ARCO #5569 3518 HAMMER STOCKTON, CA 94402		HIST CORTESE	S102424290 N/A	
3665 ft.	Site 1 of 2 in cluster G				
Relative: Lower	HIST CORTESE: Region: Facility County Code:	CORTESE 39			
Actual: 29 ft.	Reg By: Reg Id:	LTNKA 390681			
G44 West 1/2-1 0.743 mi. 3921 ft.	STOCKTON STEEL 3003 HAMMER STOCKTON, CA 95208 Site 2 of 2 in cluster G		HIST CORTESE LUST	1000594083 N/A	
Polativo	HIST CORTESE:				
Lower	Region: Facility County Code:	CORTESE 39			
Actual: 29 ft.	Reg By: Reg Id:	LTNKA 390766			
	LUST: Region: Global Id: Latitude: Longitude: Case Type: Status: Status Date: Lead Agency: Case Worker: Local Agency: RB Case Number: LOC Case Number: File Location: Potential Media Affect: Potential Media Affect: Potential Contaminants Site History: Click here to access the Contact: Global Id: Contact Type: Contact Name: Organization Name: Address: City: Email: Phone Number:	STATE T0607700600 38.024824 -121.277757 LUST Cleanup Site Completed - Case Closed 05/10/1993 SAN JOAQUIN COUNTY LOP Not reported Not reported 390766 1581 Not reported Soil of Concern: Diesel Not reported California GeoTracker records for this facility: T0607700600 Regional Board Caseworker JAMES BARTON CENTRAL VALLEY RWQCB (REGION 5S) 11020 SUN CENTER DRIVE #200 RANCHO CORDOVA jbarton@waterboards.ca.gov Not reported			
	Status History: Global Id: Status: Status Date:	T0607700600 Completed - Case Closed 05/10/1993			

MAP FINDINGS

T0607700600

12/29/1992

Open - Case Begin Date

Database(s)

EDR ID Number EPA ID Number

1000594083

STOCKTON STEEL (Continued)

Global Id:

Status: Status Date:

Global Id: Status: Status Date:	T0607700600 Open - Site Assessment 12/30/1992		
Regulatory Activities: Global Id: Action Type: Date: Action:	T0607700600 Other 12/29/1992 Leak Discovery		
Global Id: Action Type: Date: Action:	T0607700600 Other 12/30/1992 Leak Reported		
LUST REG 5: Region: 5 Status: Case Clos Case Number: 390766 Case Type: Soil only Substance: DIESEL Staff Initials: JLB Lead Agency: Local Program: LUST MTBE Code: N/A	ed		
BLOSSOM FARMS INC. 5247 HOLMAN RD STOCKTON, CA 95212		SCH HIST UST ENVIROSTOR	U001603841 N/A
SCH:			
Facility ID: Site Type: Site Type Detail: Site Mgmt. Req.: Acres: National Priorities List: Cleanup Oversight Agencies Lead Agency: Lead Agency: Lead Agency Description: Project Manager: Supervisor: Division Branch: Site Code: Assembly: Senate: Special Program Statue:	39010026 School Investigation School NONE SPECIFIED 11.7 NO : DTSC DTSC * DTSC Not reported Juan Koponen Northern California Schools & Santa Susana 104227 13 05 Not reported		
	Global Id: Status: Status Date: Regulatory Activities: Global Id: Action Type: Date: Action: Global Id: Action Type: Date: Action: UUST REG 5: Region: 5 Status: Case Clos Case Number: 390766 Case Type: Soil only Substance: DIESEL Staff Initials: JLB Lead Agency: Local Program: LUST MTBE Code: N/A BLOSSOM FARMS INC. 5247 HOLMAN RD STOCKTON, CA 95212 SCH: Facility ID: Site Type: Site Type Detail: Site Type: Site Type Detail: Site Mgmt. Req.: Acres: National Priorities List: Cleanup Oversight Agencies Lead Agency: Lead Agency: Lead Agency: Lead Agency: Cleanup Oversight Agencies Lead Agency: Lead Agency: Lead Agency: Division Branch: Site Code: Assembly: Senate: Special Program Status:	Global Id: T0607700600 Status: Open - Site Assessment Status Date: 12/30/1992 Regulatory Activities: Global Id: Global Id: T0607700600 Action Type: Other Date: 12/29/1992 Action: Leak Discovery Global Id: T0607700600 Action: Leak Reported LUST REG 5: Region: Region: 5 Status: Case Closed Case Type: Soli only Substance: DIESEL Staff Initials: JLB Lead Agency: Local Program: LUST Stocktron, cA 95212 SCH: Stet Mgmt. Req: NONE SPECIFIED Acres: 11.7 National Priorities List: NO Cleanup Oversight Agencies:	Global Id: T0607700600 Status: Open-Site Assessment Status: Date: 12/30/1992 Regulatory Activities: Other Global Id: T0607700600 Action Type: Other Date: 12/20/1992 Action Type: Other Date: 12/20/1992 Action Type: Other Date: 12/30/1992 Action: Leak Discovery Global Id: T0607700600 Action: Leak Reported LUST REG 5: Region: Region: 5 Status: Case Closed Case Number: 390766 Case Number: 390766 Case Number: Substance: Difference: Difference: Staff Initial: JLB Lead Agency: Local Program: LUST SCH: School Investigation Site Type Detail: School Ste Mgmt. Req: NON E SPECIFIED Acteo: Int? National Priorities List: NO <

Database(s)

EDR ID Number EPA ID Number

BLOSSOM FARMS INC. (Continued)

U001603841

	Restricted Use:	NO
	Funding:	School District
	Latitude:	38.00532
	Longitude:	-121.2712
	APN:	NONE SPECIFIED
	Past Use:	AGRICULTURAL - ROW CROPS
	Potential COC:	Arsenic, Chlordane, DDD, DDE, DDT, Lead, Paraquat
	Confirmed COC:	30440-NO, 30001-NO, 30004-NO, 30006-NO, 30007-NO, 30008-NO, 30013-NO
	Potential Description:	SOIL
	Alias Name:	BLOSSOM RANCH ELEMENTARY SCHOOL
	Alias Type:	Alternate Name
	Alias Name:	STOCKTON UNIFIED SCHOOL DISTRICT
	Alias Type:	Alternate Name
	Alias Name:	STOCKTON USD-BLOSSOM RANCH ELEM. SCHOOL
	Alias Type:	Alternate Name
	Alias Name:	104227
	Alias Type:	Project Code (Site Code)
	Alias Name:	39010026
	Alias Type:	Envirostor ID Number
С	ompleted Info:	
-	Completed Area Name:	PROJECT WIDE
	Completed Sub Area Name:	Not reported
	Completed Document Type:	* Workplan
	Completed Date:	10/09/2001
	Comments:	Not reported
	Completed Area Name:	PROJECT WIDE
	Completed Sub Area Name:	Not reported
	Completed Document Type:	Cost Recovery Closeout Memo
	Completed Date:	05/15/2002
	Comments:	Not reported
	Completed Area Name	
	Completed Area Name.	PROJECT WIDE
	Completed Sub Area Name:	Not reported Broliminary Endergerment Assessment Benert
	Completed Document Type.	
	Commonte:	V2/14/2002
	Comments.	Not reported
	Completed Area Name:	PROJECT WIDE
	Completed Sub Area Name:	Not reported
	Completed Document Type:	Site Inspections/Visit (Non LUR)
	Completed Date:	10/17/2001
	Comments:	Not reported
	Completed Area Name:	PROJECT WIDE
	Completed Sub Area Name:	Not reported
	Completed Document Type:	Environmental Oversight Agreement
	Completed Date:	07/13/2001
	Comments:	Not reported
	Future Area Nama	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

Database(s)

EDR ID Number EPA ID Number

BLOSSOM FARMS INC. (Continued)

Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported
HIST UST: Region: Facility ID: Facility Type: Other Type: Contact Name: Telephone: Owner Name: Owner Name: Owner Address: Owner City,St,Zip: Total Tanks:	STATE 00000046383 Other FARM RANDY RAJKOVICH 2099313129 BLOSSOM FARMS INC. 5247 N. HOLMAN RD STOCKTON, CA 95202 0002
Tank Num:	001
Container Num:	#1
Year Installed:	Not reported
Tank Capacity:	00004000
Tank Used for:	PRODUCT
Type of Fuel:	REGULAR
Container Construction Th	ickness: Not reported
Leak Detection:	None
Tank Num:	002
Container Num:	#2
Year Installed:	Not reported
Tank Capacity:	00001500
Tank Used for:	PRODUCT
Type of Fuel:	DIESEL
Container Construction Th	ickness: Not reported
Leak Detection:	None
ENVIROSTOR:	39010026
Facility ID:	No Further Action
Status:	02/14/2002
Status Date:	104227
Site Code:	School Investigation
Site Type:	School
Site Type Detailed:	11.7
Acres:	NO
NPL:	DTSC
Regulatory Agencies:	DTSC
Lead Agency:	DTSC
Program Manager:	Not reported
Supervisor:	Juan Koponen
Division Branch:	Northern California Schools & Santa Susana
Assembly:	13
Senate:	95
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	School District
Latitude:	38.00532

NONE SPECIFIED

-121.2712

Longitude:

APN:

U001603841

EDR ID Number Database(s) EPA ID Number

BLOSSOM FARMS INC. (Continued)

U001603841

Past Use: Potential COC: Confirmed COC: Potential Description: Alias Name: Alias Type: Alias Name: Alias Name: Alias Type: Alias Name: Alias Type: Alias Name: Alias Type: Alias Name: Alias Type:	AGRICULTURAL - ROW CROPS Arsenic Chlordane DDD DDE DDT Lead Paraquat 30440-NO 30001-NO 30004-NO 30006-NO 30007-NO 30008-NO 30013-NO SOIL BLOSSOM RANCH ELEMENTARY SCHOOL Alternate Name STOCKTON UNIFIED SCHOOL DISTRICT Alternate Name STOCKTON USD-BLOSSOM RANCH ELEM. SCHOOL Alternate Name 104227 Project Code (Site Code) 39010026 Envirostor ID Number
Completed Info: Completed Area Name: Completed Sub Area Nar Completed Document Ty Completed Date: Comments:	PROJECT WIDE ne: Not reported pe: * Workplan 10/09/2001 Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Nar	ne: Not reported
Completed Document Ty	pe: Cost Recovery Closeout Memo
Completed Date:	05/15/2002
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Nar	ne: Not reported
Completed Document Ty	pe: Preliminary Endangerment Assessment Report
Completed Date:	02/14/2002
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Nar	ne: Not reported
Completed Document Ty	pe: Site Inspections/Visit (Non LUR)
Completed Date:	10/17/2001
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Nar	ne: Not reported
Completed Document Ty	pe: Environmental Oversight Agreement
Completed Date:	07/13/2001
Comments:	Not reported
Future Area Name: Future Sub Area Name: Future Document Type: Future Due Date: Schedule Area Name: Schedule Sub Area Nam Schedule Document Type Schedule Due Date: Schedule Revised Date:	Not reported Not reported Not reported Not reported Not reported e: Not reported e: Not reported Not reported Not reported Not reported Not reported

Database(s)

EDR ID Number EPA ID Number

46 NNW > 1 1.215 mi. 6417 ft.	MORADA LANE SECONDARY SC 3201 EAST MORADA LANE STOCKTON, CA 95212	HOOL	SCH ENVIROSTOR	S105840783 N/A
Relative: Higher	SCH:			
Actual: 31 ft.	Facility ID: Site Type: Site Type Detail: Site Mgmt. Req.: Acres: National Priorities List: Cleanup Oversight Agencies: Lead Agency: Lead Agency Description: Project Manager: Supervisor: Division Branch: Site Code: Assembly: Senate: Special Program Status: Status: Status Date: Restricted Use: Funding: Latitude: Longitude: APN: Past Use: Potential COC: Confirmed COC: Potential Description: Alias Name: Alias Type: Alias Name: Alias Type: Completed Info: Completed Area Name: Completed Document Type: Completed Date: Completed Area Name: Completed Area Name:	39820003 School Investigation School NONE SPECIFIED 14 NO SMBRP DTSC - Site Cleanup Program Kamili Siglowide Mark Malinowski Northern California Schools & Santa Susana 104329 13 05 Not reported Inactive - Needs Evaluation 11/21/2003 NO School District 38.03770 -121.2746 12430004 * EDUCATIONAL SERVICES NONE SPECIFIED NONE SPECIFIED NONE SPECIFIED NONE SPECIFIED NONE SPECIFIED NONE SPECIFIED ASPIRE PUBLIC SCHOOLS Alternate Name ASPIRE PUBLIC SCHOOLS-PRPSD 2NDARY SCL Alternate Name 12430004 APN 104329 Project Code (Site Code) 3982003 Envirostor ID Number PROJECT WIDE Not reported Environmental Oversight Agreement 03/13/2003 Not reported PROJECT WIDE Not reported		
	Completed Document Type: Completed Date: Comments:	02/12/2003 Not reported		

Database(s)

EDR ID Number EPA ID Number

MORADA LANE SECONDARY SCHOOL (Continued)

Completed Area Name: Completed Sub Area Name: Completed Document Type: Completed Date: Comments:	PROJECT WIDE Not reported Cost Recovery Closeout Memo 11/21/2003 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

ENVIROSTOR:

Facility ID:	39820003
Status:	Inactive - Needs Evaluation
Status Date:	11/21/2003
Site Code:	104329
Site Type:	School Investigation
Site Type Detailed:	School
Acres:	14
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Kamili Siglowide
Supervisor:	Mark Malinowski
Division Branch:	Northern California Schools & Santa Susana
Assembly:	13
Senate:	05
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	School District
Latitude:	38.03770
Longitude:	-121.2746
APN:	12430004
Past Use:	* EDUCATIONAL SERVICES
Potential COC:	NONE SPECIFIED
Confirmed COC:	NONE SPECIFIED
Potential Description:	NONE SPECIFIED
Alias Name:	ASPIRE PUBLIC SCHOOLS
Alias Type:	Alternate Name
Alias Name:	ASPIRE PUBLIC SCHOOLS-PRPSD 2NDARY SCL
Alias Type:	Alternate Name
Alias Name:	MORADA LANE SECONDARY SCHOOL
Alias Type:	Alternate Name
Alias Name:	12430004
Alias Type:	APN
Alias Name:	104329
Alias Type:	Project Code (Site Code)
Alias Name:	39820003
Alias Type:	Envirostor ID Number

Completed Info:

S105840783

Database(s)

EDR ID Number EPA ID Number

MORADA LANE SECONDARY SCHOOL (Continued)

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Environmental Oversight Agreement
Completed Date:	03/13/2003
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Site Inspections/Visit (Non LUR)
Completed Date:	02/12/2003
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	11/21/2003
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

S105840783

Count: 0 records.

ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)

NO SITES FOUND

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: 03/26/2015 Date Data Arrived at EDR: 04/08/2015 Date Made Active in Reports: 06/22/2015 Number of Days to Update: 75 Source: EPA Telephone: N/A Last EDR Contact: 04/08/2015 Next Scheduled EDR Contact: 07/20/2015 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 3 Telephone 215-814-5418

EPA Region 4 Telephone 404-562-8033

EPA Region 5 Telephone 312-886-6686

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.

EPA Region 6

EPA Region 7

EPA Region 8

EPA Region 9

Telephone: 214-655-6659

Telephone: 913-551-7247

Telephone: 303-312-6774

Telephone: 415-947-4246

Date of Government Version: 03/26/2015 Date Data Arrived at EDR: 04/08/2015 Date Made Active in Reports: 06/22/2015 Number of Days to Update: 75

Source: EPA Telephone: N/A Last EDR Contact: 04/08/2015 Next Scheduled EDR Contact: 07/20/2015 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 Date Data Arrived at EDR: 02/02/1994 Date Made Active in Reports: 03/30/1994 Number of Days to Update: 56 Source: EPA Telephone: 202-564-4267 Last EDR Contact: 08/15/2011 Next Scheduled EDR Contact: 11/28/2011 Data Release Frequency: No Update Planned

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: 03/26/2015 Date Data Arrived at EDR: 04/08/2015 Date Made Active in Reports: 06/22/2015 Number of Days to Update: 75 Source: EPA Telephone: N/A Last EDR Contact: 04/08/2015 Next Scheduled EDR Contact: 07/20/2015 Data Release Frequency: Quarterly

Federal CERCLIS list

CERCLIS: Comprehensive Environmental Response, Compensation, and Liability Information System CERCLIS 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). CERCLIS contains sites which are either proposed to or on the National Priorities List (NPL) and sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 10/25/2013 Date Data Arrived at EDR: 11/11/2013 Date Made Active in Reports: 02/13/2014 Number of Days to Update: 94 Source: EPA Telephone: 703-412-9810 Last EDR Contact: 05/29/2015 Next Scheduled EDR Contact: 09/07/2015 Data Release Frequency: Quarterly

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: 03/26/2015 Date Data Arrived at EDR: 04/08/2015 Date Made Active in Reports: 06/11/2015 Number of Days to Update: 64 Source: Environmental Protection Agency Telephone: 703-603-8704 Last EDR Contact: 04/08/2015 Next Scheduled EDR Contact: 07/20/2015 Data Release Frequency: Varies

Federal CERCLIS NFRAP site List

CERCLIS-NFRAP: CERCLIS No Further Remedial Action Planned

Archived sites are sites that have been removed and archived from the inventory of CERCLIS 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 this 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. This decision does not necessarily mean that there is no hazard associated with a given site; it only means that, based upon available information, the location is not judged to be a potential NPL site.

Date of Government Version: 10/25/2013 Date Data Arrived at EDR: 11/11/2013 Date Made Active in Reports: 02/13/2014 Number of Days to Update: 94 Source: EPA Telephone: 703-412-9810 Last EDR Contact: 05/29/2015 Next Scheduled EDR Contact: 09/07/2015 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: 03/10/2015 Date Data Arrived at EDR: 03/31/2015 Date Made Active in Reports: 06/11/2015 Number of Days to Update: 72 Source: EPA Telephone: 800-424-9346 Last EDR Contact: 06/26/2015 Next Scheduled EDR Contact: 10/12/2015 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: 03/10/2015 Date Data Arrived at EDR: 03/31/2015 Date Made Active in Reports: 06/11/2015 Number of Days to Update: 72 Source: Environmental Protection Agency Telephone: (415) 495-8895 Last EDR Contact: 06/26/2015 Next Scheduled EDR Contact: 10/12/2015 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: 03/10/2015 Date Data Arrived at EDR: 03/31/2015 Date Made Active in Reports: 06/11/2015 Number of Days to Update: 72 Source: Environmental Protection Agency Telephone: (415) 495-8895 Last EDR Contact: 06/26/2015 Next Scheduled EDR Contact: 10/12/2015 Data Release Frequency: Quarterly

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: 03/10/2015 Date Data Arrived at EDR: 03/31/2015 Date Made Active in Reports: 06/11/2015 Number of Days to Update: 72 Source: Environmental Protection Agency Telephone: (415) 495-8895 Last EDR Contact: 06/26/2015 Next Scheduled EDR Contact: 10/12/2015 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: 03/10/2015 Date Data Arrived at EDR: 03/31/2015 Date Made Active in Reports: 06/11/2015 Number of Days to Update: 72 Source: Environmental Protection Agency Telephone: (415) 495-8895 Last EDR Contact: 06/26/2015 Next Scheduled EDR Contact: 10/12/2015 Data Release Frequency: Varies

Federal institutional controls / engineering controls registries

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: 03/16/2015	Source: Environmental Protection Agency
Date Data Arrived at EDR: 03/17/2015	Telephone: 703-603-0695
Date Made Active in Reports: 06/02/2015	Last EDR Contact: 06/01/2015
Number of Days to Update: 77	Next Scheduled EDR Contact: 09/14/2015
	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: 03/16/2015 Date Data Arrived at EDR: 03/17/2015 Date Made Active in Reports: 06/02/2015 Number of Days to Update: 77 Source: Environmental Protection Agency Telephone: 703-603-0695 Last EDR Contact: 06/01/2015 Next Scheduled EDR Contact: 09/14/2015 Data Release Frequency: Varies

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 Date Data Arrived at EDR: 05/29/2015 Date Made Active in Reports: 06/11/2015 Number of Days to Update: 13 Source: Department of the Navy Telephone: 843-820-7326 Last EDR Contact: 05/18/2015 Next Scheduled EDR Contact: 08/31/2015 Data Release Frequency: Varies

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: 03/30/2015 Date Data Arrived at EDR: 03/31/2015 Date Made Active in Reports: 06/02/2015 Number of Days to Update: 63 Source: National Response Center, United States Coast Guard Telephone: 202-267-2180 Last EDR Contact: 06/26/2015 Next Scheduled EDR Contact: 10/12/2015 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: 05/04/2015	Source: Department of Toxic Substances Control
Date Data Arrived at EDR: 05/05/2015	Telephone: 916-323-3400
Date Made Active in Reports: 05/14/2015	Last EDR Contact: 05/05/2015
Number of Days to Update: 9	Next Scheduled EDR Contact: 08/17/2015
	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 identifes 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: 05/04/2015 Date Data Arrived at EDR: 05/05/2015 Date Made Active in Reports: 05/14/2015 Number of Days to Update: 9 Source: Department of Toxic Substances Control Telephone: 916-323-3400 Last EDR Contact: 05/05/2015 Next Scheduled EDR Contact: 08/17/2015 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: 05/18/2015	Source: Department of Resources Recycling and Recovery
Date Data Arrived at EDR: 05/20/2015	Telephone: 916-341-6320
Date Made Active in Reports: 06/05/2015	Last EDR Contact: 05/20/2015
Number of Days to Update: 16	Next Scheduled EDR Contact: 08/31/2015
	Data Release Frequency: Quarterly

State and tribal leaking storage tank lists

LUST REG 6V: Leaking Underground Storage Tank Case Listing Leaking Underground Storage Tank locations. Invo, Kern, Los Angeles, Mono, San Bernardino counties.

Date of Government Version: 06/07/2005	Source: California Regional Water Quality Control Board Victorville Branch Office (6)
Date Data Arrived at EDR: 06/07/2005	Telephone: 760-241-7365
Date Made Active in Reports: 06/29/2005	Last EDR Contact: 09/12/2011
Number of Days to Update: 22	Next Scheduled EDR Contact: 12/26/2011
	Data Release Frequency: No Update Planned

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	Source: California Regional Water Quality Control Board Colorado River Basin Region (7)
Date Data Arrived at EDR: 02/26/2004	Telephone: 760-776-8943
Date Made Active in Reports: 03/24/2004	Last EDR Contact: 08/01/2011
Number of Days to Update: 27	Next Scheduled EDR Contact: 11/14/2011
	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	Source: California Regional Water Quality Control Board Lahontan Region (6)
Date Data Arrived at EDR: 09/10/2003	Telephone: 530-542-5572
Date Made Active in Reports: 10/07/2003	Last EDR Contact: 09/12/2011
Number of Days to Update: 27	Next Scheduled EDR Contact: 12/26/2011
	Data Release Frequency: No Update Planned

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 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: 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.		
Date of Government Version: 03/13/2015 Date Data Arrived at EDR: 03/18/2015 Date Made Active in Reports: 03/24/2015 Number of Days to Update: 6	Source: State Water Resources Control Board Telephone: see region list Last EDR Contact: 06/17/2015 Next Scheduled EDR Contact: 09/28/2015 Data Release Frequency: Quarterly	
LUST REG 1: Active Toxic Site Investigation Del Norte, Humboldt, Lake, Mendocino, Modo please refer to the State Water Resources Con	c, Siskiyou, Sonoma, Trinity counties. For more current information, ntrol 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	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

Number of Days to Update: 29

TC4345571.2s Page GR-6

LUST REG 9: Leaking Underground Storage Tar Orange, Riverside, San Diego counties. For Control Board's LUST database.	ik Report more current information, please refer to the State Water Resources
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 Tar California Regional Water Quality Control Bo to the State Water Resources Control Board	iks oard Santa Ana Region (8). For more current information, please refer d'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
SLIC: Statewide SLIC Cases The SLIC (Spills, Leaks, Investigations and from spills, leaks, and similar discharges.	Cleanup) program is designed to protect and restore water quality
Date of Government Version: 03/13/2015 Date Data Arrived at EDR: 03/18/2015 Date Made Active in Reports: 03/24/2015 Number of Days to Update: 6	Source: State Water Resources Control Board Telephone: 866-480-1028 Last EDR Contact: 06/17/2015 Next Scheduled EDR Contact: 09/28/2015 Data Release Frequency: Varies
SLIC REG 1: Active Toxic Site Investigations The SLIC (Spills, Leaks, Investigations and from spills, leaks, and similar discharges.	Cleanup) program is designed to protect and restore water quality
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 & Clean The SLIC (Spills, Leaks, Investigations and from spills, leaks, and similar discharges.	up Cost Recovery Listing Cleanup) program is designed to protect and restore water quality
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 & Clean The SLIC (Spills, Leaks, Investigations and from spills, leaks, and similar discharges.	up Cost Recovery Listing Cleanup) program is designed to protect and restore water quality
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 & Cleanu The SLIC (Spills, Leaks, Investigations and C from spills, leaks, and similar discharges.	p Cost Recovery Listing leanup) program is designed to protect and restore water quality	
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 & Clean The SLIC (Spills, Leaks, Investigations and C from spills, leaks, and similar discharges.	up Cost Recovery Listing leanup) program is designed to protect and restore water quality	
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	
SLIC REG 6L: SLIC Sites The SLIC (Spills, Leaks, Investigations and C from spills, leaks, and similar discharges.	leanup) program is designed to protect and restore water quality	
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 C from spills, leaks, and similar discharges.	leanup) program is designed to protect and restore water quality	
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 & Cleanu The SLIC (Spills, Leaks, Investigations and C from spills, leaks, and similar discharges.	p Cost Recovery Listing leanup) program is designed to protect and restore water quality	
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		
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: 02/03/2015 Date Data Arrived at EDR: 04/30/2015 Date Made Active in Reports: 06/22/2015 Number of Days to Update: 53	Source: EPA Region 1 Telephone: 617-918-1313 Last EDR Contact: 04/03/2015 Next Scheduled EDR Contact: 08/10/2015 Data Release Frequency: Varies		
INDIAN LUST R4: Leaking Underground Storage T LUSTs on Indian land in Florida, Mississippi a	Fanks on Indian Land nd North Carolina.		
Date of Government Version: 09/30/2014 Date Data Arrived at EDR: 03/03/2015 Date Made Active in Reports: 03/13/2015 Number of Days to Update: 10	Source: EPA Region 4 Telephone: 404-562-8677 Last EDR Contact: 04/27/2015 Next Scheduled EDR Contact: 08/10/2015 Data Release Frequency: Semi-Annually		
INDIAN LUST R10: Leaking Underground Storage LUSTs on Indian land in Alaska, Idaho, Orego	Tanks on Indian Land on and Washington.		
Date of Government Version: 02/03/2015 Date Data Arrived at EDR: 02/12/2015 Date Made Active in Reports: 03/13/2015 Number of Days to Update: 29	Source: EPA Region 10 Telephone: 206-553-2857 Last EDR Contact: 04/27/2015 Next Scheduled EDR Contact: 08/10/2015 Data Release Frequency: Quarterly		
INDIAN LUST R7: Leaking Underground Storage T LUSTs on Indian land in Iowa, Kansas, and N	Fanks on Indian Land ebraska		
Date of Government Version: 03/30/2015 Date Data Arrived at EDR: 04/28/2015 Date Made Active in Reports: 06/22/2015 Number of Days to Update: 55	Source: EPA Region 7 Telephone: 913-551-7003 Last EDR Contact: 04/27/2015 Next Scheduled EDR Contact: 08/10/2015 Data Release Frequency: Varies		
INDIAN LUST R6: Leaking Underground Storage Tanks on Indian Land LUSTs on Indian land in New Mexico and Oklahoma.			
Date of Government Version: 03/17/2015 Date Data Arrived at EDR: 05/01/2015 Date Made Active in Reports: 06/22/2015 Number of Days to Update: 52	Source: EPA Region 6 Telephone: 214-665-6597 Last EDR Contact: 01/26/2015 Next Scheduled EDR Contact: 05/11/2015 Data Release Frequency: Varies		
INDIAN LUST R9: Leaking Underground Storage T LUSTs on Indian land in Arizona, California, N	Fanks on Indian Land Iew Mexico and Nevada		
Date of Government Version: 01/08/2015 Date Data Arrived at EDR: 01/08/2015 Date Made Active in Reports: 02/09/2015 Number of Days to Update: 32	Source: Environmental Protection Agency Telephone: 415-972-3372 Last EDR Contact: 01/08/2015 Next Scheduled EDR Contact: 05/11/2015 Data Release Frequency: Quarterly		

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 V Date Data Arrived at E Date Made Active in R Number of Days to Up	/ersion: 04/30/2015 EDR: 05/29/2015 Reports: 06/22/2015 odate: 24	Source: EPA, Region 5 Telephone: 312-886-7439 Last EDR Contact: 04/27/2015 Next Scheduled EDR Contact: 08/10/2015 Data Release Frequency: Varies	
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 V Date Data Arrived at E Date Made Active in R Number of Days to Up	/ersion: 04/30/2015 EDR: 05/05/2015 Reports: 06/22/2015 odate: 48	Source: EPA Region 8 Telephone: 303-312-6271 Last EDR Contact: 04/27/2015 Next Scheduled EDR Contact: 08/10/2015 Data Release Frequency: Quarterly	
State and tribal registered	l storage tank lists		
UST: Active UST Facilities Active UST facilities g	athered from the local rec	gulatory agencies	
Date of Government V Date Data Arrived at E Date Made Active in R Number of Days to Up	/ersion: 03/13/2015 EDR: 03/18/2015 Reports: 03/26/2015 odate: 8	Source: SWRCB Telephone: 916-341-5851 Last EDR Contact: 06/17/2015 Next Scheduled EDR Contact: 09/28/2015 Data Release Frequency: Semi-Annually	
AST: Aboveground Petrole A listing of aboveground	AST: Aboveground Petroleum Storage Tank Facilities A listing of aboveground storage tank petroleum storage tank locations.		
Date of Government V Date Data Arrived at E Date Made Active in R Number of Days to Up	/ersion: 08/01/2009 EDR: 09/10/2009 Reports: 10/01/2009 odate: 21	Source: California Environmental Protection Agency Telephone: 916-327-5092 Last EDR Contact: 06/22/2015 Next Scheduled EDR Contact: 10/12/2015 Data Release Frequency: Quarterly	
INDIAN UST R10: Undergr The Indian Undergrou land in EPA Region 10	ound Storage Tanks on lı nd Storage Tank (UST) d) (Alaska, Idaho, Oregon,	ndian Land latabase provides information about underground storage tanks on Indian Washington, and Tribal Nations).	
Date of Government V Date Data Arrived at E Date Made Active in R Number of Days to Up	/ersion: 05/06/2015 EDR: 05/19/2015 Reports: 06/22/2015 odate: 34	Source: EPA Region 10 Telephone: 206-553-2857 Last EDR Contact: 04/27/2015 Next Scheduled EDR Contact: 08/10/2015 Data Release Frequency: Quarterly	
INDIAN UST R9: Undergro The Indian Undergrou Iand in EPA Region 9	und Storage Tanks on Ind nd Storage Tank (UST) d (Arizona, California, Haw	dian Land latabase provides information about underground storage tanks on Indian aii, Nevada, the Pacific Islands, and Tribal Nations).	
Date of Government V Date Data Arrived at E Date Made Active in R Number of Days to Up	/ersion: 12/14/2014 EDR: 02/13/2015 Reports: 03/13/2015 odate: 28	Source: EPA Region 9 Telephone: 415-972-3368 Last EDR Contact: 01/26/2015 Next Scheduled EDR Contact: 05/11/2015 Data Release Frequency: Quarterly	
INDIAN UST R8: Undergro The Indian Undergrou	und Storage Tanks on Ind nd Storage Tank (UST) d	dian Land latabase 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: 04/30/2015
Date Data Arrived at EDR: 05/05/2015
Date Made Active in Reports: 06/22/2015
Number of Days to Update: 48

Source: EPA Region 8 Telephone: 303-312-6137 Last EDR Contact: 04/27/2015 Next Scheduled EDR Contact: 08/10/2015 Data Release Frequency: Quarterly

EDR Contact: 08/10/2015

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: 04/27/2015
Number of Days to Update: 65	Next Scheduled EDR Contact: 08
	Data Release Frequency: Varies

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: 03/17/2015	Source: EPA Region 6
Date Data Arrived at EDR: 05/01/2015	Telephone: 214-665-7591
Date Made Active in Reports: 06/22/2015	Last EDR Contact: 01/26/2015
Number of Days to Update: 52	Next Scheduled EDR Contact: 05/11/2015
	Data Release Frequency: Semi-Annually

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: 04/30/2015 Date Data Arrived at EDR: 05/26/2015 Date Made Active in Reports: 06/22/2015 Number of Days to Update: 27

Source: EPA Region 5 Telephone: 312-886-6136 Last EDR Contact: 04/27/2015 Next Scheduled EDR Contact: 08/10/2015 Data Release Frequency: Varies

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: 09/30/2014
Date Data Arrived at EDR: 03/03/2015
Date Made Active in Reports: 03/13/2015
Number of Days to Update: 10

Source: EPA Region 4 Telephone: 404-562-9424 Last EDR Contact: 04/27/2015 Next Scheduled EDR Contact: 08/10/2015 Data Release Frequency: Semi-Annually

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: 02/03/2015 Date Data Arrived at EDR: 04/30/2015 Date Made Active in Reports: 06/22/2015 Number of Days to Update: 53

Source: EPA, Region 1 Telephone: 617-918-1313 Last EDR Contact: 04/28/2015 Next Scheduled EDR Contact: 08/10/2015 Data Release Frequency: Varies

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: 04/13/2015 Next Scheduled EDR Contact: 07/27/2015 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: 09/29/2014	Source: EPA, Region 1
Date Data Arrived at EDR: 10/01/2014	Telephone: 617-918-1102
Date Made Active in Reports: 11/06/2014	Last EDR Contact: 06/26/2015
Number of Days to Update: 36	Next Scheduled EDR Contact: 10/12/2015
	Data Release Frequency: Varies

INDIAN VCP R7: Voluntary Cleanup Priority Lisitng

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: 05/04/2015 Date Data Arrived at EDR: 05/05/2015 Date Made Active in Reports: 05/14/2015 Number of Days to Update: 9 Source: Department of Toxic Substances Control Telephone: 916-323-3400 Last EDR Contact: 05/05/2015 Next Scheduled EDR Contact: 08/17/2015 Data Release Frequency: Quarterly

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: 03/23/2015 Date Data Arrived at EDR: 03/24/2015 Date Made Active in Reports: 06/02/2015 Number of Days to Update: 70 Source: Environmental Protection Agency Telephone: 202-566-2777 Last EDR Contact: 06/24/2015 Next Scheduled EDR Contact: 10/05/2015 Data Release Frequency: Semi-Annually

Local Lists of Landfill / Solid Waste Disposal Sites

DEBRIS REGION 9: Torres Martinez Reservation I A listing of illegal dump sites location on the T County and northern Imperial County, Californ	llegal Dump Site Locations orres Martinez Indian Reservation located in eastern Riverside iia.
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: 04/23/2015 Next Scheduled EDR Contact: 08/10/2015 Data Release Frequency: No Update Planned
ODI: Open Dump Inventory An open dump is defined as a disposal facility Subtitle D Criteria.	that does not comply with one or more of the Part 257 or Part 258
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
SWRCY: Recycler Database A listing of recycling facilities in California.	
Date of Government Version: 03/16/2015 Date Data Arrived at EDR: 03/18/2015 Date Made Active in Reports: 03/26/2015 Number of Days to Update: 8	Source: Department of Conservation Telephone: 916-323-3836 Last EDR Contact: 06/17/2015 Next Scheduled EDR Contact: 09/28/2015 Data Release Frequency: Quarterly
HAULERS: Registered Waste Tire Haulers Listing A listing of registered waste tire haulers.	
Date of Government Version: 05/26/2015 Date Data Arrived at EDR: 05/28/2015 Date Made Active in Reports: 06/05/2015 Number of Days to Update: 8	Source: Integrated Waste Management Board Telephone: 916-341-6422 Last EDR Contact: 05/18/2015 Next Scheduled EDR Contact: 08/31/2015 Data Release Frequency: Varies
INDIAN ODI: Report on the Status of Open Dumps Location of open dumps on Indian land.	on Indian Lands

Date of Government Version: 12/31/1998Source: Environmental Protection AgencyDate Data Arrived at EDR: 12/03/2007Telephone: 703-308-8245Date Made Active in Reports: 01/24/2008Last EDR Contact: 05/01/2015Number of Days to Update: 52Next Scheduled EDR Contact: 08/17/2015Data Release Frequency: Varies

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: 05/06/2015 Next Scheduled EDR Contact: 08/24/2015 Data Release Frequency: No Update Planned

Local Lists of Hazardous waste / Contaminated Sites

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: 02/25/2015	Source: Drug Enforcement Administration
Date Data Arrived at EDR: 03/10/2015	Telephone: 202-307-1000
Date Made Active in Reports: 03/25/2015	Last EDR Contact: 05/29/2015
Number of Days to Update: 15	Next Scheduled EDR Contact: 09/14/2015
	Data Release Frequency: Quarterly

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.

Date of Government Version: 05/04/2015 Date Data Arrived at EDR: 05/05/2015 Date Made Active in Reports: 05/14/2015 Number of Days to Update: 9

Source: Department of Toxic Substances Control Telephone: 916-323-3400 Last EDR Contact: 05/05/2015 Next Scheduled EDR Contact: 08/17/2015 Data Release Frequency: Quarterly

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	Source: State Water Resources Control Board
Date Data Arrived at EDR: 08/30/1995	Telephone: 916-227-4364
Date Made Active in Reports: 09/26/1995	Last EDR Contact: 01/26/2009
Number of Days to Update: 27	Next Scheduled EDR Contact: 04/27/2009
	Data Release Frequency: No Update Planned

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: 12/31/2014
Date Data Arrived at EDR: 03/10/2015
Date Made Active in Reports: 03/18/2015
Number of Days to Update: 8

Source: Department of Toxic Substances Control Telephone: 916-255-6504 Last EDR Contact: 04/13/2015 Next Scheduled EDR Contact: 07/27/2015 Data Release Frequency: Varies

US HIST CDL: National Clandestine Laboratory Register

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: 02/25/2015	Source: Drug Enforcement Administration
Date Data Arrived at EDR: 03/10/2015	Telephone: 202-307-1000
Date Made Active in Reports: 03/25/2015	Last EDR Contact: 05/29/2015
Number of Days to Update: 15	Next Scheduled EDR Contact: 09/14/2015
	Data Release Frequency: No Update Planned

Local Lists of Registered Storage Tanks

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	Source: California Environmental Protection Agency
Date Data Arrived at EDR: 09/05/1995	Telephone: 916-341-5851
Date Made Active in Reports: 09/29/1995	Last EDR Contact: 12/28/1998
Number of Days to Update: 24	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: 09/23/2009	Source: Department of Public Health
Date Data Arrived at EDR: 09/23/2009	Telephone: 707-463-4466
Date Made Active in Reports: 10/01/2009	Last EDR Contact: 06/01/2015
Number of Days to Update: 8	Next Scheduled EDR Contact: 09/14/2015
	Data Release Frequency: Annually

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

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	Source: State Water Resources Control Board
Date Data Arrived at EDR: 07/07/2005	Telephone: N/A
Date Made Active in Reports: 08/11/2005	Last EDR Contact: 06/03/2005
Number of Days to Update: 35	Next Scheduled EDR Contact: N/A
	Data Release Frequency: No Update Planned

Local Land Records

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: 04/27/2015 Next Scheduled EDR Contact: 08/10/2015 Data Release Frequency: Varies

LIENS: Environmental Liens Listing

A listing of property locations with environmental liens for California where DTSC is a lien holder.

Date of Government Version: 03/11/2015	Source: Department of Toxic Substances Control
Date Data Arrived at EDR: 03/13/2015	Telephone: 916-323-3400
Date Made Active in Reports: 03/24/2015	Last EDR Contact: 06/05/2015
Number of Days to Update: 11	Next Scheduled EDR Contact: 09/21/2015
	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: 03/09/2015 Date Data Arrived at EDR: 03/10/2015 Date Made Active in Reports: 03/18/2015 Number of Days to Update: 8

Source: DTSC and SWRCB Telephone: 916-323-3400 Last EDR Contact: 06/09/2015 Next Scheduled EDR Contact: 09/21/2015 Data Release Frequency: Semi-Annually

Records of Emergency Release Reports

HMIRS: Hazardous Materials Information Reporting System Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 03/30/2015	Source: U.S. Department of Transportation
Date Data Arrived at EDR: 03/31/2015	Telephone: 202-366-4555
Date Made Active in Reports: 06/11/2015	Last EDR Contact: 06/26/2015
Number of Days to Update: 72	Next Scheduled EDR Contact: 10/12/2015
	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: 04/14/2015
Date Data Arrived at EDR: 04/29/2015
Date Made Active in Reports: 05/21/2015
Number of Days to Update: 22

Source: Office of Emergency Services Telephone: 916-845-8400 Last EDR Contact: 04/27/2015 Next Scheduled EDR Contact: 08/10/2015 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: 03/13/2015	Source: State Water Qualilty Control Board
Date Data Arrived at EDR: 03/18/2015	Telephone: 866-480-1028
Date Made Active in Reports: 03/24/2015	Last EDR Contact: 06/17/2015
Number of Days to Update: 6	Next Scheduled EDR Contact: 09/28/2015
	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: 03/13/2015 Date Data Arrived at EDR: 03/18/2015 Date Made Active in Reports: 03/24/2015 Number of Days to Update: 6 Source: State Water Resources Control Board Telephone: 866-480-1028 Last EDR Contact: 06/17/2015 Next Scheduled EDR Contact: 09/28/2015 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: 06/06/2012Source: FirsDate Data Arrived at EDR: 01/03/2013Telephone:Date Made Active in Reports: 02/22/2013Last EDR CoNumber of Days to Update: 50Next Schedu

Source: FirstSearch Telephone: N/A Last EDR Contact: 01/03/2013 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.

Date of Government Version: 03/10/2015 Date Data Arrived at EDR: 03/31/2015 Date Made Active in Reports: 06/11/2015 Number of Days to Update: 72 Source: Environmental Protection Agency Telephone: (415) 495-8895 Last EDR Contact: 06/26/2015 Next Scheduled EDR Contact: 10/12/2015 Data Release Frequency: Varies

DOT OPS: Incident and Accident Data

Department of Transporation, Office of Pipeline Safety Incident and Accident data.

Date of Government Version: 07/31/2012 Date Data Arrived at EDR: 08/07/2012 Date Made Active in Reports: 09/18/2012 Number of Days to Update: 42 Source: Department of Transporation, Office of Pipeline Safety Telephone: 202-366-4595 Last EDR Contact: 05/05/2015 Next Scheduled EDR Contact: 08/17/2015 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: 04/14/2015 Next Scheduled EDR Contact: 07/27/2015 Data Release Frequency: Semi-Annually

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: 06/06/2014 Date Data Arrived at EDR: 09/10/2014 Date Made Active in Reports: 09/18/2014 Number of Days to Update: 8 Source: U.S. Army Corps of Engineers Telephone: 202-528-4285 Last EDR Contact: 06/12/2015 Next Scheduled EDR Contact: 09/21/2015 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.

Date of Government Version: 12/31/2014	Source: Department of Justice, Consent Decree Library
Date Data Arrived at EDR: 04/17/2015	Telephone: Varies
Date Made Active in Reports: 06/02/2015	Last EDR Contact: 06/22/2015
Number of Days to Update: 46	Next Scheduled EDR Contact: 10/12/2015
	Data Release Frequency: Varies

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	Source: EPA
Date Data Arrived at EDR: 12/12/2013	Telephone: 703-416-0223
Date Made Active in Reports: 02/24/2014	Last EDR Contact: 06/12/2015
Number of Days to Update: 74	Next Scheduled EDR Contact: 09/21/2015
	Data Release Frequency: Annually

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.

Source: Department of Energy
Telephone: 505-845-0011
Last EDR Contact: 05/26/2015
Next Scheduled EDR Contact: 09/07/2015
Data Release Frequency: Varies

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: 12/30/2014	Source: Department of Labor, Mine Safety and Health Administration
Date Data Arrived at EDR: 12/31/2014	Telephone: 303-231-5959
Date Made Active in Reports: 01/29/2015	Last EDR Contact: 06/03/2015
Number of Days to Update: 29	Next Scheduled EDR Contact: 09/14/2015
	Data Release Frequency: Semi-Annually

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.

Source: EPA Telephone: 202-566-0250 Last EDR Contact: 01/29/2015 Next Scheduled EDR Contact: 06/08/2015 Data Release Frequency: Annually

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 Date Data Arrived at EDR: 01/15/2015 Date Made Active in Reports: 01/29/2015 Number of Days to Update: 14 Source: EPA Telephone: 202-260-5521 Last EDR Contact: 06/25/2015 Next Scheduled EDR Contact: 10/05/2015 Data Release Frequency: Every 4 Years

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: 05/20/2015
Number of Days to Update: 25	Next Scheduled EDR Contact: 09/07/2015
	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: 05/20/2015
Number of Days to Update: 25	Next Scheduled EDR Contact: 09/07/2015
	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 Date Data Arrived at EDR: 03/01/2007 Date Made Active in Reports: 04/10/2007 Number of Days to Update: 40 Source: Environmental Protection Agency Telephone: 202-564-2501 Last EDR Contact: 12/17/2007 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 Date Data Arrived at EDR: 03/01/2007 Date Made Active in Reports: 04/10/2007 Number of Days to Update: 40 Source: Environmental Protection Agency Telephone: 202-564-2501 Last EDR Contact: 12/17/2008 Next Scheduled EDR Contact: 03/17/2008 Data Release Frequency: No Update Planned

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 Date Data Arrived at EDR: 12/10/2010 Date Made Active in Reports: 02/25/2011 Number of Days to Update: 77 Source: EPA Telephone: 202-564-4203 Last EDR Contact: 04/10/2015 Next Scheduled EDR Contact: 08/10/2015 Data Release Frequency: Annually

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 Date Data Arrived at EDR: 02/06/2015 Date Made Active in Reports: 03/09/2015 Number of Days to Update: 31 Source: Environmental Protection Agency Telephone: 202-564-5088 Last EDR Contact: 04/09/2015 Next Scheduled EDR Contact: 07/27/2015 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: 07/01/2014	Source: EPA
Date Data Arrived at EDR: 10/15/2014	Telephone: 202-566-0500
Date Made Active in Reports: 11/17/2014	Last EDR Contact: 04/17/2015
Number of Days to Update: 33	Next Scheduled EDR Contact: 07/27/2015
	Data Release Frequency: Annually

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: 03/31/2015	Source: Nuclear Regulatory Commission
Date Data Arrived at EDR: 04/09/2015	Telephone: 301-415-7169
Date Made Active in Reports: 06/11/2015	Last EDR Contact: 06/04/2015
Number of Days to Update: 63	Next Scheduled EDR Contact: 09/21/2015
	Data Release Frequency: Quarterly

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: 04/07/2015	Source: Environmental Protection Agency
Date Data Arrived at EDR: 04/09/2015	Telephone: 202-343-9775
Date Made Active in Reports: 06/11/2015	Last EDR Contact: 04/09/2015
Number of Days to Update: 63	Next Scheduled EDR Contact: 07/20/2015
	Data Release Frequency: Quarterly

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: 01/18/2015 Date Data Arrived at EDR: 02/27/2015 Date Made Active in Reports: 03/25/2015 Number of Days to Update: 26 Source: EPA Telephone: (415) 947-8000 Last EDR Contact: 06/10/2015 Next Scheduled EDR Contact: 09/21/2015 Data Release Frequency: Quarterly

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

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: 02/01/2015 Date Data Arrived at EDR: 02/13/2015 Date Made Active in Reports: 03/25/2015 Number of Days to Update: 40 Source: Environmental Protection Agency Telephone: 202-564-8600 Last EDR Contact: 04/27/2015 Next Scheduled EDR Contact: 08/10/2015 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: 12/31/2011 Date Data Arrived at EDR: 02/26/2013 Date Made Active in Reports: 04/19/2013 Number of Days to Update: 52 Source: EPA/NTIS Telephone: 800-424-9346 Last EDR Contact: 05/29/2015 Next Scheduled EDR Contact: 09/07/2015 Data Release Frequency: Biennially

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 Date Data Arrived at EDR: 07/27/1994 Date Made Active in Reports: 08/02/1994 Number of Days to Update: 6 Source: Department of Health Services Telephone: 916-255-2118 Last EDR Contact: 05/31/1994 Next Scheduled EDR Contact: N/A Data Release Frequency: No Update Planned

NPDES: NPDES Permits Listing

A listing of NPDES permits, including stormwater.

Date of Government Version: 05/18/2015Source: State Water Resources Control BoardDate Data Arrived at EDR: 05/20/2015Telephone: 916-445-9379Date Made Active in Reports: 06/11/2015Last EDR Contact: 05/20/2015Number of Days to Update: 22Next Scheduled EDR Contact: 08/31/2015Data Release Frequency: Quarterly

UIC:	C UIC Listing A listing of wells identified as underground injection wells, in the California Oil and Gas Wells database.	
	Date of Government Version: 11/19/2014 Date Data Arrived at EDR: 12/15/2014 Date Made Active in Reports: 01/29/2015 Number of Days to Update: 45	Source: Deaprtment of Conservation Telephone: 916-445-2408 Last EDR Contact: 06/19/2015 Next Scheduled EDR Contact: 09/28/2015 Data Release Frequency: Varies
COR	TESE: "Cortese" Hazardous Waste & Substanc The sites for the list are designated by the State Board (SWF/LS), and the Department of Toxic	es Sites List Water Resource Control Board (LUST), the Integrated Waste Substances Control (Cal-Sites).
	Date of Government Version: 03/10/2015 Date Data Arrived at EDR: 03/31/2015 Date Made Active in Reports: 04/10/2015 Number of Days to Update: 10	Source: CAL EPA/Office of Emergency Information Telephone: 916-323-3400 Last EDR Contact: 06/26/2015 Next Scheduled EDR Contact: 10/12/2015 Data Release Frequency: Quarterly
HIST	CORTESE: Hazardous Waste & Substance Si The sites for the list are designated by the State [SWF/LS], and the Department of Toxic Substa state agency.	te List e Water Resource Control Board [LUST], the Integrated Waste Board nces Control [CALSITES]. This listing is no longer updated by the
	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
NOT	IFY 65: Proposition 65 Records Listings of all Proposition 65 incidents reported Regional Water Quality Control Board. This dat	to counties by the State Water Resources Control Board and the abase is no longer updated by the reporting agency.
	Date of Government Version: 10/21/1993 Date Data Arrived at EDR: 11/01/1993 Date Made Active in Reports: 11/19/1993 Number of Days to Update: 18	Source: State Water Resources Control Board Telephone: 916-445-3846 Last EDR Contact: 06/17/2015 Next Scheduled EDR Contact: 10/05/2015 Data Release Frequency: No Update Planned
DRY	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 laundri and cleaning; drycleaning plants, except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.	
	Date of Government Version: 02/18/2015 Date Data Arrived at EDR: 02/20/2015 Date Made Active in Reports: 03/12/2015 Number of Days to Update: 20	Source: Department of Toxic Substance Control Telephone: 916-327-4498 Last EDR Contact: 06/05/2015 Next Scheduled EDR Contact: 09/21/2015 Data Release Frequency: Annually
WIP:	Well Investigation Program Case List Well Investigation Program case in the San Gal	briel 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	Source: Los Angeles Water Quality Control Board Telephone: 213-576-6726 Last EDR Contact: 06/22/2015

Next Scheduled EDR Contact: 10/12/2015

Data Release Frequency: Varies

Number of Days to Update: 13

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: 04/30/2015 Date Data Arrived at EDR: 05/01/2015 Date Made Active in Reports: 05/13/2015 Number of Days to Update: 12	Source: State Water Resoruces Control Board Telephone: 916-445-9379 Last EDR Contact: 04/27/2015 Next Scheduled EDR Contact: 08/10/2015 Data Release Frequency: Varies
HAZ	NET: Facility and Manifest Data Facility and Manifest Data. The data is extracte by the DTSC. The annual volume of manifests i 350,000 - 500,000 shipments. Data are from the some invalid values for data elements such as database begins with calendar year 1993.	d from the copies of hazardous waste manifests received each year is typically 700,000 - 1,000,000 annually, representing approximately e manifests submitted without correction, and therefore many contain generator ID, TSD ID, waste category, and disposal method. This
	Date of Government Version: 12/31/2013 Date Data Arrived at EDR: 10/15/2014 Date Made Active in Reports: 11/19/2014 Number of Days to Update: 35	Source: California Environmental Protection Agency Telephone: 916-255-1136 Last EDR Contact: 04/17/2015 Next Scheduled EDR Contact: 07/27/2015 Data Release Frequency: Annually
EMI: Emissions Inventory Data Toxics and criteria pollutant emissions data collected by the ARB and local air pollution agencies.		ected by the ARB and local air pollution agencies.
	Date of Government Version: 12/31/2012 Date Data Arrived at EDR: 03/25/2014 Date Made Active in Reports: 04/28/2014 Number of Days to Update: 34	Source: California Air Resources Board Telephone: 916-322-2990 Last EDR Contact: 06/25/2015 Next Scheduled EDR Contact: 10/05/2015 Data Release Frequency: Varies
INDI	AN RESERV: Indian Reservations This map layer portrays Indian administered lar than 640 acres.	nds of the United States that have any area equal to or greater
	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: 04/14/2015 Next Scheduled EDR Contact: 07/27/2015

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: 03/07/2011SDate Data Arrived at EDR: 03/09/2011TDate Made Active in Reports: 05/02/2011LNumber of Days to Update: 54T

Source: Environmental Protection Agency Telephone: 615-532-8599 Last EDR Contact: 05/21/2015 Next Scheduled EDR Contact: 08/31/2015 Data Release Frequency: Varies

Data Release Frequency: Semi-Annually

PROC: Certified Processors Database A listing of certified processors.

Date of Government Version: 03/16/2015 Date Data Arrived at EDR: 03/18/2015 Date Made Active in Reports: 03/24/2015 Number of Days to Update: 6 Source: Department of Conservation Telephone: 916-323-3836 Last EDR Contact: 06/17/2015 Next Scheduled EDR Contact: 09/28/2015 Data Release Frequency: Quarterly

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 Date Data Arrived at EDR: 03/21/2014 Date Made Active in Reports: 06/17/2014 Number of Days to Update: 88	Source: Environmental Protection Agency Telephone: 617-520-3000 Last EDR Contact: 05/07/2015 Next Scheduled EDR Contact: 08/24/2015 Data Release Frequency: Quarterly	
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 Date Data Arrived at EDR: 09/10/2014 Date Made Active in Reports: 10/20/2014 Number of Days to Update: 40	Source: Environmental Protection Agency Telephone: N/A Last EDR Contact: 06/12/2015 Next Scheduled EDR Contact: 09/21/2015 Data Release Frequency: Varies
LEAD SMELTER 1: Lead Smelter Sites A listing of former lead smelter site locations.	
Date of Government Version: 11/25/2014 Date Data Arrived at EDR: 11/26/2014 Date Made Active in Reports: 01/29/2015 Number of Days to Update: 64	Source: Environmental Protection Agency Telephone: 703-603-8787 Last EDR Contact: 04/10/2015 Next Scheduled EDR Contact: 07/20/2015 Data Release Frequency: Varies
US AIRS MINOR: Air Facility System Data A listing of minor source facilities.	
Date of Government Version: 10/16/2014 Date Data Arrived at EDR: 10/31/2014 Date Made Active in Reports: 11/17/2014	Source: EPA Telephone: 202-564-2496 Last EDR Contact: 06/22/2015

2020 COR ACTION: 2020 Corrective Action Program List

Number of Days to Update: 17

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 Date Data Arrived at EDR: 03/03/2015 Date Made Active in Reports: 03/09/2015 Number of Days to Update: 6 Source: Environmental Protection Agency Telephone: 703-308-4044 Last EDR Contact: 05/14/2015 Next Scheduled EDR Contact: 08/24/2015 Data Release Frequency: Varies

Next Scheduled EDR Contact: 10/22/2015 Data Release Frequency: Annually

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: 10/16/2014 Date Data Arrived at EDR: 10/31/2014 Date Made Active in Reports: 11/17/2014 Number of Days to Update: 17 Source: EPA Telephone: 202-564-2496 Last EDR Contact: 06/22/2015 Next Scheduled EDR Contact: 10/05/2015 Data Release Frequency: 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: 04/14/2015 Next Scheduled EDR Contact: 07/27/2015 Data Release Frequency: N/A

Financial Assurance 1: Financial Assurance Information Listing Financial Assurance information

Date of Government Version: 04/30/2015	Source: Department of Toxic Substances Control
Date Data Arrived at EDR: 05/01/2015	Telephone: 916-255-3628
Date Made Active in Reports: 05/13/2015	Last EDR Contact: 04/27/2015
Number of Days to Update: 12	Next Scheduled EDR Contact: 08/10/2015
	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: 05/18/2015	Source: California Integrated Waste Management Board
Date Data Arrived at EDR: 05/22/2015	Telephone: 916-341-6066
Date Made Active in Reports: 06/05/2015	Last EDR Contact: 05/18/2015
Number of Days to Update: 14	Next Scheduled EDR Contact: 08/31/2015
	Data Release Frequency: Varies

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: 05/01/2015
Number of Days to Update: 83	Next Scheduled EDR Contact: 08/10/2015
	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: 03/09/2015 Date Data Arrived at EDR: 03/10/2015 Date Made Active in Reports: 03/25/2015 Number of Days to Update: 15 Source: Environmental Protection Agency Telephone: 202-566-1917 Last EDR Contact: 05/14/2015 Next Scheduled EDR Contact: 08/31/2015 Data Release Frequency: Quarterly

HWP: EnviroStor Permitted Facilities Listing

Detailed information on permitted hazardous waste facilities and corrective action ("cleanups") tracked in EnviroStor.

Date of Government Version: 05/26/2015 Date Data Arrived at EDR: 05/28/2015 Date Made Active in Reports: 06/05/2015 Number of Days to Update: 8 Source: Department of Toxic Substances Control Telephone: 916-323-3400 Last EDR Contact: 05/28/2015 Next Scheduled EDR Contact: 09/07/2015 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: 04/13/2015	
Date Data Arrived at EDR: 04/15/2015	
Date Made Active in Reports: 04/23/2015	
Number of Days to Update: 8	

Source: Department of Toxic Substances Control Telephone: 916-440-7145 Last EDR Contact: 04/15/2015 Next Scheduled EDR Contact: 07/27/2015 Data Release Frequency: Quarterly

LEAD SMELTER 2: Lead Smelter Sites

A list of several hundred sites in the U.S. where secondary lead smelting was done from 1931and 1964. These sites may pose a threat to public health through ingestion or inhalation of contaminated soil or dust

Date of Government Version: 04/05/2001	Source: American Journal of Public Health
Date Data Arrived at EDR: 10/27/2010	Telephone: 703-305-6451
Date Made Active in Reports: 12/02/2010	Last EDR Contact: 12/02/2009
Number of Days to Update: 36	Next Scheduled EDR Contact: N/A
	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: 05/14/2015 Next Scheduled EDR Contact: 08/24/2015 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: 04/15/2015
Number of Days to Update: 76	Next Scheduled EDR Contact: 07/27/2015
	Data Release Frequency: Varies
	Data Nelease Frequency. Valles

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: 01/16/2015
Date Data Arrived at EDR: 03/10/2015
Date Made Active in Reports: 03/18/2015
Number of Days to Update: 8

Source: Department of Public Health Telephone: 916-558-1784 Last EDR Contact: 06/09/2015 Next Scheduled EDR Contact: 09/21/2015 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: 05/20/2015 Next Scheduled EDR Contact: 09/07/2015 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 US Hist Auto Stat: 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

EDR US Hist Cleaners: 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: 01/21/2015 Date Data Arrived at EDR: 01/28/2015 Date Made Active in Reports: 02/26/2015 Number of Days to Update: 29 Source: Alameda County Environmental Health Services Telephone: 510-567-6700 Last EDR Contact: 06/22/2015 Next Scheduled EDR Contact: 10/12/2015 Data Release Frequency: Semi-Annually

Underground Tanks

Underground storage tank sites located in Alameda county.

Date of Government Version: 01/21/2015 Date Data Arrived at EDR: 01/28/2015 Date Made Active in Reports: 02/26/2015 Number of Days to Update: 29 Source: Alameda County Environmental Health Services Telephone: 510-567-6700 Last EDR Contact: 06/22/2015 Next Scheduled EDR Contact: 10/12/2015 Data Release Frequency: Semi-Annually

AMADOR COUNTY:

CUPA Facility List

Cupa Facility List

Date of Government Version: 03/09/2015 Date Data Arrived at EDR: 03/24/2015 Date Made Active in Reports: 03/31/2015 Number of Days to Update: 7 Source: Amador County Environmental Health Telephone: 209-223-6439 Last EDR Contact: 06/05/2015 Next Scheduled EDR Contact: 09/21/2015 Data Release Frequency: Varies

BUTTE COUNTY:

CUPA Facility Listing

Cupa facility list.

Date of Government Version: 11/20/2014 Date Data Arrived at EDR: 11/24/2014 Date Made Active in Reports: 01/07/2015 Number of Days to Update: 44

Source: Public Health Department Telephone: 530-538-7149 Last EDR Contact: 04/14/2015 Next Scheduled EDR Contact: 04/27/2015 Data Release Frequency: No Update Planned

CALVERAS COUNTY:

CUPA Facility Listing Cupa Facility Listing

> Date of Government Version: 04/17/2015 Date Data Arrived at EDR: 04/21/2015 Date Made Active in Reports: 05/07/2015 Number of Days to Update: 16

Source: Calveras County Environmental Health Telephone: 209-754-6399 Last EDR Contact: 06/22/2015 Next Scheduled EDR Contact: 10/12/2015 Data Release Frequency: Quarterly

COLUSA COUNTY:

CUPA Facility List

Cupa facility list.

Date of Government Version: 06/11/2014 Date Data Arrived at EDR: 06/13/2014 Date Made Active in Reports: 07/07/2014 Number of Days to Update: 24 Source: Health & Human Services Telephone: 530-458-0396 Last EDR Contact: 06/12/2015 Next Scheduled EDR Contact: 08/24/2015 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: 05/26/2015 Date Data Arrived at EDR: 05/29/2015 Date Made Active in Reports: 06/11/2015 Number of Days to Update: 13 Source: Contra Costa Health Services Department Telephone: 925-646-2286 Last EDR Contact: 05/04/2015 Next Scheduled EDR Contact: 08/17/2015 Data Release Frequency: Semi-Annually

DEL NORTE COUNTY:

CUPA Facility List

Cupa Facility list

Date of Government Version: 05/19/2015 Date Data Arrived at EDR: 05/22/2015 Date Made Active in Reports: 06/05/2015 Number of Days to Update: 14 Source: Del Norte County Environmental Health Division Telephone: 707-465-0426 Last EDR Contact: 05/18/2015 Next Scheduled EDR Contact: 08/17/2015 Data Release Frequency: Varies

EL DORADO COUNTY:

CUPA Facility List

CUPA facility list.

Date of Government Version: 05/26/2015 Date Data Arrived at EDR: 05/29/2015 Date Made Active in Reports: 06/05/2015 Number of Days to Update: 7 Source: El Dorado County Environmental Management Department Telephone: 530-621-6623 Last EDR Contact: 05/04/2015 Next Scheduled EDR Contact: 08/17/2015 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: 03/31/2015 Date Data Arrived at EDR: 04/15/2015 Date Made Active in Reports: 04/23/2015 Number of Days to Update: 8 Source: Dept. of Community Health Telephone: 559-445-3271 Last EDR Contact: 04/06/2015 Next Scheduled EDR Contact: 07/20/2015 Data Release Frequency: Semi-Annually

HUMBOLDT COUNTY:

CUPA Facility List

CUPA facility list. Date of Government Version: 03/11/2015

Date Data Arrived at EDR: 03/13/2015 Date Made Active in Reports: 03/24/2015 Number of Days to Update: 11 Source: Humboldt County Environmental Health Telephone: N/A Last EDR Contact: 05/26/2015 Next Scheduled EDR Contact: 09/07/2015 Data Release Frequency: Varies

IMPERIAL COUNTY:

CUPA Facility List Cupa facility list.

> Date of Government Version: 04/27/2015 Date Data Arrived at EDR: 04/28/2015 Date Made Active in Reports: 05/13/2015 Number of Days to Update: 15

Source: San Diego Border Field Office Telephone: 760-339-2777 Last EDR Contact: 04/27/2015 Next Scheduled EDR Contact: 08/10/2015 Data Release Frequency: Varies

INYO COUNTY:

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: 05/21/2015 Next Scheduled EDR Contact: 09/07/2015 Data Release Frequency: Varies

KERN COUNTY:

Underground Storage Tank Sites & Tank Listing Kern County Sites and Tanks Listing.

> Date of Government Version: 07/22/2014 Date Data Arrived at EDR: 11/12/2014 Date Made Active in Reports: 12/19/2014 Number of Days to Update: 37

Source: Kern County Environment Health Services Department Telephone: 661-862-8700 Last EDR Contact: 06/12/2015 Next Scheduled EDR Contact: 08/24/2015 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: 05/26/2015 Date Data Arrived at EDR: 05/28/2015 Date Made Active in Reports: 06/15/2015 Number of Days to Update: 18

Source: Kings County Department of Public Health Telephone: 559-584-1411 Last EDR Contact: 05/21/2015 Next Scheduled EDR Contact: 09/07/2015 Data Release Frequency: Varies

LAKE COUNTY:

CUPA Facility List

Cupa facility list

Date of Government Version: 05/05/2015 Date Data Arrived at EDR: 05/07/2015 Date Made Active in Reports: 05/20/2015 Number of Days to Update: 13

Source: Lake County Environmental Health Telephone: 707-263-1164 Last EDR Contact: 04/16/2015 Next Scheduled EDR Contact: 08/03/2015 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	Source: EPA Region 9
Date Data Arrived at EDR: 03/31/2009	Telephone: 415-972-3178
Date Made Active in Reports: 10/23/2009	Last EDR Contact: 06/17/2015
Number of Days to Update: 206	Next Scheduled EDR Contact: 10/05/2015
· ·	Data Release Frequency: No Update Planned

HMS: Street Number List

Industrial Waste and Underground Storage Tank Sites.

Date of Government Version: 11/24/2014
Date Data Arrived at EDR: 01/30/2015
Date Made Active in Reports: 03/04/2015
Number of Days to Update: 33

Source: Department of Public Works Telephone: 626-458-3517 Last EDR Contact: 04/13/2015 Next Scheduled EDR Contact: 07/27/2015 Data Release Frequency: Semi-Annually

List of Solid Waste Facilities

Solid Waste Facilities in Los Angeles County.

Date of Government Version: 04/20/2015 Date Data Arrived at EDR: 04/20/2015 Date Made Active in Reports: 05/07/2015 Number of Days to Update: 17 Source: La County Department of Public Works Telephone: 818-458-5185 Last EDR Contact: 04/20/2015 Next Scheduled EDR Contact: 08/03/2015 Data Release Frequency: Varies

City of Los Angeles Landfills

Landfills owned and maintained by the City of Los Angeles.

Date of Government Version: 03/05/2009	Source: Engineering & Construction Division
Date Data Arrived at EDR: 03/10/2009	Telephone: 213-473-7869
Date Made Active in Reports: 04/08/2009	Last EDR Contact: 04/15/2015
Number of Days to Update: 29	Next Scheduled EDR Contact: 08/03/2015
	Data Release Frequency: Varies

Site Mitigation List

Industrial sites that have had some sort of spill or complaint.

Date of Government Version: 01/15/2015	Source: Community Health Services
Date Data Arrived at EDR: 01/29/2015	Telephone: 323-890-7806
Date Made Active in Reports: 03/10/2015	Last EDR Contact: 04/16/2015
Number of Days to Update: 40	Next Scheduled EDR Contact: 08/03/2015
	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: 03/06/2015 Next Scheduled EDR Contact: 08/03/2015 Data Release Frequency: Semi-Annually

City of Long Beach Underground Storage Tank

Underground storage tank sites located in the city of Long Beach.

of Government Version: 03/03/2015	Source: City of Long Beach Fire Department
Data Arrived at EDR: 05/26/2015	Telephone: 562-570-2563
Made Active in Reports: 06/11/2015	Last EDR Contact: 04/27/2015
per of Days to Update: 16	Next Scheduled EDR Contact: 08/10/2015
	Data Release Frequency: Annually

City of Torrance Underground Storage Tank

Underground storage tank sites located in the city of Torrance.

Date of Government Version: 04/14/2015 Date Data Arrived at EDR: 04/23/2015 Date Made Active in Reports: 05/11/2015 Number of Days to Update: 18

Source: City of Torrance Fire Department Telephone: 310-618-2973 Last EDR Contact: 04/13/2015 Next Scheduled EDR Contact: 07/27/2015 Data Release Frequency: Semi-Annually

MADERA COUNTY:

Date

Date Date Num

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: 05/28/2015 Date Data Arrived at EDR: 05/29/2015 Date Made Active in Reports: 06/15/2015 Number of Days to Update: 17 Source: Madera County Environmental Health Telephone: 559-675-7823 Last EDR Contact: 05/22/2015 Next Scheduled EDR Contact: 09/07/2015 Data Release Frequency: Varies

MARIN COUNTY:

Underground Storage Tank Sites Currently permitted USTs in Marin County.

> Date of Government Version: 10/08/2014 Date Data Arrived at EDR: 10/22/2014 Date Made Active in Reports: 12/15/2014 Number of Days to Update: 54

Source: Public Works Department Waste Management Telephone: 415-499-6647 Last EDR Contact: 05/05/2015 Next Scheduled EDR Contact: 07/20/2015 Data Release Frequency: Semi-Annually

MERCED COUNTY:

CUPA Facility List CUPA facility list.

> Date of Government Version: 05/22/2015 Date Data Arrived at EDR: 05/26/2015 Date Made Active in Reports: 06/05/2015 Number of Days to Update: 10

Source: Merced County Environmental Health Telephone: 209-381-1094 Last EDR Contact: 05/22/2015 Next Scheduled EDR Contact: 09/07/2015 Data Release Frequency: Varies

MONO COUNTY:

CUPA Facility List

CUPA Facility List

Date of Government Version: 02/27/2015 Date Data Arrived at EDR: 03/06/2015 Date Made Active in Reports: 03/10/2015 Number of Days to Update: 4 Source: Mono County Health Department Telephone: 760-932-5580 Last EDR Contact: 06/01/2015 Next Scheduled EDR Contact: 09/14/2015 Data Release Frequency: Varies

MONTEREY COUNTY:

CUPA Facility Listing

CUPA Program listing from the Environmental Health Division.

Date of Government Version: 03/19/2015 Date Data Arrived at EDR: 03/20/2015 Date Made Active in Reports: 03/31/2015 Number of Days to Update: 11 Source: Monterey County Health Department Telephone: 831-796-1297 Last EDR Contact: 05/26/2015 Next Scheduled EDR Contact: 09/07/2015 Data Release Frequency: Varies

NAPA COUNTY:

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: 06/01/2015 Next Scheduled EDR Contact: 09/14/2015 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	Source: Napa County Department of Environmental Management
Date Data Arrived at EDR: 01/16/2008	Telephone: 707-253-4269
Date Made Active in Reports: 02/08/2008	Last EDR Contact: 06/01/2015
Number of Days to Update: 23	Next Scheduled EDR Contact: 09/14/2015
	Data Release Frequency: No Update Planned

NEVADA COUNTY:

CUPA Facility List CUPA facility list.

> Date of Government Version: 02/12/2015 Date Data Arrived at EDR: 02/13/2015 Date Made Active in Reports: 03/03/2015 Number of Days to Update: 18

Source: Community Development Agency Telephone: 530-265-1467 Last EDR Contact: 05/04/2015 Next Scheduled EDR Contact: 08/17/2015 Data Release Frequency: Varies

ORANGE COUNTY:

List of Industrial Site Cleanups

Petroleum and non-petroleum spills.

Date of Government Version: 05/01/2015 Date Data Arrived at EDR: 05/12/2015 Date Made Active in Reports: 06/05/2015 Number of Days to Update: 24 Source: Health Care Agency Telephone: 714-834-3446 Last EDR Contact: 05/06/2015 Next Scheduled EDR Contact: 08/24/2015 Data Release Frequency: Annually

List of Underground Storage Tank Cleanups Orange County Underground Storage Tank Cleanups (LUST).

Date of Government Version: 05/01/2015 Date Data Arrived at EDR: 05/12/2015 Date Made Active in Reports: 06/08/2015 Number of Days to Update: 27

Source: Health Care Agency Telephone: 714-834-3446 Last EDR Contact: 05/06/2015 Next Scheduled EDR Contact: 08/24/2015 Data Release Frequency: Quarterly

List of Underground Storage Tank Facilities

Orange County Underground Storage Tank Facilities (UST).

Date of Government Version: 05/01/2015
Date Data Arrived at EDR: 05/12/2015
Date Made Active in Reports: 06/11/2015
Number of Days to Update: 30

Source: Health Care Agency Telephone: 714-834-3446 Last EDR Contact: 05/12/2015 Next Scheduled EDR Contact: 08/24/2015 Data Release Frequency: Quarterly

PLACER COUNTY:

Master List of Facilities

List includes aboveground tanks, underground tanks and cleanup sites.

Date of Government Version: 03/10/2015	Source: Placer County Health and Human Services
Date Data Arrived at EDR: 03/12/2015	Telephone: 530-745-2363
Date Made Active in Reports: 03/18/2015	Last EDR Contact: 06/22/2015
Number of Days to Update: 6	Next Scheduled EDR Contact: 09/21/2015
	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: 04/28/2015 Date Data Arrived at EDR: 04/30/2015 Date Made Active in Reports: 05/13/2015 Number of Days to Update: 13 Source: Department of Environmental Health Telephone: 951-358-5055 Last EDR Contact: 06/22/2015 Next Scheduled EDR Contact: 10/05/2015 Data Release Frequency: Quarterly

Underground Storage Tank Tank List

Underground storage tank sites located in Riverside county.

Date of Government Version: 04/28/2015	Source: Department of Environmental Health
Date Data Arrived at EDR: 04/30/2015	Telephone: 951-358-5055
Date Made Active in Reports: 05/13/2015	Last EDR Contact: 06/22/2015
Number of Days to Update: 13	Next Scheduled EDR Contact: 10/05/2015
	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: 02/02/2015	Source: Sacramento County Environmental Management
Date Data Arrived at EDR: 04/08/2015	Telephone: 916-875-8406
Date Made Active in Reports: 04/16/2015	Last EDR Contact: 04/08/2015
Number of Days to Update: 8	Next Scheduled EDR Contact: 07/20/2015
· ·	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: 02/02/2015 Date Data Arrived at EDR: 04/08/2015 Date Made Active in Reports: 04/16/2015 Number of Days to Update: 8 Source: Sacramento County Environmental Management Telephone: 916-875-8406 Last EDR Contact: 04/08/2015 Next Scheduled EDR Contact: 07/20/2015 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.

Date of Government Version: 03/02/2015 Date Data Arrived at EDR: 03/03/2015 Date Made Active in Reports: 03/10/2015 Number of Days to Update: 7 Source: San Bernardino County Fire Department Hazardous Materials Division Telephone: 909-387-3041 Last EDR Contact: 05/12/2015 Next Scheduled EDR Contact: 08/24/2015 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: 09/23/2013Source: Hazardous Materials Management DivisionDate Data Arrived at EDR: 09/24/2013Telephone: 619-338-2268Date Made Active in Reports: 10/17/2013Last EDR Contact: 06/05/2015Number of Days to Update: 23Next Scheduled EDR Contact: 09/21/2015Data Release Frequency: Quarterly

Solid Waste Facilities

San Diego County Solid Waste Facilities.

Date of Government Version: 10/31/2014 Date Data Arrived at EDR: 11/21/2014 Date Made Active in Reports: 12/29/2014 Number of Days to Update: 38 Source: Department of Health Services Telephone: 619-338-2209 Last EDR Contact: 04/27/2015 Next Scheduled EDR Contact: 08/10/2015 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: 06/03/2015 Next Scheduled EDR Contact: 09/21/2015 Data Release Frequency: No Update Planned

SAN FRANCISCO COUNTY:

Local Oversite Facilities

A listing of leaking underground storage tank sites located in San Francisco county.

Date of Government Version: 09/19/2008	Source: Department Of Public Health San Francisco County
Date Data Arrived at EDR: 09/19/2008	Telephone: 415-252-3920
Date Made Active in Reports: 09/29/2008	Last EDR Contact: 05/06/2015
Number of Days to Update: 10	Next Scheduled EDR Contact: 08/24/2015
	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: 05/06/2015 Next Scheduled EDR Contact: 08/24/2015 Data Release Frequency: Quarterly

SAN JOAQUIN COUNTY:

San Joaquin Co. UST

A listing of underground storage tank locations in San Joaquin county.

Date of Government Version: 03/24/2015 Date Data Arrived at EDR: 03/25/2015 Date Made Active in Reports: 03/31/2015 Number of Days to Update: 6 Source: Environmental Health Department Telephone: N/A Last EDR Contact: 06/17/2015 Next Scheduled EDR Contact: 10/05/2015 Data Release Frequency: Semi-Annually

SAN LUIS OBISPO COUNTY:

CUPA Facility List

Cupa Facility List.

Date of Government Version: 05/22/2015 Date Data Arrived at EDR: 05/26/2015 Date Made Active in Reports: 06/10/2015 Number of Days to Update: 15 Source: San Luis Obispo County Public Health Department Telephone: 805-781-5596 Last EDR Contact: 05/20/2015 Next Scheduled EDR Contact: 09/07/2015 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: 04/13/2015 Date Data Arrived at EDR: 04/15/2015 Date Made Active in Reports: 04/23/2015 Number of Days to Update: 8 Source: San Mateo County Environmental Health Services Division Telephone: 650-363-1921 Last EDR Contact: 06/15/2015 Next Scheduled EDR Contact: 09/28/2015 Data Release Frequency: Annually

Fuel Leak List

A listing of leaking underground storage tank sites located in San Mateo county.

Date of Government Version: 03/16/2015Source: San Mateo County Environmental Health Services DivisionDate Data Arrived at EDR: 03/17/2015Telephone: 650-363-1921Date Made Active in Reports: 03/24/2015Last EDR Contact: 06/10/2015Number of Days to Update: 7Next Scheduled EDR Contact: 06/29/2015Data Release Frequency: Semi-Annually

SANTA BARBARA COUNTY:

CUPA Facility Listing

CUPA Program Listing from the Environmental Health Services division.

Date of Government Version: 09/08/2011Source: Santa Barbara County Public Health DepartmentDate Data Arrived at EDR: 09/09/2011Telephone: 805-686-8167Date Made Active in Reports: 10/07/2011Last EDR Contact: 05/22/2015Number of Days to Update: 28Next Scheduled EDR Contact: 09/07/2015Date Release Frequency: Varies

SANTA CLARA COUNTY:

Cupa Facility List Cupa facility list

Date of Government Version: 02/23/2015 Date Data Arrived at EDR: 02/25/2015 Date Made Active in Reports: 03/03/2015 Number of Days to Update: 6 Source: Department of Environmental Health Telephone: 408-918-1973 Last EDR Contact: 06/05/2015 Next Scheduled EDR Contact: 09/07/2015 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: 06/01/2015 Next Scheduled EDR Contact: 09/14/2015 Data Release Frequency: Annually

Hazardous Material Facilities

Hazardous material facilities, including underground storage tank sites.

Date of Government Version: 05/07/2015	Source: City of
Date Data Arrived at EDR: 05/12/2015	Telephone: 40
Date Made Active in Reports: 06/08/2015	Last EDR Cont
Number of Days to Update: 27	Next Schedule
	Data Poloaco P

Source: City of San Jose Fire Department Telephone: 408-535-7694 Last EDR Contact: 05/07/2015 Next Scheduled EDR Contact: 08/24/2015 Data Release Frequency: Annually

SANTA CRUZ COUNTY:

CUPA Facility List CUPA facility listing.

> Date of Government Version: 05/22/2015 Date Data Arrived at EDR: 05/26/2015 Date Made Active in Reports: 06/08/2015 Number of Days to Update: 13

Source: Santa Cruz County Environmental Health Telephone: 831-464-2761 Last EDR Contact: 05/22/2015 Next Scheduled EDR Contact: 09/07/2015 Data Release Frequency: Varies

SHASTA COUNTY:

CUPA Facility List

Cupa Facility List.

Date of Government Version: 03/11/2015 Date Data Arrived at EDR: 03/13/2015 Date Made Active in Reports: 03/24/2015 Number of Days to Update: 11 Source: Shasta County Department of Resource Management Telephone: 530-225-5789 Last EDR Contact: 05/26/2015 Next Scheduled EDR Contact: 09/07/2015 Data Release Frequency: Varies

SOLANO COUNTY:

Leaking Underground Storage Tanks A listing of leaking underground storage tank sites located in Solano county. Date of Government Version: 03/13/2015 Source: Solano County Department of Environmental Management Date Data Arrived at EDR: 03/19/2015 Telephone: 707-784-6770 Date Made Active in Reports: 03/24/2015 Last EDR Contact: 06/10/2015 Next Scheduled EDR Contact: 09/28/2015 Number of Days to Update: 5 Data Release Frequency: Quarterly **Underground Storage Tanks** Underground storage tank sites located in Solano county. Date of Government Version: 03/13/2015 Source: Solano County Department of Environmental Management Date Data Arrived at EDR: 03/20/2015 Telephone: 707-784-6770 Last EDR Contact: 06/10/2015 Date Made Active in Reports: 03/31/2015 Number of Days to Update: 11 Next Scheduled EDR Contact: 09/28/2015 Data Release Frequency: Quarterly SONOMA COUNTY: Cupa Facility List Cupa Facility list Date of Government Version: 03/31/2015 Source: County of Sonoma Fire & Emergency Services Department Date Data Arrived at EDR: 04/02/2015 Telephone: 707-565-1174 Last EDR Contact: 06/22/2015 Date Made Active in Reports: 04/10/2015 Next Scheduled EDR Contact: 10/12/2015 Number of Days to Update: 8 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: 04/01/2015 Source: Department of Health Services Date Data Arrived at EDR: 04/02/2015 Telephone: 707-565-6565 Date Made Active in Reports: 04/13/2015 Last EDR Contact: 06/22/2015 Next Scheduled EDR Contact: 10/12/2015 Number of Days to Update: 11 Data Release Frequency: Quarterly SUTTER COUNTY: **Underground Storage Tanks** Underground storage tank sites located in Sutter county. Date of Government Version: 03/09/2015 Source: Sutter County Department of Agriculture Date Data Arrived at EDR: 03/10/2015 Telephone: 530-822-7500 Last EDR Contact: 06/05/2015

TUOLUMNE COUNTY:

CUPA Facility List

Cupa facility list

Date of Government Version: 05/05/2015 Date Data Arrived at EDR: 05/07/2015 Date Made Active in Reports: 05/13/2015 Number of Days to Update: 6

Date Made Active in Reports: 03/18/2015

Number of Days to Update: 8

Source: Divison of Environmental Health Telephone: 209-533-5633 Last EDR Contact: 04/27/2015 Next Scheduled EDR Contact: 08/10/2015 Data Release Frequency: Varies

Next Scheduled EDR Contact: 09/21/2015

Data Release Frequency: Semi-Annually

VENTURA COUNTY:

Business Plan, Hazardous Waste Producers, and C The BWT list indicates by site address whethe Producer (W), and/or Underground Tank (T) ir	perating Underground Tanks r the Environmental Health Division has Business Plan (B), Waste nformation.
Date of Government Version: 04/27/2015 Date Data Arrived at EDR: 05/22/2015 Date Made Active in Reports: 06/05/2015 Number of Days to Update: 14	Source: Ventura County Environmental Health Division Telephone: 805-654-2813 Last EDR Contact: 05/18/2015 Next Scheduled EDR Contact: 08/31/2015 Data Release Frequency: Quarterly
Inventory of Illegal Abandoned and Inactive Sites Ventura County Inventory of Closed, Illegal Ab	pandoned, and Inactive Sites.
Date of Government Version: 12/01/2011 Date Data Arrived at EDR: 12/01/2011 Date Made Active in Reports: 01/19/2012 Number of Days to Update: 49	Source: Environmental Health Division Telephone: 805-654-2813 Last EDR Contact: 06/26/2015 Next Scheduled EDR Contact: 10/19/2015 Data Release Frequency: Annually
Listing of Underground Tank Cleanup Sites Ventura County Underground Storage Tank C	leanup Sites (LUST).
Date of Government Version: 05/29/2008 Date Data Arrived at EDR: 06/24/2008 Date Made Active in Reports: 07/31/2008 Number of Days to Update: 37	Source: Environmental Health Division Telephone: 805-654-2813 Last EDR Contact: 05/18/2015 Next Scheduled EDR Contact: 08/31/2015 Data Release Frequency: Quarterly
Medical Waste Program List To protect public health and safety and the en Environmental Health Division Medical Waste disposal of medical waste throughout the Cou	vironment from potential exposure to disease causing agents, the Program regulates the generation, handling, storage, treatment and nty.
Date of Government Version: 04/27/2015 Date Data Arrived at EDR: 04/29/2015 Date Made Active in Reports: 05/13/2015 Number of Days to Update: 14	Source: Ventura County Resource Management Agency Telephone: 805-654-2813 Last EDR Contact: 04/27/2015 Next Scheduled EDR Contact: 08/10/2015 Data Release Frequency: Quarterly
Underground Tank Closed Sites List Ventura County Operating Underground Stora	ge Tank Sites (UST)/Underground Tank Closed Sites List.
Date of Government Version: 02/27/2015 Date Data Arrived at EDR: 03/18/2015 Date Made Active in Reports: 03/26/2015 Number of Days to Update: 8	Source: Environmental Health Division Telephone: 805-654-2813 Last EDR Contact: 06/17/2015 Next Scheduled EDR Contact: 09/28/2015 Data Release Frequency: Quarterly
YOLO COUNTY:	
Underground Storage Tank Comprehensive Facility Underground storage tank sites located in Yol	Report o county.
Date of Government Version: 03/26/2015 Date Data Arrived at EDR: 04/01/2015 Date Made Active in Reports: 04/13/2015	Source: Yolo County Department of Health Telephone: 530-666-8646 Last EDR Contact: 06/17/2015

Next Scheduled EDR Contact: 10/05/2015 Data Release Frequency: Annually

YUBA COUNTY:

Number of Days to Update: 12

CUPA Facility List

CUPA facility listing for Yuba County.

Date of Government Version: 05/18/2015 Date Data Arrived at EDR: 05/19/2015 Date Made Active in Reports: 06/05/2015 Number of Days to Update: 17 Source: Yuba County Environmental Health Department Telephone: 530-749-7523 Last EDR Contact: 05/18/2015 Next Scheduled EDR Contact: 08/17/2015 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 D	ata
---	-----

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: 05/18/2015 Next Scheduled EDR Contact: 08/31/2015 Data Release Frequency: No Update Planned
NJ N	IANIFEST: Manifest Information Hazardous waste manifest information.	
	Date of Government Version: 12/31/2012 Date Data Arrived at EDR: 04/29/2015 Date Made Active in Reports: 05/29/2015 Number of Days to Update: 30	Source: Department of Environmental Protection Telephone: N/A Last EDR Contact: 04/14/2015 Next Scheduled EDR Contact: 07/27/2015 Data Release Frequency: Annually
NY N	IANIFEST: Facility and Manifest Data Manifest is a document that lists and tracks haz facility.	rardous waste from the generator through transporters to a TSD
	Date of Government Version: 05/01/2015 Date Data Arrived at EDR: 05/06/2015 Date Made Active in Reports: 05/20/2015 Number of Days to Update: 14	Source: Department of Environmental Conservation Telephone: 518-402-8651 Last EDR Contact: 05/06/2015 Next Scheduled EDR Contact: 08/17/2015 Data Release Frequency: Annually
PA N	IANIFEST: Manifest Information Hazardous waste manifest information.	
	Date of Government Version: 12/31/2013 Date Data Arrived at EDR: 07/21/2014 Date Made Active in Reports: 08/25/2014 Number of Days to Update: 35	Source: Department of Environmental Protection Telephone: 717-783-8990 Last EDR Contact: 04/16/2015 Next Scheduled EDR Contact: 08/03/2015 Data Release Frequency: Annually

RI MANIFEST: Manifest information Hazardous waste manifest information

> Date of Government Version: 12/31/2013 Date Data Arrived at EDR: 07/15/2014 Date Made Active in Reports: 08/13/2014 Number of Days to Update: 29

Source: Department of Environmental Management Telephone: 401-222-2797 Last EDR Contact: 05/26/2015 Next Scheduled EDR Contact: 09/07/2015 Data Release Frequency: Annually

WI MANIFEST: Manifest Information Hazardous waste manifest information.

> Date of Government Version: 12/31/2014 Date Data Arrived at EDR: 03/19/2015 Date Made Active in Reports: 04/07/2015 Number of Days to Update: 19

Source: Department of Natural Resources Telephone: N/A Last EDR Contact: 06/11/2015 Next Scheduled EDR Contact: 09/28/2015 Data Release Frequency: Annually

Oil/Gas Pipelines

Source: PennWell Corporation Telephone: 281-546-1505

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

Telephone: 800-823-6277

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.

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, available in select counties across the country, was obtained by EDR in 2003 & 2011 from the Federal Emergency Management Agency (FEMA). Data depicts 100-year and 500-year flood zones as defined by FEMA.

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.

Scanned Digital USGS 7.5' Topographic Map (DRG)

Source: United States Geologic Survey

- A digital raster graphic (DRG) is a scanned image of a U.S. Geological Survey topographic map. The map images are made by scanning published paper maps on high-resolution scanners. The raster image
- is georeferenced and fit to the Universal Transverse Mercator (UTM) projection.

STREET AND ADDRESS INFORMATION

© 2010 Tele Atlas North America, Inc. All rights reserved. This material is proprietary and the subject of copyright protection and other intellectual property rights owned by or licensed to Tele Atlas North America, Inc. The use of this material is subject to the terms of a license agreement. You will be held liable for any unauthorized copying or disclosure of this material.

GEOCHECK ®- PHYSICAL SETTING SOURCE ADDENDUM

TARGET PROPERTY ADDRESS

PROPOSED CAR MAX AUTOMOTIVE DEALERSHIP SWC EAST HAMMER LANE & MARANATHA DRIVE STOCKTON, CA 95212

TARGET PROPERTY COORDINATES

Latitude (North):	38.0195 - 38° 1' 10.20"
Longitude (West):	121.2647 - 121° 15' 52.92"
Universal Tranverse Mercator:	Zone 10
UTM X (Meters):	652323.8
UTM Y (Meters):	4209194.0
Elevation:	31 ft. above sea level

USGS TOPOGRAPHIC MAP

Target Property Map:	38121-A3 LODI SOUTH, CA		
Most Recent Revision:	1976		
East Map:	38121-A2 WATERLOO, CA		
Most Recent Revision:	1978		

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:

- Groundwater flow direction, and
 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.

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.

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

Ν

Target Property County SAN JOAQUIN, CA	FEMA Flood <u>Electronic Data</u> YES - refer to the Overview Map and Detail Map
Flood Plain Panel at Target Property:	06077C - FEMA DFIRM Flood data
Additional Panels in search area:	Not Reported
ATIONAL WETLAND INVENTORY	NWI Electronic
NWI Quad at Target Property LODI SOUTH	Data Coverage 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 f	ound

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.

MAP ID Not Reported LOCATION FROM TP GENERAL DIRECTION GROUNDWATER FLOW

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

GEOLOGIC AGE IDENTIFICATION

Era: System:	Cenozoic Quaternary	Category:	Stratifed Sequence
Series: Code:	Quaternary Q (decoded above as Era, System & Se	eries)	

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).



SITE NAME: ADDRESS: LAT/LONG:	Proposed Car Max Automotive Dealership SWC East Hammer Lane & Maranatha Drive Stockton CA 95212 38.0195 / 121.2647	CLIENT: CONTACT: INQUIRY #: DATE:	Neil O. Anderson and Associates, A Terracon Co. Tammy Woods 4345571.2s July 06, 2015 2:34 pm
		Copyrigh	t © 2015 EDR, Inc. © 2010 Tele Atlas Rel. 07/2009.

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:	STOCKTON
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							
Boundary			Classification		Saturated		
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil	conductivity micro m/sec	Soil Reaction (pH)
1	0 inches	29 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: 7.4
2	29 inches	37 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: 7.4
3	37 inches	42 inches	clay loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Clayey Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), Lean Clay	Max: 1.4 Min: 0.42	Max: 8.4 Min: 7.4
4	42 inches	59 inches	cemented	Not reported	Not reported	Max: 0 Min: 0	Max: Min:

Soil Map ID: 2

Soil Component Name:	STOCKTON
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							
	Boundary			Classification		Saturated hvdraulic		
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil	conductivity micro m/sec	Soil Reaction (pH)	
1	0 inches	29 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: 7.4	
2	29 inches	37 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: 7.4	
3	37 inches	42 inches	clay loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Clayey Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), Lean Clay	Max: 1.4 Min: 0.42	Max: 8.4 Min: 7.4	
4	42 inches	59 inches	cemented	Not reported	Not reported	Max: 0 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

DATABASE	SEARCH DISTANCE (miles)
Federal USGS Federal FRDS PWS	1.250 Nearest PWS within 1 mile
State Database	1.250

FEDERAL USGS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
1	USGS40000186577	1/4 - 1/2 Mile NE
A2	USGS40000186569	1/4 - 1/2 Mile WNW
3	USGS40000186581	1/4 - 1/2 Mile NE
B6	USGS40000186574	1/4 - 1/2 Mile ENE
C7	USGS40000186546	1/4 - 1/2 Mile SE
D11	USGS40000186571	1/2 - 1 Mile West
E19	USGS40000186503	1/2 - 1 Mile SSE
G20	USGS40000186568	1/2 - 1 Mile East
25	USGS40000186637	1 - 2 Miles NNE
26	USGS40000186498	1 - 2 Miles SSW
129	USGS40000186536	1 - 2 Miles WSW
31	USGS40000186639	1 - 2 Miles NNW
J32	USGS40000186592	1 - 2 Miles ENE
34	USGS40000186631	1 - 2 Miles NE
K37	USGS40000186665	1 - 2 Miles NNE

FEDERAL FRDS PUBLIC WATER SUPPLY SYSTEM INFORMATION

		LOCATION
MAP ID	WELL ID	FROM TP
No PWS System Found		

Note: PWS System location is not always the same as well location.

STATE DATABASE WELL INFORMATION

WELL ID	LOCATION FROM TP
23204	1/4 - 1/2 Mile WNW
19412	1/4 - 1/2 Mile WNW
CADW5000030976	1/4 - 1/2 Mile ENE
CADW5000030957	1/4 - 1/2 Mile SE
CADW5000030973	1/2 - 1 Mile West
2038	1/2 - 1 Mile NNE
CADW5000030944	1/2 - 1 Mile SSW
CADW5000030943	1/2 - 1 Mile SSE
19414	1/2 - 1 Mile SSE
2043	1/2 - 1 Mile SSE
2045	1/2 - 1 Mile SSE
	WELL ID 23204 19412 CADW50000030976 CADW50000030957 CADW50000030973 2038 CADW50000030944 CADW50000030943 19414 2043 2045

STATE DATABASE WELL INFORMATION

WELL ID	LOCATION FROM TP
2042	1/2 - 1 Mile SSE
CADW5000030969	1/2 - 1 Mile East
2039	1/2 - 1 Mile ENE
2041	1/2 - 1 Mile ENE
2044	1/2 - 1 Mile SSE
1982	1 - 2 Miles WSW
23203	1 - 2 Miles WSW
CADW5000030941	1 - 2 Miles SSE
2040	1 - 2 Miles ENE
2035	1 - 2 Miles NNE
1983	1 - 2 Miles SSE
2034	1 - 2 Miles NNE
	WELL ID 2042 CADW50000030969 2039 2041 2044 1982 23203 CADW50000030941 2040 2035 1983 2034



SITE NAME: Proposed Car Max Automotive Dealership	CLIENT: Neil O. Anderson and Associates, A Terracon Co.
ADDRESS: SWC East Hammer Lane & Maranatha Drive	CONTACT: Tammy Woods
Stockton CA 95212	INQUIRY #: 4345571.2s
LAT/LONG: 38.0195 / 121.2647	DATE: July 06, 2015 2:34 pm
	Convergent @ 2015 EDB. Inc. @ 2010 Tale Atlas Bel. 07/2009

Map ID Direction				
Direction				
Elevation			Database	EDR ID Number
1 NE 1/4 - 1/2 Mile Higher			FED USGS	USGS40000186577
Org. Identifier: Formal name: Monloc Identifier: Monloc name: Monloc type: Monloc desc: Huc code: Drainagearea Units: Contrib drainagearea units: Longitude: Horiz Acc measure: Horiz Collection method: Horiz coord refsys: Vert measure units:	USGS-CA USGS California Water Science C USGS-380119121153501 002N006E13H002M Well Not Reported 18040005 Not Reported -121.26078 1 Interpolated from map NAD83 feet feet	Center Drainagearea value: Contrib drainagearea: Latitude: Sourcemap scale: Horiz Acc measure units: Vert measure val: Vertacc measure val:	Not Reported Not Reported 38.0218667 24000 seconds 30.00 2.5	
Vert accrneasure units: Vertcollection method: Vert coord refsys: Aquifername: Formation type: Aquifer type: Construction date: Welldepth units: Wellholedepth units:	Interpolated from topographic ma NGVD29 Central Valley aquifer system Not Reported Not Reported 19600615 ft ft	p Countrycode: Welldepth: Wellholedepth:	US 100 194	
Ground-water levels, Numb A2 WNW 1/4 - 1/2 Mile Lower	er of Measurements: 0		FED USGS	USGS40000186569
Org. Identifier: Formal name: Monloc Identifier: Monloc name: Monloc type: Monloc desc: Huc code: Drainagearea Units: Contrib drainagearea units: Longitude: Horiz Acc measure: Horiz Collection method: Horiz coord refsys: Vert measure units: Vert accmeasure units: Vert accmeasure units: Vert accmeasure units: Vert coord refsys: Aquifername: Formation type:	USGS-CA USGS California Water Science O USGS-380114121161301 002N006E13L001M Well Not Reported Not Reported Not Reported -121.2702778 .5 Global positioning system (GPS), NAD83 feet feet Interpolated from topographic ma NGVD29 Central Valley aquifer system Not Reported	Center Drainagearea value: Contrib drainagearea: Latitude: Sourcemap scale: Horiz Acc measure units: uncorrected Vert measure val: Vertacc measure val: p Countrycode:	Not Reported Not Reported 38.0207778 24000 seconds 27 2.5 US	

Aquifer type: Construction date: Welldepth units: Wellholedepth units:	Not Reported 19860324 ft ft	Welldepth: Wellholedepth:	450 450	
Ground-water levels	Number of Measurements: 0			
IE /4 - 1/2 Mile ligher			FED USGS	USGS40000186581
Org. Identifier: Formal name: Monloc Identifier: Monloc name: Monloc type:	USGS-CA USGS California Wate USGS-380123121153 002N006E13H001M Well	r Science Center 501		
Monloc desc: Huc code: Drainagearea Units: Contrib drainagearea Longitude: Horiz Acc measure:	Not Reported 18040005 Not Reported a units: Not Reported -121.26078 1	Drainagearea value: Contrib drainagearea: Latitude: Sourcemap scale: Horiz Acc measure units:	Not Reported Not Reported 38.0229778 24000 seconds	
Horiz Collection met Horiz coord refsys: Vert measure units: Vert accmeasure units:	nod: Interpolated from map NAD83 feet ts: feet	Vert measure val: Vertacc measure val:	30.00 2.5	
Venconection metho Vert coord refsys: Aquifername: Formation type: Aquifer type:	NGVD29 Central Valley aquifer Not Reported	Countrycode: system	US	
Construction date: Welldepth units: Wellholedepth units:	19611103 ft ft	Welldepth: Wellholedepth:	124 160	
Ground-water levels, Feet b Date Surfac	Number of Measurements: 1 elow Feet to e Sealevel			

A4 WNW 1/4 - 1/2 Mile Lower

Water System Information:

Prime Station Code:	J39/012-26TRT	User ID:	PTA
FRDS Number:	3910012081	County:	San Joaquin
District Number:	10	Station Type:	WELL/AMBNT
Water Type:	Well/Groundwater	Well Status:	Active Treated
Source Lat/Long:	380116.0 1211610.0	Precision:	1 Mile (One Minute)
Source Name:	WELL 26 - TREATED		

CA WELLS 23204

System Number: System Name: Organization That Operat	3910012 STOCKTON, CITY OF es System: 2500 NAVY DRIVE STOCKTON 95206				
Pop Served: Area Served:	96000 STOCKTON	Connections:	28033		
A5 WNW 1/4 - 1/2 Mile Lower				CA WELLS	19412
Water System Information					
Prime Station Code:	3910012-045	Liser ID:	ρτδ		
FRDS Number:	3910012045 10	County: Station Type:	San Joaqui WELL/AME	n BNT/MUN	
Water Type: Source Lat/Long: Source Name:	Well/Groundwater 380116.0 1211610.0 WELL 26	Well Status: Precision:	Active Raw 1,000 Feet	(10 Seconds)	
System Number: System Name: Organization That Operat	3910012 STOCKTON, CITY OF es System: 2500 NAVX DRIVE				
Pop Served: Area Served:	96000 STOCKTON	Connections:	28033		
B6 ENE 1/4 - 1/2 Mile Higher				FED USGS	USGS40000186574
Ora Identifier:	USGS-CA				
Formal name:	USGS California Water Science	e Center			
Monloc Identifier:	USGS-380118121152001				
Monloc name:	002N007E18E001M				
Monloc type:	Well				
Monloc desc:	Not Reported				
Huc code:	18040005	Drainagearea value:	Not	Reported	
Drainagearea Units:	Not Reported	Contrib drainagearea:	Not	Reported	
Contrib drainagearea unit	s: Not Reported	Latitude:	38.0	21589	
Longitude:	-121.2566132	Sourcemap scale:	2400	00	
Horiz Acc measure:	1	Horiz Acc measure unit	is: seco	onds	
Horiz Collection method:	Interpolated from map				
Horiz coord refsys:	NAD83	Vert measure val:	29.0	0	
Vert measure units:	feet	Vertacc measure val:	2.5		
Vert accmeasure units:	feet				
Vertcollection method:	Interpolated from topographic m	nap			
Vert coord refsys:	NGVD29	Countrycode:	US		
Aquifername:	Central Valley aquifer system				
Formation type:	Not Reported				
Aquifer type:	Not Reported			-	
Construction date:	19661101	vvelldepth:	Not	Reported	
vvelldepth units:	Not Reported	vvellholedepth:	208		
vvellholedepth units:	π				

Ground-water levels, Number of Measurements: 0

Map ID Direction				
Distance				
Elevation			Database	EDR ID Number
C7				
SE			FED USGS	USGS40000186546
Higher				
Ora Identifier:				
Formal name:	USGS California Water Science	Center		
Monloc Identifier:	USGS-380052121152901			
Monloc name:	002N006E13R002M			
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:	38.014367	
Longitude:	-121.2591132	Sourcemap scale:	24000 22000	
Horiz Collection method:	I Internalated from man	Honz Acc measure units.	Seconds	
Horiz coord refsvs:	NAD83	Vert measure val:	30.00	
Vert measure units:	feet	Vertacc measure val:	2.5	
Vert accmeasure units:	feet			
Vertcollection method:	Interpolated from topographic m	ар		
Vert coord refsys:	NGVD29	Countrycode:	US	
Aquifername:	Central Valley aquifer system			
Formation type:	Not Reported			
Aquifer type:	Not Reported			
Construction date:	Not Reported	Welldepth:	Not Reported	
Wellbeledepth units:	Not Reported	vveiinoiedeptn:	Not Reported	
Weinfoledeptit drifts.	Not Reported			
Ground-water levels, Numb	er of Measurements: 0			
B8				
			CA WELLS	CADW50000030976
Higher				
Latituda :	28 0210			
Longitude :	121 2565			
Site code:	380219N1212565W001	Casgem sta:	02N07E18E001M	
Local well:	Not Reported	Casgem s 1:	Unknown	
County id:	39	0		
Basin cd:	5-22.01	Basin desc:	Eastern San Joaquin	
Org unit n:	North Central Region Office	Site id:	CADW50000030976	
C9				CADW5000030057
1/4 - 1/2 Mile Higher				CADW3000030337
Latituda :	38 0143			
Lanuue.	121 2588			
Site code:	380143N1212588W001	Casgem sta:	02N06F13R002M	
Local well:	02N06E13R002	Casgem s 1:	Irrigation	
County id:	39		0	
Basin cd:	5-22.01	Basin desc:	Eastern San Joaquin	
Org unit n:	North Central Region Office	Site id:	CADW50000030957	

Map ID				
Direction				
Elevation			Database	EDR ID Number
D10				
West			CA WELLS	CADW50000030973
1/2 - 1 Mile				
Lowei				
Latitude :	38.0208			
Longitude :	121.2745			
Site code:	380208N1212745W001	Casgem sta:	02N06E13M001M	
Local well:	Not Reported	Casgem s 1:	Irrigation	
County id:	39			
Basin cd:	5-22.01	Basin desc:	Eastern San Joaquin	
Org unit n:	North Central Region Office	Site id:	CADW50000030973	
West			FED USGS	USGS40000186571
1/2 - 1 Mile				
Lower				
Ora Identifier	USGS-CA			
Formal name:	USGS California Water Science	Center		
Monloc Identifier	USGS-380115121162501	Contor		
Monloc name:	002N006E13M001M			
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:	38.0207556	
Longitude:	-121.2746691	Sourcemap scale:	24000	
Horiz Acc measure:	1	Horiz Acc measure unit	ts: seconds	
Horiz Collection method:	Interpolated from map			
Horiz coord refsvs:	NAD83	Vert measure val:	26.00	
Vert measure units:	feet	Vertacc measure val:	2.5	
Vert accmeasure units:	feet		-	
Vertcollection method:	Interpolated from topographic ma	ap		
Vert coord refsvs:	NGVD29	Countrycode:	US	
Aquifername:	Central Valley aguifer system	,		
Formation type:	Not Reported			
Aquifer type:	Not Reported			
Construction date:	19440527	Welldepth:	Not Reported	
Welldepth units:	Not Reported	Wellholedepth:	285	
Wellholedepth units:	ft	•		
Ground-water levels, Numb	per of Measurements: 0			
12 NNE				2029
1/2 - 1 Mile			CA WELLS	2030
Higher				
Water System Information				
Prime Station Code: 02	2N/07E-07N02 M	User ID:	39C	
FRDS Number: 39	901079001	County:	San Joaquin	
District Number: 69	9	Station Type:	WELL/AMBNT/MUN/INTAKF	
Water Type: W	/ell/Groundwater	Well Status:	Active Raw	
Source Lat/Long: 38	80143.0 1211525.0	Precision:	1,000 Feet (10 Seconds)	
Source Name: W	/ELL 01			

System Number:	3901079			
System Name:	SOTERO GONZALES			
Organization That Op	Derates System:			
Pop Sonrod:	Not Reported	Connections	Linknown Small System	
Area Served:	Not Reported	Connections.	Unknown, Sman System	
13 SSW				CADWE0000000044
1/2 - 1 Mile Lower			CA WELLS	CADW50000030944
Latitude :	38.0078			
Longitude :	121.2701			
Site code:	380078N1212701W001	Casgem sta:	02N06E24F001M	
Local well:	02N06E24E001	Casgem s 1:		
County id:	39	eacgent e th	mganen	
Basin cd:	5-22.01	Basin desc:	Eastern San Joaquin	
Org unit n:	North Central Region Office	Site id:	CADW50000030944	
E14 SSE			CA WELLS	CADW50000030943
1/2 - 1 Mile Higher				
Latitude :	38.0075			
Longitude :	121.2585			
Site code:	380075N1212585W001	Casgem sta:	02N06E24J003M	
Local well:	Not Reported	Casgem s 1:	Unknown	
County id:	39			
Basin cd:	5-22.01	Basin desc:	Eastern San Joaquin	
Org unit n:	North Central Region Office	Site id:	CADW50000030943	
F15 SSE 1/2 - 1 Mile			CA WELLS	19414
Higher				
Water System Informa	tion:			
Prime Station Code:	3910013-003	User ID:	PTA	
FRDS Number:	3910013003	County:	San Joaquin	
District Number:	10	Station Type:	WELL/AMBNT/MUN/SUPPL	Y
Water Type:	Well/Groundwater	Well Status:	Active Raw	
Source Lat/Long:	380031.0 1211517.0	Precision:	1,000 Feet (10 Seconds)	
Source Name:	WELL 1R			
System Number:	3910013			
System Name:	Shadow Lake Mobile Home Com	mun		
Organization That Op	perates System:			
	5100 NORTH HIGHWAY 99			
	STOCKTON, CA 95212			
Pop Served:	600	Connections:	256	
Area Served:	SHADOW LAKE MOBILE HOME	COMM		

Map ID Direction Distance Elevation F16			Database	EDR ID Number
SSE 1/2 - 1 Mile Higher			CA WELLS	2043
Water System Information	lion:			
Prime Station Code:	02N/07E-19E02 M	User ID:	PTA	
FRDS Number:	3910013002	County:		
District Number:	10 Moll/Croundwater	Station Type:		NE .
Source Lat/Long	380031 0 1211517 0	Drecision:	1 000 East (10 Seconds)	
Source Name	WELL 02	T TECISION.	1,000 1 eet (10 Seconds)	
System Number:	3910013			
System Name:	Shadow Lake Mobile Home Commu	in		
Organization That Op	erates System:			
	5100 NORTH HIGHWAY 99			
	STOCKTON, CA 95212			
Pop Served:	600	Connections:	256	
Area Served:	SHADOW LAKE MOBILE HOME CO	OMM		
F17 SSE 1/2 - 1 Mile Higher			CA WELLS	2045
Water System Information			574	
Prime Station Code:	02N/07E-19M01 M	User ID:	PIA Con locavia	
FRDS Number:	3910020002	County:		
Water Type:	Well/Groupdwater	Moll Status:		NE .
Source Lat/Long	380031 0 1211517 0	Precision	1 000 Eest (10 Seconds)	
Source Name:	WEST WELL	1100131011.	1,000 1 001 (10 0000103)	
System Number:	3910020			
System Name:	Stockton Verde Mobile Home Park			
Organization That Op	erates System:			
	4900 N. HIGHWAY 99			
	STOCKTON, CA 95212			
Pop Served:	450	Connections:	283	
Area Served:	STOCKTON VERDE MOBILE HOM			
Sample Collected:		Findings:	326. US	
Chemical:	SPECIFIC CONDUCTANCE			
Sample Collected:	10-OCT-11	Findings:	7.6	
Chemical:	PH, LABORATORY			
Sample Collected:	10-OCT-11	Findings:	140. MG/I	
Chemical:	ALKALINITY (TOTAL) AS CACO3	. maniger		
Comple Callester	10.007.11	Findings	170 MC/	
Sample Collected:		Findings:	170. MG/L	
Chemical.				
Sample Collected: Chemical:	10-OCT-11 HARDNESS (TOTAL) AS CACO3	Findings:	125. MG/L	

Sample Collected: Chemical:	10-OCT-11 CALCIUM	Findings:	27. MG/L
Sample Collected: Chemical:	10-OCT-11 MAGNESIUM	Findings:	14. MG/L
Sample Collected: Chemical:	10-OCT-11 SODIUM	Findings:	11. MG/L
Sample Collected: Chemical:	10-OCT-11 POTASSIUM	Findings:	5. MG/L
Sample Collected: Chemical:	10-OCT-11 CHLORIDE	Findings:	8. MG/L
Sample Collected: Chemical:	10-OCT-11 ARSENIC	Findings:	3. UG/L
Sample Collected: Chemical:	10-OCT-11 VANADIUM	Findings:	21. UG/L
Sample Collected: Chemical:	10-OCT-11 TOTAL DISSOLVED SOLIDS	Findings:	220. MG/L
Sample Collected: Chemical:	10-OCT-11 LANGELIER INDEX AT SOURCE TEM	Findings: /IP.	- 0.2
Sample Collected: Chemical:	10-OCT-11 NITRATE (AS NO3)	Findings:	4.5 MG/L
Sample Collected: Chemical:	10-OCT-11 TURBIDITY, LABORATORY	Findings:	6.2 NTU
Sample Collected: Chemical:	10-OCT-11 AGGRSSIVE INDEX (CORROSIVITY)	Findings:	11.6
Sample Collected: Chemical:	10-OCT-11 NITRATE + NITRITE (AS N)	Findings:	1000. UG/L
Sample Collected: Chemical:	08-OCT-12 NITRATE (AS NO3)	Findings:	3.9 MG/L
Sample Collected: Chemical:	10-DEC-12 GROSS ALPHA COUNTING ERROR	Findings:	1.44 PCI/L
Sample Collected: Chemical:	10-DEC-12 GROSS ALPHA MDA95	Findings:	1.52 PCI/L
Sample Collected: Chemical:	16-OCT-13 NITRATE (AS NO3)	Findings:	3.9 MG/L
Sample Collected: Chemical:	13-OCT-14 SPECIFIC CONDUCTANCE	Findings:	. 315. US
Sample Collected: Chemical:	13-OCT-14 PH, LABORATORY	Findings:	. 7.4
Sample Collected: Chemical:	13-OCT-14 ALKALINITY (TOTAL) AS CACO3	Findings:	. 130. MG/L
Sample Collected: Chemical:	13-OCT-14 BICARBONATE ALKALINITY	Findings:	. 160. MG/L
Sample Collected: Chemical:	13-OCT-14 HARDNESS (TOTAL) AS CACO3	Findings:	. 136. MG/L

Sample Collected: Chemical:	13-OCT-14 CALCIUM	Findings:	. 28. MG/L
Sample Collected: Chemical:	13-OCT-14 MAGNESIUM	Findings:	. 16. MG/L
Sample Collected: Chemical:	13-OCT-14 SODIUM	Findings:	. 12. MG/L
Sample Collected: Chemical:	13-OCT-14 POTASSIUM	Findings:	. 6. MG/L
Sample Collected: Chemical:	13-OCT-14 CHLORIDE	Findings:	. 6. MG/L
Sample Collected: Chemical:	13-OCT-14 VANADIUM	Findings:	. 22. UG/L
Sample Collected: Chemical:	13-OCT-14 TOTAL DISSOLVED SOLIDS	Findings:	. 260. MG/L
Sample Collected: Chemical:	13-OCT-14 LANGELIER INDEX AT SOURCE TEM	Findings: /IP.	- 0.5
Sample Collected: Chemical:	13-OCT-14 NITRATE (AS NO3)	Findings:	. 4.1 MG/L
Sample Collected: Chemical:	13-OCT-14 AGGRSSIVE INDEX (CORROSIVITY)	Findings:	. 11.4
Sample Collected: Chemical:	13-OCT-14 NITRATE + NITRITE (AS N)	Findings:	. 900. UG/L
Sample Collected: Chemical:	18-DEC-14 CHROMIUM, HEXAVALENT	Findings:	.7.2 UG/L

F18 SSE 1/2 - 1 Mile Higher

CA WELLS 2042

Water System Information:

	Prime Station Code:	02N/07E-19E01 M	User ID:	РТА	
	FRDS Number:	3910013001	County:	San Joaquin	
	District Number:	10	Station Type:	WELL/AMBNT/MUN/INTAKE	
	Water Type:	Well/Groundwater	Well Status:	Destroyed	
	Source Lat/Long:	380029.0 1211520.0	Precision:	1,000 Feet (10 Seconds)	
	Source Name:	WELL 01 - DESTROYED			
	System Number:	3910013			
	System Name:	Shadow Lake Mobile Home Commun			
Organization That Operates System:					
		5100 NORTH HIGHWAY 99			
		STOCKTON, CA 95212			
	Pop Served:	600	Connections:	256	
	Area Served:	SHADOW LAKE MOBILE HOME COM	IM		

E19 SSE 1/2 - 1 Mile Higher

FED USGS USGS40000186503

Org. Identifier:	USGS-CA			
Formal name:	USGS California Water Science Center			
Monloc Identifier:	USGS-380025121152601			
Monloc name:	002N006E24J003M			
Monloc type:	Well			
Monloc desc:	Not Reported			
Huc code:	18040004	Drainagearea value:	Not Reported	
Drainagearea Units:	Not Reported	Contrib drainagearea:	Not Reported	
Contrib drainagearea units:	Not Reported	Latitude:	38.0068672	
Longitude:	-121.2582798	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:	29.00	
Vert measure units:	feet	Vertacc measure val:	2.5	
Vert accmeasure units:	feet			
Vertcollection method:	Interpolated from topographic ma	ар		
Vert coord refsys:	NGVD29	Countrycode:	US	
Aquifername:	Central Valley aquifer system			
Formation type:	Not Reported			
Aquifer type:	Not Reported			
Construction date:	19661201	Welldepth:	200	
Welldepth units:	ft	Wellholedepth:	200	
Wellholedepth units:	ft			

Ground-water levels, Number of Measurements: 0

G20 East 1/2 - 1 Mile Higher

FED USGS USGS40000186568

Org. Identifier: Formal name: Monloc Identifier: Monloc name: Monloc type: Monloc desc:	USGS-CA USGS California Water Science (USGS-380114121144701 002N007E18K001M Well Not Reported	Center			
Huc code:	18040005	Drainagearea value:	Not Reported		
Drainagearea Units:	Not Reported	Contrib drainagearea:	Not Reported		
Contrib drainagearea units:	Not Reported	Latitude:	38.0204779		
Longitude:	-121.2474463	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:	35.00		
Vert measure units:	feet	Vertacc measure val:	2.5		
Vert accmeasure units:	feet				
Vertcollection method:	Interpolated from topographic ma	ар			
Vert coord refsys:	NGVD29	Countrycode:	US		
Aquifername:	Central Valley aquifer system				
Formation type:	Not Reported				
Aquifer type:	Not Reported				
Construction date:	19640511	Welldepth:	284		
Welldepth units:	ft	Wellholedepth:	400		
Wellholedepth units:	ft				
Ground-wate	er levels, Num Feet below	ber of Measurements: 1 Feet to			
--	--------------------------------------	---	--	---	-----------------
Date	Surface	Sealevel			
1964-05-11	56.00				
G21 East 1/2 - 1 Mile Higher				CA WELLS	CADW50000030969
Latitude : Longitude : Site code: Local well: County id:		38.0198 121.2472 380198N1212472W001 Not Reported 39	Casgem sta: Casgem s 1:	02N07E18K001M Irrigation	
Basin cd: Org unit n:		5-22.01 North Central Region Office	Basin desc: Site id:	Eastern San Joaquin CADW50000030969	
H22 ENE 1/2 - 1 Mile Higher				CA WELLS	2039
Water System	Information:				
Prime Station FRDS Numb District Num Water Type:	n Code: Coer: 3 ber: 6 V	02N/07E-18D01 M 0901090001 09 Vell/Groundwater	User ID: County: Station Type: Well Status:	39C San Joaquin WELL/AMBNT/MUN/INTAKE Active Raw	E
Source Lat/L Source Nam System Num System Nam	Long: 3 ne: V nber: 3 ne: 0	880134.0 1211452.0 VELL 01 9901090 GAYLA MANOR MAINTENANCE	Precision:	1,000 Feet (10 Seconds)	
Organization	That Operate	es System: Not Reported			
Pop Served: Area Served	: . N	Jnknown, Small System Not Reported	Connections:	Unknown, Small System	
Sample Colle Chemical:	ected: (ARSENIC	Findings:	3. UG/L	
Sample Colle Chemical:	ected: C)7-NOV-11 /ANADIUM	Findings:	28. UG/L	
Sample Colle Chemical:	ected: C)7-NOV-11 NITRATE (AS NO3)	Findings:	2.8 MG/L	
Sample Colle Chemical:	ected: 0	06-NOV-12 NITRATE (AS NO3)	Findings:	3.1 MG/L	
Sample Colle Chemical:	ected: 0	06-NOV-13 NITRATE (AS NO3)	Findings:	3.4 MG/L	
Sample Colle Chemical:	ected: 1	0-DEC-14 ARSENIC	Findings:	. 3. UG/L	

Sample Collected:	10-DEC-14	Findings:	. 27. UG/L
Chemical:	VANADIUM		
Sample Collected: Chemical:	10-DEC-14 NITRATE (AS NO3)	Findings:	. 2.5 MG/L
Sample Collected:	10-DEC-14 CHROMILIM HEXAVALENT	Findings:	. 5.8 UG/L
Chemical.	CHROMIUM, HEXAVALENT		
100			
ENE			CA WELLS 2041
1/2 - 1 Mile Higher			
Water System Informati	on:		
Prime Station Code:	02N/07E-18P01 M	User ID:	39C
FRDS Number:	3901090002	County:	San Joaquin
District Number:	69	Station Type:	WELL/AMBNT/MUN/INTAKE
Water Type:	Well/Groundwater	Well Status:	Active Raw
Source Lat/Long:	380134.0 1211452.0	Precision:	1,000 Feet (10 Seconds)
Source Name:	WELL 01		
System Number:	3901090		
System Name:	GAYLA MANOR MAINTENANCE I	DIST	
Organization That Ope	erates System:		
	Not Reported		
Pop Served:	Unknown, Small System	Connections:	Unknown, Small System
Area Served:	Not Reported		
24			
SSE			CA WELLS 2044
1/2 - 1 Mile			
Higner			
Water System Informati			
FINE Station Code:	02N/07E-19E03 M	Oser ID:	PTA Son looguin
District Number:	3910020001	Station Type:	
Water Type:	10 Well/Groundwater	Moll Status:	
Source Lat/Long	380026 0 1211517 0	Precision	1 000 Feet (10 Seconds)
Source Name	FAST WELL	1 1003001.	
System Number	3910020		
System Name	Stockton Verde Mobile Home Park		
Organization That One	erates System:		
- igamination mat opt	4900 N. HIGHWAY 99		
	STOCKTON, CA 95212		
Pop Served:	450	Connections:	283
Area Served:	STOCKTON VERDE MOBILE HO	ME PAR	
Sample Collected:	18-FEB-11	Findings:	0.13 UG/L
Chemical:	DIBROMOCHLOROPROPANE (D	BCP)	
Sample Callested	12 MAY 11	Findings	
Sample Collected:		Findings:	0.12 UG/L
chemical.			
Sample Collected:	08-AUG-11	Findings:	0.12 UG/L
Chemical:	DIBROMOCHLOROPROPANE (D	BCP)	

Sample Collected: Chemical:	10-OCT-11 SPECIFIC CONDUCTANCE	Findings:	679. US
Sample Collected: Chemical:	10-OCT-11 PH, LABORATORY	Findings:	7.4
Sample Collected: Chemical:	10-OCT-11 ALKALINITY (TOTAL) AS CACO3	Findings:	250. MG/L
Sample Collected: Chemical:	10-OCT-11 BICARBONATE ALKALINITY	Findings:	310. MG/L
Sample Collected: Chemical:	10-OCT-11 HARDNESS (TOTAL) AS CACO3	Findings:	279. MG/L
Sample Collected: Chemical:	10-OCT-11 CALCIUM	Findings:	59. MG/L
Sample Collected: Chemical:	10-OCT-11 MAGNESIUM	Findings:	32. MG/L
Sample Collected: Chemical:	10-OCT-11 SODIUM	Findings:	29. MG/L
Sample Collected: Chemical:	10-OCT-11 POTASSIUM	Findings:	6. MG/L
Sample Collected: Chemical:	10-OCT-11 CHLORIDE	Findings:	23. MG/L
Sample Collected: Chemical:	10-OCT-11 BARIUM	Findings:	190. UG/L
Sample Collected: Chemical:	10-OCT-11 VANADIUM	Findings:	21. UG/L
Sample Collected: Chemical:	10-OCT-11 TOTAL DISSOLVED SOLIDS	Findings:	430. MG/L
Sample Collected: Chemical:	10-OCT-11 LANGELIER INDEX AT SOURCE TEM	Findings: /IP.	0.1
Sample Collected: Chemical:	10-OCT-11 NITRATE (AS NO3)	Findings:	23. MG/L
Sample Collected: Chemical:	10-OCT-11 TURBIDITY, LABORATORY	Findings:	0.9 NTU
Sample Collected: Chemical:	10-OCT-11 AGGRSSIVE INDEX (CORROSIVITY)	Findings:	12.
Sample Collected: Chemical:	10-OCT-11 NITRATE + NITRITE (AS N)	Findings:	5200. UG/L
Sample Collected: Chemical:	14-NOV-11 DIBROMOCHLOROPROPANE (DBCF	Findings: P)	9.e-002 UG/L
Sample Collected: Chemical:	13-FEB-12 DIBROMOCHLOROPROPANE (DBCF	Findings: P)	0.14 UG/L
Sample Collected: Chemical:	14-MAY-12 DIBROMOCHLOROPROPANE (DBCF	Findings: P)	9.e-002 UG/L
Sample Collected: Chemical:	13-AUG-12 DIBROMOCHLOROPROPANE (DBCF	Findings: ?)	7.e-002 UG/L

Sample Collected: Chemical:

08-OCT-12 NITRATE (AS NO3)	Findings:	24.9 MG/L
12-NOV-12 DIBROMOCHLOROPROPANE (DBCF	Findings: ?)	8.e-002 UG/L
10-DEC-12 GROSS ALPHA	Findings:	7.44 PCI/L
10-DEC-12 GROSS ALPHA COUNTING ERROR	Findings:	2.09 PCI/L
10-DEC-12 GROSS ALPHA MDA95	Findings:	1.22 PCI/L
17-JAN-13 NITRATE (AS NO3)	Findings:	24.5 MG/L
13-FEB-13 DIBROMOCHLOROPROPANE (DBCF	Findings: ?)	8.e-002 UG/L
08-APR-13 NITRATE (AS NO3)	Findings:	13.1 MG/L
16-MAY-13 DIBROMOCHLOROPROPANE (DBCF	Findings: ?)	9.e-002 UG/L
08-JUL-13 NITRATE (AS NO3)	Findings:	28.6 MG/L
12-AUG-13 DIBROMOCHLOROPROPANE (DBCF	Findings: ?)	0.11 UG/L
16-OCT-13 NITRATE (AS NO3)	Findings:	17.3 MG/L
11-NOV-13 DIBROMOCHLOROPROPANE (DBCF	Findings: ?)	7.e-002 UG/L
13-JAN-14 NITRATE (AS NO3)	Findings:	26.7 MG/L
11-FEB-14 DIBROMOCHLOROPROPANE (DBCF	Findings: ?)	7.e-002 UG/L
14-APR-14 NITRATE (AS NO3)	Findings:	. 25.5 MG/L
12-MAY-14 DIBROMOCHLOROPROPANE (DBCF	Findings: ?)	. 7.e-002 UG/L
14-JUL-14 NITRATE (AS NO3)	Findings:	. 25.6 MG/L
13-AUG-14 DIBROMOCHLOROPROPANE (DBCF	Findings: ?)	. 8.e-002 UG/L
13-OCT-14 SPECIFIC CONDUCTANCE	Findings:	.646. US
13-OCT-14 PH, LABORATORY	Findings:	. 7.7
13-OCT-14 ALKALINITY (TOTAL) AS CACO3	Findings:	. 240. MG/L

Sample Collected: Chemical:	13-OCT-14 BICARBONATE ALKALINITY	Findings:	. 290. MG/L
Sample Collected: Chemical:	13-OCT-14 HARDNESS (TOTAL) AS CACO3	Findings:	. 262. MG/L
Sample Collected: Chemical:	13-OCT-14 CALCIUM	Findings:	. 54. MG/L
Sample Collected: Chemical:	13-OCT-14 MAGNESIUM	Findings:	. 31. MG/L
Sample Collected: Chemical:	13-OCT-14 SODIUM	Findings:	. 36. MG/L
Sample Collected: Chemical:	13-OCT-14 POTASSIUM	Findings:	. 6. MG/L
Sample Collected: Chemical:	13-OCT-14 CHLORIDE	Findings:	. 29. MG/L
Sample Collected: Chemical:	13-OCT-14 BARIUM	Findings:	. 150. UG/L
Sample Collected: Chemical:	13-OCT-14 IRON	Findings:	. 690. UG/L
Sample Collected: Chemical:	13-OCT-14 MANGANESE	Findings:	. 130. UG/L
Sample Collected: Chemical:	13-OCT-14 VANADIUM	Findings:	. 4. UG/L
Sample Collected: Chemical:	13-OCT-14 TOTAL DISSOLVED SOLIDS	Findings:	. 400. MG/L
Sample Collected: Chemical:	13-OCT-14 LANGELIER INDEX AT SOURCE TEM	Findings: MP.	. 0.4
Sample Collected: Chemical:	13-OCT-14 NITRATE (AS NO3)	Findings:	. 15.1 MG/L
Sample Collected: Chemical:	13-OCT-14 AGGRSSIVE INDEX (CORROSIVITY)	Findings:	. 12.2
Sample Collected: Chemical:	13-OCT-14 NITRATE + NITRITE (AS N)	Findings:	. 3500. UG/L
Sample Collected: Chemical:	12-NOV-14 DIBROMOCHLOROPROPANE (DBCF	Findings: P)	. 4.e-002 UG/L
Sample Collected: Chemical:	12-NOV-14 TURBIDITY, LABORATORY	Findings:	. 1.7 NTU
Sample Collected: Chemical:	18-DEC-14 CHROMIUM, HEXAVALENT	Findings:	. 2.4 UG/L

25 NNE 1 - 2 Miles Higher

FED USGS USGS40000186637

Org. Identifier:	USGS-CA		
Formal name:	USGS California Water Science 0	Center	
Monloc Identifier:	USGS-380201121153301		
Monloc name:	002N006E12J001M		
Monloc type:	Well		
Monloc desc:	STOCKTON WELL 32		
Huc code:	18040005	Drainagearea value:	Not Reported
Drainagearea Units:	Not Reported	Contrib drainagearea:	Not Reported
Contrib drainagearea units:	Not Reported	Latitude:	38.0335833
Longitude:	-121.2591389	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:	35
Vert measure units:	feet	Vertacc measure val:	2.5
Vert accmeasure units:	feet		
Vertcollection method:	Interpolated from topographic ma	р	
Vert coord refsys:	NGVD29	Countrycode:	US
Aquifername:	Central Valley aquifer system		
Formation type:	Not Reported		
Aquifer type:	Not Reported		
Construction date:	20040308	Welldepth:	465
Welldepth units:	ft	Wellholedepth:	480
Wellholedepth units:	ft		

Ground-water levels, Number of Measurements: 0

26 SSW 1 - 2 Miles

Lower

FED USGS USGS40000186498

Org. Identifier:	USGS-CA		
Formal name:	USGS California Water Science	Center	
Monloc Identifier:	USGS-380023121162201		
Monloc name:	002N006E24E001M		
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:	38.0063116
Longitude:	-121.2738357	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:	24.00
Vert measure units:	feet	Vertacc measure val:	2.5
Vert accmeasure units:	feet		
Vertcollection method:	Interpolated from topographic ma	ар	
Vert coord refsys:	NGVD29	Countrycode:	US
Aquifername:	Central Valley aquifer system		
Formation type:	Not Reported		
Aquifer type:	Not Reported		
Construction date:	19660409	Welldepth:	220
Welldepth units:	ft	Wellholedepth:	315
Wellholedepth units:	ft		

Ground-water levels, Number of Measurements: 1				
	Feet below	Feet to		
Date	Surface	Sealevel		

1966-04-09 52.00

I27 WSW 1 - 2 Miles Lower

CA WELLS 1982

w	ater System Informatio	n:		
	Prime Station Code:	02N/06E-23A01 M	User ID:	
	FRDS Number:	3910012044	County:	
	District Number:	10 Mall/Craw aburatan	Station Type:	
	vvater Type:		vveli Status:	Active Raw
	Source Lat/Long:	380049.0 1211652.0	Precision:	1,000 Feet (10 Seconds)
	Source Name:	WELL 25 - PANELLA PARK		
	System Number:			
	System Name:	STOCKTON, CITY OF		
	Organization That Opera			
	Pop Sorved:	96000	Connections:	28033
	Aroa Sarvad	STOCKTON	Connections.	28033
	Sample Collected	22-4116-13	Findings:	430 115
	Chemical	SPECIFIC CONDUCTANCE	r mungs.	430. 83
	enemieai.			
	Sample Collected:	22-AUG-13	Findings:	7.63
	Chemical:	PH, LABORATORY		
	Sample Collected:	22-AUG-13	Findings:	180. MG/L
	Chemical:	ALKALINITY (TOTAL) AS CACO3	0	
	Comple Collected	22 4110 12	Findings	220 MC/I
	Sample Collected:		Findings:	220. MG/L
	Chemical.	BICARBOINATE ALRALINITT		
	Sample Collected:	22-AUG-13	Findings:	170. MG/L
	Chemical:	HARDNESS (TOTAL) AS CACO3		
	Sample Collected:	22-AUG-13	Findings:	34. MG/L
	Chemical:	CALCIUM	i indinger	0
	0 1 0 1 4 1		— , ,,	00 NO #
	Sample Collected:	22-AUG-13	Findings:	20. MG/L
	Chemical:	MAGNESIUM		
	Sample Collected:	22-AUG-13	Findings:	16. MG/L
	Chemical:	SODIUM		
	Sample Collected	22-AUG-13	Findings:	7.4 MG/I
	Chemical:	POTASSIUM	r maings.	7.4 MO/E
	enemieai.			
	Sample Collected:	22-AUG-13	Findings:	7.8 MG/L
	Chemical:	CHLORIDE		
	Sample Collected:	22-AUG-13	Findings:	3.9 UG/L
	Chemical:	ARSENIC	Ū	
	Sample Collected:	22 AUG 12	Findings	120 UC/
	Chomical:		Finaings.	120. 0G/L
	Chemical.			

Sample Collected: Chemical:	22-AUG-13 VANADIUM	Findings:	24. UG/L	
Sample Collected: Chemical:	22-AUG-13 TOTAL DISSOLVED SOLIDS	Findings:	270. MG/L	
Sample Collected: Chemical:	22-AUG-13 NITRATE (AS NO3)	Findings:	12. MG/L	
Sample Collected: Chemical:	22-AUG-13 AGGRSSIVE INDEX (CORROSI	Findings: IVITY)	11.8	
Sample Collected: Chemical:	22-AUG-13 NITRATE + NITRITE (AS N)	Findings:	2700. UG/L	
l28 WSW 1 - 2 Miles Lower			CA WELLS	23203
Water System Informati Prime Station Code: FRDS Number: District Number: Water Type: Source Lat/Long: Source Name: System Number: System Name: Organization That Ope	on: J39/012-25TRT 3910012080 10 Well/Groundwater 380049.0 1211652.0 WELL 25 - TREATED 3910012 STOCKTON, CITY OF erates System:	User ID: County: Station Type: Well Status: Precision:	PTA San Joaquin WELL/AMBNT Active Treated 1 Mile (One Minute)	
Pop Served: Area Served:	2500 NAVY DRIVE STOCKTON 95206 96000 STOCKTON	Connections:	28033	
l29 WSW 1 - 2 Miles Lower			FED USGS	USGS40000186536
Org. Identifier: Formal name: Monloc Identifier: Monloc name: Monloc type: Monloc desc:	USGS-CA USGS California Water Scien USGS-380045121165401 002N006E23B001M Well Not Reported	ce Center		
Huc code: Drainagearea Units: Contrib drainagearea u Longitude: Horiz Acc measure:	Not Reported Not Reported units: Not Reported -121.2816944 .5	Drainagearea value: Contrib drainagearea: Latitude: Sourcemap scale: Horiz Acc measure un	Not Reported Not Reported 38.0127222 24000 its: seconds	
Horiz Collection metho Horiz coord refsys: Vert measure units: Vert accmeasure units	d: Interpolated from Digital Map NAD83 feet : feet	Vert measure val: Vertacc measure val:	22 2.5	
Vertcollection method: Vert coord refsys: Aquifername: Formation type:	Interpolated from topographic NGVD29 Central Valley aquifer system Not Reported	map Countrycode:	US	

Aquifer type: Construction date: Welldepth units: Wellholedepth units:	Not Reported 19840401 ft ft	Welldepth: Wellholedepth:	590 610	
Ground-water levels, Numb	per of Measurements: 0			
30 SSE 1 - 2 Miles Higher			CA WELLS	CADW50000030941
Latitude :	38.0048			
Longitude :	121.2598			
Site code:	380048N1212598W001	Casgem sta:	02N06E24J002M	
Local well:	02N06E24J002	Casgem s 1:	Irrigation	
County id:	39			
Basin cd:	5-22.01	Basin desc:	Eastern San Joaquin	
Org unit n:	North Central Region Office	Site id:	CADW50000030941	
31 NNW 1 - 2 Miles Higher			FED USGS	USGS40000186639
Ora, Identifier:	USGS-CA			
Formal name:	USGS California Water Science (Center		
Monloc Identifier:	USGS-380202121161801			
Monloc name:	002N006E12M001M			
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:	38.0338108	
Longitude:	-121.2727247	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:	28.00	
Vert measure units:	feet	Vertacc measure val:	2.5	
Vert accmeasure units:	feet			
Vertcollection method:	Interpolated from topographic ma	ıp		
Vert coord refsys:	NGVD29	Countrycode:	US	
Aquifername:	Central Valley aquifer system			
Formation type:	Not Reported			
Aquifer type:	Not Reported			
Construction date:	19760729	Welldepth:	388	
Welldepth units:	ft	Wellholedepth:	450	
Wellholedepth units:	ft			
Ground-water levels, Numb	er of Measurements: 1			

Feet below Feet to

Date	Surface	Sealevel

1976-07-29 65.50

Map ID Direction						
Distance Elevation					Database	EDR ID Number
J32 ENE 1 - 2 Miles Higher					FED USGS	USGS40000186592
Org. Identifier: Formal name: Monloc Identifier: Monloc name: Monloc type: Monloc desc: Huc code: Drainagearea Un Contrib drainage: Longitude: Horiz Acc measu Horiz Collection n	: area units: ıre: method:	USGS-CA USGS California Water Science USGS-380129121143801 002N007E18H002M Well Not Reported 18040005 Not Reported Not Reported -121.2449463 1 Interpolated from map	Center Drainagearea value: Contrib drainagearea: Latitude: Sourcemap scale: Horiz Acc measure unit	Not Not 38. 240 ts: sec	Reported Reported 0246445 000 conds	
Horiz coord refsy Vert measure un Vert accmeasure Vertcollection me	/s: its: e units: ethod:	NAD83 feet feet Interpolated from topographic ma	Vert measure val: Vertacc measure val: ap	37. 2.5	00	
Vert coord refsys Aquifername: Formation type: Aquifer type:	3:	NGVD29 Central Valley aquifer system Not Reported Not Reported	Countrycode:	US		
Construction date Welldepth units: Wellholedepth un	e: nits:	19550930 ft ft	Welldepth: Wellholedepth:	300 300)	
Ground-water lev Fe Date Su 	vels, Numb et below irface .00	er of Measurements: 1 Feet to Sealevel				
J33 ENE 1 - 2 Miles Higher					CA WELLS	2040
Water System Info Prime Station Co FRDS Number: District Number: Water Type: Source Lat/Long: Source Name: System Number: System Name: Organization The	rmation: ode: 02 39 69 W : 38 W : 38 W 39 SH SH At Operates	2N/07E-18H02 M 001089001 9 ell/Groundwater 00128.0 1211437.0 ELL 01 001089 HADED TERRACE 5 System:	User ID: County: Station Type: Well Status: Precision:	39C San Joaqu WELL/AM Active Rav 1,000 Fee	iin BNT/MUN/INTAK v t (10 Seconds)	Æ
Pop Served: Area Served:	No Ur No	of Reported hknown, Small System of Reported	Connections:	Unknown,	Small System	

Sample Collected: Chemical:	10-JAN-08 NITRATE (AS NO3)	Findings:	2.1 MG/L	
4 IE - 2 Miles			FED USGS	USGS400001
igher				
Org. Identifier:	USGS-CA			
Formal name:	USGS California Water Science	e Center		
Monloc Identifier:	USGS-380154121145301			
Monloc name:	002N007E07Q001M			
Monloc type:	Well			
Monloc desc:	Not Reported			
Huc code:	18040005	Drainagearea value:	Not Reported	
Drainagearea Units:	Not Reported	Contrib drainagearea:	Not Reported	
Contrib drainagearea unit	s: Not Reported	Latitude:	38.0315887	
Longitude:	-121.249113	Sourcemap scale:	24000	
Horiz Acc measure:	1	Horiz Acc measure units	s: seconds	
Horiz Collection method:	Interpolated from map			
Horiz coord refsys:	NAD83	Vert measure val:	Not Reported	
Vert measure units:	Not Reported	Vertacc measure val:	Not Reported	
Vert accmeasure units:	Not Reported			
Vertcollection method:	Not Reported			
Vert coord refsys:	Not Reported	Countrycode:	US	
Aquifername:	Central Valley aquifer system			
Formation type:	Not Reported			
Aquifer type:	Not Reported			
Construction date:	19660707	Welldepth:	212	
Welldepth units:	ft	Wellholedepth:	228	
Wellholedepth units:	ft			
Ground-water levels, Nun	nber of Measurements: 0			
35 NE			CA WELLS	2035
- 2 Miles igher				
ater System Information	:			
Prime Station Code:	02N/07E-07E03 M	User ID:	39C	
FRDS Number:	3901078001	County:	San Joaquin	
District Number:	69	Station Type:	WELL/AMBNT/MUN/INTAK	E
Water Type:	Well/Groundwater	Well Status:	Active Raw	
Source Lat/Long:	380211.0 1211526.0	Precision:	1,000 Feet (10 Seconds)	
Source Name:	WELL 01			
System Number:	3901078			
System Name:	SHIPS BELL APARTMENTS			
-,	es System:			
Organization That Operat	-			
Organization That Operat	Not Reported			
Organization That Operat Pop Served:	Not Reported Unknown, Small System	Connections:	Unknown, Small System	

36 SSE 1 - 2 Miles Higher

CA WELLS 1983

Water System Information:

Prime Station Code:	02N/06E-24R04 M	User ID:	39C
FRDS Number:	3901135001	County:	San Joaquin
District Number:	69	Station Type:	WELL/AMBNT/MUN/INTAKE
Water Type:	Well/Groundwater	Well Status:	Active Raw
Source Lat/Long:	380009.0 1211530.0	Precision:	1,000 Feet (10 Seconds)
Source Name:	WELL 01		
System Number:	3901135		
System Name:	SONGEY WATER SYSTEM		
Organization That Operation	ates System:		
	Not Reported		
Pop Served:	Unknown, Small System	Connections:	Unknown, Small System
Area Served:	Not Reported		

K37 NNE 1 - 2 Miles Higher

FED USGS USGS40000186665

9			
Org. Identifier:	USGS-CA	_	
Formal name:	USGS California Water Science	Center	
Monloc Identifier:	USGS-380213121152901		
Monloc name:	002N006E12H001M		
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:	38.0368663
Longitude:	-121.2591133	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:	38.00
Vert measure units:	feet	Vertacc measure val:	2.5
Vert accmeasure units:	feet		
Vertcollection method:	Interpolated from topographic ma	ıp	
Vert coord refsys:	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:	289
Wellholedepth units:	ft		

Ground-water levels, Number of Measurements: 0

K38 NNE 1 - 2 Miles Higher

Water System Information:

Prime Station Code:	02N/07E
FRDS Number:	3901085
District Number:	69
Water Type:	Well/Gro
Source Lat/Long:	380212.0
Source Name:	WELL 01

-07E02 M 5001 oundwater 0 1211523.0

User ID: County: Station Type: Well Status: Precision:

39C San Joaquin WELL/AMBNT/MUN/INTAKE Active Raw 1,000 Feet (10 Seconds)

CA WELLS

2034

TC4345571.2s Page A-32

System Number: System Name:	3901085 GARDEN MOTEL		
Organization That Operat	tes System:		
Pop Served: Area Served:	Unknown, Small System Not Reported	Connections:	Unknown, Small System
Sample Collected: Chemical:	03-MAR-11 NITRATE (AS NO3)	Findings:	6.5 MG/L
Sample Collected: Chemical:	01-MAR-12 NITRATE (AS NO3)	Findings:	5.7 MG/L
Sample Collected: Chemical:	11-MAR-13 BARIUM	Findings:	122. UG/L
Sample Collected: Chemical:	11-MAR-13 VANADIUM	Findings:	19. UG/L
Sample Collected: Chemical:	11-MAR-13 NITRATE (AS NO3)	Findings:	7.1 MG/L
Sample Collected: Chemical:	11-MAR-14 GROSS ALPHA	Findings:	. 5.15 PCI/L
Sample Collected: Chemical:	11-MAR-14 GROSS ALPHA COUNTING ERROR	Findings:	.1.76 PCI/L
Sample Collected: Chemical:	11-MAR-14 URANIUM (PCI/L)	Findings:	. 1.9 PCI/L
Sample Collected: Chemical:	11-MAR-14 URANIUM COUNTING ERROR	Findings:	. 1.02 PCI/L
Sample Collected: Chemical:	11-MAR-14 GROSS ALPHA MDA95	Findings:	. 1.19 PCI/L
Sample Collected: Chemical:	11-MAR-14 URANIUM MDA95	Findings:	. 0.3 PCI/L
Sample Collected: Chemical:	11-MAR-14 NITRATE (AS NO3)	Findings:	. 7.5 MG/L
Sample Collected: Chemical:	21-OCT-14 CHROMIUM, HEXAVALENT	Findings:	. 4.6 UG/L
Sample Collected: Chemical:	20-NOV-14 CHROMIUM, HEXAVALENT	Findings:	. 5.3 UG/L

AREA RADON INFORMATION

State Database: CA Radon

Radon Test Results

Zipcode	Num Tests	> 4 pCi/L
95212	6	3

Federal EPA Radon Zone for SAN JOAQUIN County: 3

```
Note: Zone 1 indoor average level > 4 pCi/L.
: Zone 2 indoor average level >= 2 pCi/L and <= 4 pCi/L.
```

: Zone 3 indoor average level < 2 pCi/L.

Federal Area Radon Information for Zip Code: 95212

Number of sites tested: 1

Area	Average Activity	% <4 pCi/L	% 4-20 pCi/L	% >20 pCi/L
Living Area - 1st Floor	2.700 pCi/L	100%	0%	0%
Living Area - 2nd Floor	Not Reported	Not Reported	Not Reported	Not Reported
Basement	Not Reported	Not Reported	Not Reported	Not Reported

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.

Scanned Digital USGS 7.5' Topographic Map (DRG)

Source: United States Geologic Survey

A digital raster graphic (DRG) is a scanned image of a U.S. Geological Survey topographic map. The map images are made by scanning published paper maps on high-resolution scanners. The raster image is georeferenced and fit to the Universal Transverse Mercator (UTM) projection.

HYDROLOGIC INFORMATION

Flood Zone Data: This data, available in select counties across the country, was obtained by EDR in 2003 & 2011 from the Federal Emergency Management Agency (FEMA). Data depicts 100-year and 500-year flood zones as defined by FEMA.

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.

HYDROGEOLOGIC INFORMATION

AQUIFLOW^R 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 Services

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 Services (NRCS) Telephone: 800-672-5559

SSURGO is the most detailed level of mapping done by the Natural Resources Conservation Services, 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

© 2010 Tele Atlas North America, Inc. All rights reserved. This material is proprietary and the subject of copyright protection and other intellectual property rights owned by or licensed to Tele Atlas North America, Inc. The use of this material is subject to the terms of a license agreement. You will be held liable for any unauthorized copying or disclosure of this material.

APPENDIX E CREDENTIALS

KENT WHEELER, PG (UTAH) REGIONAL MANAGER / VICE PRESIDENT

PROFESSIONAL EXPERIENCE

Mr. Wheeler's responsibilities include providing environmental-related consulting services encompassing a wide range of projects, from Superfund liability associated with property transactions and hazardous waste cleanups to groundwater and soil-contaminant investigations. His expertise lies in the compilation and evaluation of hydrogeologic data, including subsurface soil and groundwater information, synthesizing the data with potential release scenarios and developing integrated management strategies. The development of innovative risk-based remedial strategies have provided substantial savings to a diverse group of clients, including prospective sellers and purchasers of real estate, industrial, and commercial clients with CERCLA, RCRA, and LUST issues.

Mr. Wheeler has extensive experience interacting with regulatory agencies, including EPA, Utah Voluntary Cleanup Program (VCP), Utah DERR, Utah DSHW, UDOT, and Utah DAQ. He interacts closely with clients, lawyers, and regulatory personnel on a routine basis, acting as Senior Project Manager on many large environmental projects. He has managed CERCLA Investigations and Removal Actions, RCRA Facility Investigations and Remedial Actions, SMCRA Mine Reclamation projects, LUST Investigations and Corrective Actions, Air Quality Permitting actions and provided review and consultation to legal counsel on numerous large-scale property investigations. During his tenure, Mr. Wheeler has provided expert witness services on a variety of cases, including PCBs, mine reclamation, groundwater contamination, snow hydrology, and geology.

PROJECT EXPERIENCE

UTA Light Rail and Frontrunner Property Acquisition

When Utah Transit Authority initially started developing the idea for a light rail system in Utah in the mid 1990's, they recognized that there would be significant potential environmental liabilities associated with the property, They came to IHI (a Terracon Company) to help them with the environmental due diligence needed for the acquisition of right-of-ways and other properties associated with the more than 100 miles of rail line acquisition. Mr. Wheeler was an integral part of this team that developed plans and procedures in conjunction with UTA, Union Pacific Railroad, Utah DEQ, and EPA to ensure that UTAs efforts met all of the requirements to qualify as an innocent landowner and/or a bona fide prospective purchaser. Mr. Wheeler acted as the senior Project Manager and Principle in Charge for all UTA work from 1995 to 2010. This included the review or over 2,000 Phase I ESAs or property screens, hundreds of Phase II Site Investigations.

By outlining and limiting future land uses of the rail corridor through an agreement with EPA, the team was able to significantly reduce time, effort and costs associated with Site Investigations and remedial actions. The implementation of this program saved over \$6 million on just a single project described below.

Education

M.S., Watershed Sciences, Colorado State University, 1987

B.S., Geology, Western State College, 1983

Supplemental Education

USGS Finite Difference Groundwater Modeling: OSMRE Advanced Hydrology & Cumulative Hydrologic Impacts; State of Utah ASTM LUST Risk-Based Corrective Action

Registrations

Professional Geologist, Utah, #5274992-2250

Work History

Terracon Consultants, Inc., Senior Principle & Regional Manager, September 1, 2012-Present

IHI Environmental, Inc., Chief

Operations Officer, 2007-2012

IHI Environmental, Inc., Manager, Environmental Services & Senior Hydrogeologist, 1989-2007

EnviroSearch, Hydrogeologist, 1988-1989

State of Utah, Division of Oil, Gas & Mining, Reclamation Hydrologist, 1987-1988



Mr. Wheeler managed the Pallas Yard CERCLA project from the initial identification of the site during a Phase II ESA through the final closure of the site, using a Non-time Critical Removal Action overseen by EPA. This site involved the identification, assessment, and remediation of a mile-long railroad yard that was impacted by high levels of arsenic and lead. Because this rail yard was a key component in the Utah Transit Authority's light-rail project in Salt Lake City, it had to be completed within 18 months of the initial contact with EPA. By using a Brownfields approach of "starting with the end in mind," this project was designed and managed in a manner that resulted in savings of over \$6 million to the client. In addition the project was completed within 18 months, from the initial site investigation through the completion of the Removal Action. Mr. Wheeler worked closely with EPA and Utah DERR personnel throughout the project to ensure the timely closure of the property.

This expedited timeframe required almost weekly, if not, daily contacts with the client, legal counsel, EPA, UDEQ-DERR, and several PRPs, including Union Pacific Railroad and ASARCO, as well as property owners along the right-of-way. EPA cited this site as an example of how to expedite the investigation and restore CERCLA sites.

Interstate 15 Environmental Compliance

When Interstate 15 was reconstructed in Salt Lake City, just prior to the 2002 Winter Olympics; Wasatch Constructors selected IHI to lead the environmental compliance effort. This linear project also used the defined land use restrictions in the road corridor, to significantly reduce Site Investigation and remedial action costs. Mr. Wheeler led the team during the reconstruction project. This included asbestos and lead paint surveys and abatements on hundreds of structures with in the proposed roadway corridor. Phase I ESAs on all properties taken as part of the reconstructions, Phase II Site Investigations for all properties with identified environmental issues, including over 25 former gasoline stations, and two CERCLIS listed site, and one CERCLA site. Significant issues dealt with in a short time frame included, LUST and UST Site, CERCLA issues, RCRA waste issues, lead based paint, stormwater, wastewater discharges.

VCP Cleanup

Mr. Wheeler acted as the Senior Project Manager for the remediation and closure of the former Utah Barrel facility, through the Utah Voluntary Cleanup Program. This cleanup was negotiated and implemented on a fast track, allowing the client to get tax credits and LEEDS credits for the development. The innovative design of the remediation allowed the removal and disposal of PCB, lead- and arsenic-impacted soils, as well as the remediation of a petroleum-contaminated groundwater plume, in less than 8 months. The ability to complete this work from site investigation to remediation under the oversight of the VCP in this short time frame is what allowed the project to be financially viable.

Voluntary Closure of Oil Pipeline Pump Station

Mr. Wheeler was the Senior Project Manager of a subsurface investigation and remediation effort of a former pumping station for an oil pipeline outside Salinas, California. The facility had been a pumping station along a crude oil pipeline in the early 1900s. The site investigation included defining soil impacts and groundwater impacts, and determining the extent of a free product plume. Over two acres of land were impacted from the surface to over 25 feet below ground surface (bgs). A Risk Assessment was used to establish Action Levels and a Corrective Action Plan (CAP) was prepared which eliminated the exposure pathways and protected groundwater. Approximately 12,000 yds³ of the most highly impacted soils were excavated and mixed with less impacted soils; this material was placed above groundwater and capped with low permeability soils to stop infiltration. This project was performed for the Church of Jesus Christ of Latter-day Saints. Costs for using traditional remediation technologies ranged from \$850,000 to \$1,500,000. Mr. Wheeler's innovative approach cost the client less than \$350,000.

Methane Extraction and Monitoring

During the development of a large regional mall in Provo, Utah, methane-bearing soils were encountered underlying the footprint of the building. The site had to be investigated and the extent and source of the methane plume determined. A soil vapor extraction system was then designed and installed, while allowing construction activities to continue. Mr. Wheeler oversaw the engineering and construction plans and oversaw the installation and operation of the system. Through the active extraction process, methane concentrations were reduced to safe levels in all targeted areas of the development and a passive extraction system is now in place.



Complex Property Transactions

As the Senior Environmental Professional and senior reviewer for property transactions for the last 20 years, Mr. Wheeler has overseen the completion of thousands of Phase I ESAs and Limited Site Investigations (Phase II SI). The property issues have included CERCLIS and RCRA sites, leaking underground storage tanks, construction waste landfills, suspect lease operations, Brownfields, wetlands issues, vapor intrusion, and groundwater impacts from on- and off-site sources. The sites were impacted by a wide variety of contaminants, including PCE and TCE, PCBs and PNAs, lead, arsenic, mercury, and petroleum hydrocarbons. Mr. Wheeler works closely with many attorneys, corporate managers and regulatory personnel in evaluating risks associated with potential property acquisitions. Working in this environment, Mr. Wheeler recognizes the need to identify and quantify risks quickly, and identify workable solutions.

RCRA Hazardous Waste Identification and Disposal

Mr. Wheeler was the Project Manager for the cleanup of an aerospace manufacturing facility that had declared bankruptcy. This cleanup involved characterizing and disposing of over 5,000 gallons of liquid hazardous wastes and caustic chemicals and chlorinated solvents, as well as the characterization and disposal of approximately 50 unmarked drums containing hazardous wastes. This project was performed for Wells Fargo Bank.

PCE Plume Investigation and Remedial Action

Mr. Wheeler acted as the Senior Project Manager for the voluntary RCRA investigation of a large PCE plume in Salt Lake City. The plume extended approximately one half mile from the facility under adjoining properties. The investigation included designing a Sampling Plan that not only defined soil impacts in the source area to a depth of over 50 feet, but a network of monitoring wells that were sufficient to define a ¼ mile-long groundwater plume. Additionally, because of the high concentrations, vapor monitoring was required in residential houses to ensure de minimis exposures to homeowners.

This initial stage also included the design of a removal action of source material that extended over 30 feet below the ground surface. Mr. Wheeler worked with the State to allow the majority of the soil to be disposed of as non-hazardous wastes, resulting in significant savings.

Key Bank Tower Building Implosion

During the redevelopment of the City Creek Center in downtown Salt Lake City, Mr. Wheeler oversaw the environmental permitting and compliance associated with imploding the Key Bank Building. At that time, the State Division of Air Quality had an "unofficial" hold on issuing permits for building implosions in the Salt Lake air shed. Mr. Wheeler was retained to write and obtain the permit, and oversee the air quality monitoring, before, during and after the event. He was selected as the Senior PM because of his strong relationships with the regulatory agencies and his knowledge and proven abilities to move projects through the regulatory system.

Publications Available on Request



TAMARA K. WOODS FIELD STAFF SCIENTIST

PROFESSIONAL EXPERIENCE

Ms. Woods is a Field Staff Scientist in Terracon's Lodi, California office. Ms. Woods is responsible for creating Phase I Environmental Site Assessment reports.

Ms. Woods has performed environmental site reconnaissance for five years and has assisted in report development for Phase I ESA's. Ms. Woods has experience conducting Surface Subsurface Contamination Reports as per San Joaquin County, California requirements. Ms. Woods has experience in environmental data review, file review, project coordination and proposal/contract writing.

PROJECT EXPERIENCE

Undeveloped/Vacant/Agricultural Land - California

Project Manager for Surface Subsurface Contamination Reports on multiple projects. Performed site reconnaissance for Phase I ESA's on vacant land, undeveloped land and vineyards ranging from 20 acres to 150 acres.

Office Warehouse/Retail/Commercial Building - California

Performed site reconnaissance for Phase I ESA's for several warehouse buildings and retail/commercial buildings.

Dairy Facilities- California

Performed site reconnaissance for Phase I ESA's for mid to large scale dairy operations.

Automotive Maintenance Facilities - California

Performed site reconnaissance for Phase I ESA's for various automotive maintenance and repair facilities.

Education

Bachelor of Science, Environmental Horticulture & Urban Forestry, University California Davis, 2011

Certifications 40-Hour HAZWOPER

Work History

Terracon Consultants, Inc., Field Staff Scientist, 2015-Present

San Joaquin County Agricultural Commissioner, Agricultural Pest Surveyor, 2012-2014

UC Davis Biology Lab, Intern 2011

Nunhems, Inc., Laboratory Assistant, 2009

Neil O. Anderson & Associates, Inc., Staff Scientist, 2007-2012; Project Coordinator 2002-2007



APPENDIX F DESCRIPTION OF TERMS AND ACRONYMS

Term/Acronym	Description
ACM	Asbestos Containing Material. Asbestos is a naturally occurring mineral, three varieties of which (chrysotile, amosite, crocidolite) have been commonly used as fireproofing or binding agents in construction materials. Exposure to asbestos, as well as ACM, has been documented to cause lung diseases including asbestosis (scarring of the lung), lung cancer and mesothelioma (a cancer of the lung lining).
	Regulatory agencies have generally defined ACM as a material containing greater that one (1) percent asbestos, however some states (e.g. California) define ACM as materials having 0.1% asbestos. In order to define a homogenous material as non-ACM, a minimum number of samples must be collected from the material dependent upon its type and quantity. Homogenous materials defined as non-ACM must either have 1) no asbestos identified in all of its samples or 2) an identified asbestos concentration below the appropriate regulatory threshold. Asbestos concentrations are generally determined using polarized light microscopy or transmission electron microscopy. Point counting is an analytical method to statistically quantify the percentage of asbestos in a sample. The asbestos component of ACM may either be friable or non-friable. Friable materials, when dry, can be crumbled, pulverized, or reduced to powder by hand pressure and have a higher potential for a fiber release than non-friable ACM. Non-friable ACM are materials that are firmly bound in a matrix by plastic, cement, etc. and, if handled carefully, will not become friable.
	Federal and state regulations require that either all suspect building materials be presumed ACM or that an asbestos survey be performed prior to renovation, dismantling, demolition, or other activities that may disturb potential ACM. Notifications are required prior to demolition and/or renovation activities that may impact the condition of ACM in a building. ACM removal may be required if the ACM is likely to be disturbed or damaged during the demolition or renovation. Abatement of friable or potentially friable ACM must be performed by a licensed abatement contractor in accordance with state rules and NESHAP. Additionally, OSHA regulations for work classification, worker training and worker protection will apply.
AHERA	Asbestos Hazard Emergency Response Act
AST	Aboveground Storage Tanks. ASTs are generally described as storage tanks less than 10% of which are below ground (i.e., buried). Tanks located in a basement, but not buried, are also considered ASTs. Whether, and the extent to which, an AST is regulated, is determined on a case-by-case basis and depends upon tank size, its contents and the jurisdiction of its location.
BGS	Below Ground Surface
Brownfields	State and/or tribal listing of Brownfield properties addressed by Cooperative Agreement Recipients or Targeted Brownfields Assessments.
BTEX	Benzene, Toluene, Ethylbenzene, and Xylenes. BTEX are VOC components found in gasoline and commonly used as analytical indicators of a petroleum hydrocarbon release.
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act (a.k.a. Superfund). CERCLA is the federal act that regulates abandoned or uncontrolled hazardous waste sites. Under this Act, joint and several liability may be imposed on potentially responsible parties for cleanup-related costs.
CERCLIS	Comprehensive Environmental Response, Compensation and Liability Information System. An EPA compilation of sites having suspected or actual releases of hazardous substances to the environment. CERCLIS also contains information on site inspections, preliminary assessments and remediation of hazardous waste sites. These sites are typically reported to EPA by states and municipalities or by third parties pursuant to CERCLA Section 103.
CESQG	Conditionally Exempt Small Quantity Generators
CFR	Code of Federal Regulations

Term/Acronym	Description
CREC	Controlled Recognized Environmental Condition is defined in ASTM E1527-13 as "a recognized environmental condition resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority (for example, as evidenced by the issuance of a no further action letter or equivalent, or meeting risk-based criteria established by regulatory authority), with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls (for example, property use restrictions, activity and use limitations, institutional controls, or engineering controls). A condition considered by the environmental professional to be a controlled recognized environmental condition shall be listed in the findings section of the Phase I Environmental Site Assessment report, and as a recognized environmental condition in the conclusions section of the Phase I Environmental Site Assessment report."
DOT	U.S. Department of Transportation
EPA	U.S. Environmental Protection Agency
ERNS	Emergency Response Notification System. An EPA-maintained federal database which stores information on notifications of oil discharges and hazardous substance releases in quantities greater than the applicable reportable quantity under CERCLA. ERNS is a cooperative data- sharing effort between EPA, DOT, and the National Response Center.
ESA	Environmental Site Assessment
FRP	Fiberglass Reinforced Plastic
Hazardous Substance	As defined under CERCLA, this is (A) any substance designated pursuant to section 1321(b)(2)(A) of Title 33, (B) any element, compound, mixture, solution, or substance designated pursuant to section 9602 of this title; (C) any hazardous waste having characteristics identified under or listed pursuant to section 3001 of the Solid Waste Disposal Act (with some exclusions); (D) any toxic pollutant listed under section 1317(a) of Title 33; (E) any hazardous air pollutant listed under section 112 of the Clean Air Act; and (F) any imminently hazardous chemical substance or mixture with respect to which the EPA Administrator has taken action under section 2606 of Title 15. This term does not include petroleum, including crude oil or any fraction thereof which is not otherwise listed as a hazardous substance under subparagraphs (A) through (F) above, and the term include natural gas, or synthetic gas usable for fuel (or mixtures of natural gas and such synthetic gas).
Hazardous Waste	This is defined as having characteristics identified or listed under section 3001 of the Solid Waste Disposal Act (with some exceptions). RCRA, as amended by the Solid Waste Disposal Act of 1980, defines this term as a "solid waste, or combination of solid wastes, which because of its quantity, concentration, or physical, chemical, or infectious characteristics may (A) cause, or significantly contribute to an increase in mortality or an increase in serious irreversible, or incapacitating reversible illness; or (B) pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, or disposed of, or otherwise managed."
HREC	Historical Recognized Environmental Condition is defined in ASTM E1527-13 as "a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted residential use criteria established by a regulatory authority, without subjecting the property to any required controls (for example, property use restrictions, activity and use limitations, institutional controls, or engineering controls). Before calling the past release a historical recognized environmental condition, the environmental professional must determine whether the past release is a recognized environmental condition at the time of the Phase I Environmental Site Assessment is conducted (for example, if there has been a change in the regulatory criteria). If the EP considers the past release to be a recognized environmental condition at the time the Phase I ESA is conducted, the condition shall be included in the conclusions section of the report as a recognized environmental condition."
IC/EC	A listing of sites with institutional and/or engineering controls in place. IC 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. EC 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.
ILP	Innocent Landowner/Operator Program
LQG	Large Quantity Generators
LUST	Leaking Underground Storage Tank. This is a federal term set forth under RCRA for leaking USTs. Some states also utilize this term.

Term/Acronym	Description
MCL	Maximum Contaminant Level. This Safe Drinking Water concept (and also used by many states as a ground water cleanup criteria) refers to the limit on drinking water contamination that determines whether a supplier can deliver water from a specific source without treatment.
MSDS	Material Safety Data Sheets. Written/printed forms prepared by chemical manufacturers, importers and employers which identify the physical and chemical traits of hazardous chemicals under OSHA's Hazard Communication Standard.
NESHAP	National Emissions Standard for Hazardous Air Pollutants (Federal Clean Air Act). This part of the Clean Air Act regulates emissions of hazardous air pollutants.
NFRAP	Facilities where there is "No Further Remedial Action Planned," as more particularly described under the Records Review section of this report.
NOV	Notice of Violation. A notice of violation or similar citation issued to an entity, company or individual by a state or federal regulatory body indicating a violation of applicable rule or regulations has been identified.
NPDES	National Pollutant Discharge Elimination System (Clean Water Act). The federal permit system for discharges of polluted water.
NPL	The NPL is the EPA's database of uncontrolled or abandoned hazardous waste facilities that have been listed for priority remedial actions under the Superfund Program.
OSHA	Occupational Safety and Health Administration or Occupational Safety and Health Act
PACM	Presumed Asbestos-Containing Material. A material that is suspected of containing or presumed to contain asbestos but which has not been analyzed to confirm the presence or absence of asbestos.
PCB	Polychlorinated Biphenyl. A halogenated organic compound commonly in the form of a viscous liquid or resin, a flowing yellow oil, or a waxy solid. This compound was historically used as dielectric fluid in electrical equipment (such as electrical transformers and capacitors, electrical ballasts, hydraulic and heat transfer fluids), and for numerous heat and fire sensitive applications. PCB was preferred due to its durability, stability (even at high temperatures), good chemical resistance, low volatility, flammability, and conductivity. PCBs, however, do not break down in the environment and are classified by the EPA as a suspected carcinogen. 1978 regulations, under the Toxic Substances Control Act, prohibit manufacturing of PCB-containing equipment; however, some of this equipment may still be in use today.
pCi/L	picoCuries per Liter of Air. Unit of measurement for Radon and similar radioactive materials.
PLM	Polarized Light Microscopy (see ACM section of the report, if included in the scope of services)
PST	Petroleum Storage Tank. An AST or UST that contains a petroleum product.
Radon	A radioactive gas resulting from radioactive decay of naturally-occurring radioactive materials in rocks and soils containing uranium, granite, shale, phosphate, and pitchblende. Radon concentrations are measured in picoCuries per Liter of Air. Exposure to elevated levels of radon creates a risk of lung cancer; this risk generally increases as the level of radon and the duration of exposure increases. Outdoors, radon is diluted to such low concentrations that it usually does not present a health concern. However, radon can accumulate in building basements or similar enclosed spaces to levels that can pose a risk to human health. Indoor radon concentrations depend primarily upon the building's construction, design and the concentration of radon in the underlying soil and ground water. The EPA recommended annual average indoor "action level" concentration for residential structures is 4.0 pCi/l.
RCRA	Resource Conservation and Recovery Act. Federal act regulating solid and hazardous wastes from point of generation to time of disposal ('cradle to grave"). 42 U.S.C. 6901 et seq.
RCRA Generators	The RCRA Generators database, maintained by the EPA, lists facilities that generate hazardous waste as part of their normal business practices. Generators are listed as either large (LQG), small (SQG), or conditionally exempt (CESQG). LQG produce at least 1000 kg/month of non-acutely hazardous waste or 1 kg/month of acutely hazardous waste. SQG produce 100-1000 kg/month of non-acutely hazardous waste. CESQG are those that generate less than 100 kg/month of non-acutely hazardous waste.
RCRA CORRACTS/TS Ds	The USEPA maintains a database of RCRA facilities associated with treatment, storage, and disposal (TSD) of hazardous materials which are undergoing "corrective action". A "corrective action" order is issued when there is a release of hazardous waste or constituents into the environment from a RCRA facility.
RCRA Non- CORRACTS/TS Ds	The RCRA Non-CORRACTS/TSD Database is a compilation by the USEPA of facilities which report storage, transportation, treatment, or disposal of hazardous waste. Unlike the RCRA CORRACTS/TSD database, the RCRA Non-CORRACTS/TSD database does not include RCRA facilities where corrective action is required.

Term/Acronym	Description
RCRA	RAATS. RCRA Administrative Actions Taken. RAATS information is now contained in the RCRIS database and includes records of
Violators List	administrative enforcement actions against facilities for noncompliance.
RCRIS	Resource Conservation and Recovery Information System, as defined in the Records Review section of this report.
	Recognized Environmental Conditions are defined by ASTM E1527-13 as "the presence or likely presence of any hazardous substances or
REC	petroleum products in, on, or at a property: 1) due to any release to the environment; 2) under conditions indicative of a release to the environment. De minimis conditions are not recognized environmental conditions "
	Chote "CEDCLIC" List (see CDL (Chote Driverity List helew)
SUL	State "CERCLIS" List (see SPL /State Priority List, below).
	Spill Prevention, Control and Countermeasures. SPCC plans are required under federal law (Clean Water Act and Oil Pollution Act) for any
SPCC	facility storing petroleum in tanks and/or containers of 55-gallons or more that when taken in aggregate exceed 1,320 gallons. SPCC plans are
	also required for facilities with underground petroleum storage tanks with capacities of over 42,000 gallons. Many states have similar spill prevention programs, which may have additional requirements
	State Priority List. State list of confirmed sites by ing contamination in which the state is actively involved in clean up activities or is actively.
SPL	pursuing potentially responsible parties for clean up. Sometimes referred to as a State "CERCUS" List
SOG	Small Quantity Generator
000	State and/or Tribal database of Solid Waste/Landfill facilities. The database information may include the facility name, class, operation type
SWF/LF	area, estimated operational life, and owner.
TPH	Total Petroleum Hydrocarbons
трі	Toxic Release Inventory. Routine EPA report on releases of toxic chemicals to the environment based upon information submitted by entities
I KI	subject to reporting under the Emergency Planning and Community Right to Know Act.
TSCA	Toxic Substances Control Act. A federal law regulating manufacture, import, processing and distribution of chemical substances not specifically
ISCA	regulated by other federal laws (such as asbestos, PCBs, lead-based paint and radon). 15 U.S.C 2601 et seq.
USACE	United States Army Corps of Engineers
USC	United States Code
USGS	United States Geological Survey
USNRCS	United States Department of Agriculture-Natural Resource Conservation Service
	Underground Storage Tank. Most federal and state regulations, as well as ASTM E1527-13, define this as any tank, incl., underground piping
UST	connected to the tank, that is or has been used to contain hazardous substances or petroleum products and the volume of which is 10% or
	more beneath the surface of the ground (i.e., buried).
VCP	State and/or Tribal facilities included as Voluntary Cleanup Program sites.
VOC	Volatile Organic Compound

Term/Acronym	Description				
	Areas that are typically saturated with surface or ground water that creates an environment supportive of wetland vegetation (i.e.				
	marshes, bogs). The Corps of Engineers Wetlands Delineation Manual (Technical Report Y-87-1) defines wetlands as areas inundated or				
	saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a				
	prevalence of vegetation typically adapted for life in saturated soil conditions. For an area to be considered a jurisdictional wetland				
	meet the following criteria: more than 50 percent of the dominant plant species must be categorized as Obligate, Facultative Wetla				
	Facultative on lists of plant species that occur in wetlands; the soil must be hydric; and, wetland hydrology must be present.				
Wetlands					
	The federal Clean Water Act which regulates "waters of the US," also regulates wetlands, a program jointly administered by the USACE				
	the EPA. Waters of the U.S. are defined as: (1) waters used in interstate or foreign commerce, including all waters subject to the ebb and flow				
	of tides; (2) all interstate waters including interstate wetlands; (3) all other waters such as intrastate lakes, rivers, streams (including intermittent				
	streams), mudflats, sandflats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, or natural ponds, etc., which the use,				
	degradation, or destruction could affect interstate/ foreign commerce; (4) all impoundments of waters otherwise defined as waters of the U.S.,				
	(5) tributaries of waters identified in 1 through 4 above; (6) the territorial seas; and (7) wetlands adjacent to waters identified in 1 through 6				
	above. Only the USACE has the authority to make a final wetlands jurisdictional determination.				

APPENDIX H NOISE ANALYSIS, CARMAX PLEASANTON



Noise Analysis for

CarMax Pleasanton City of Pleasanton, California

Prepared for:

Centerpoint Integrated Solutions 1240 Bergen Parkway, Suite A-250 Evergreen, Colorado 80439

Prepared by: Heather Bruce

Justin W. Cook, INCE

Acoustics Division 20201 SW Birch Street, Suite 250 Newport Beach, CA 92660



T: 949-250-1222 | F: 949-250-1225 Acoustics@AirportNetwork.com



1.0 Introduction

The purpose of this noise analysis report is to address the City of Pleasanton's Conditions of Approval (COA) regarding noise for *CarMax Pleasanton*. COA Comments 28, 75 and 76 are regarding noise and will be addressed individually within the report.

CarMax Pleasanton will be located at 2750 Stoneridge Drive in the City of Pleasanton, California. Refer to Figure 1 for the location of the project and Figure 2 for the project site plan.



Figure 1 – Location of the Project Site





Figure 2 – Project Site Plan



2.0 Background Information

2.1 Characteristics of Sound

Sound can be described technically in terms of amplitude (loudness), frequency (pitch), or duration (time). The standard unit of measurement of the loudness of sound is the decibel (dB). Decibels are based on the logarithmic scale. The logarithmic scale compresses the wide range in sound pressure levels to a more usable range of numbers in a manner similar to the Richter scale used to measure earthquakes.

The human hearing system is not equally sensitive to sound at all frequencies. Sound waves below 16 Hz are not heard at all and are "felt" more as a vibration. Similarly, while people with extremely sensitive hearing can hear sounds as high as 20,000 Hz, most people cannot hear above 15,000 Hz. In all cases, hearing acuity falls off rapidly above about 10,000 Hz and below about 200 Hz. Since the human ear is not equally sensitive to sound at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) performs this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear. Community noise levels are measured in terms of the A-weighted decibel abbreviated dBA.

Because of the physical characteristics of noise transmission and noise perception, the relative loudness of sound does not closely match the actual amounts of sound energy. Table 1 presents the subjective effect of changes in sound pressure levels. Typical human hearing can detect changes of approximately 3 dBA or greater under normal conditions. Changes of 1 to 3 dBA are detectable under quiet, controlled conditions and changes of less than 1 dBA are usually indiscernible. A change of 5 dBA or greater is typically noticeable to most people in an exterior environment and a change of 10 dBA is perceived as a doubling (or halving) of the noise.

dB Change	Change in Apparent Loudness			
+/- 3	Threshold of human perceptibility			
+/- 5	Clearly noticeable change in noise level			
+/- 10	Twice or half as loud			
+/- 20	Much louder or quieter			
Source: Engineering Noise Control, Bies and Hansen (1988)				

Table 1	– Change in	Sound Pressure	Level (dB)
Table I	– Change in	Sound Pressure	Level (ub)



2.2 Point and Line Sources

Noise may be generated from a point source, such as a piece of construction equipment, or from a line source, such as a roadway containing moving vehicles. Because noise spreads in an ever-widening pattern, the given amount of noise striking an object, such as an eardrum, is reduced with distance from the source. The typical distance reduction for point source noise is 6 dBA per doubling of the distance from the noise source.

A line source of noise, such as vehicles proceeding down a roadway, will also be reduced with distance, but the rate of reduction is affected by both distance and the type of terrain over which the noise passes. Hard sites, such as developed areas with paving, reduce noise at a rate of 3 dBA per doubling of distance, while soft sites, such as undeveloped areas, open space and vegetated areas reduce noise at a rate of 4.5 dBA per doubling of distance.

Objects that block the line of sight attenuate the noise source if the receptor is located within the "shadow" of the blockage (such as behind a sound wall). If a receptor is located behind the wall, but has a view of the source, the wall will do little to reduce the noise. Additionally a receptor located on the same side of the wall as the noise source may experience an increase in the perceived noise level, as the wall will reflect noise back to the receptor compounding the noise.

2.3 Noise Metrics

2.3.1 Assessment

The description, analysis and reporting of community noise levels around communities is made difficult by the complexity of human response to noise and the variety of noise metrics that have been developed for describing noise impacts. Each of these metrics attempts to quantify noise levels with respect to community response. Most of these metrics use the "A-weighted" noise level to quantify noise impacts on humans. "A-weighting" is a frequency correction that correlates the overall sound pressure levels with the frequency response of the human ear.

Noise metrics can be divided into two categories: single event and cumulative. Single event metrics describe the noise levels from an individual event such as an aircraft flyover or perhaps a heavy equipment pass-by. Cumulative metrics average the total noise over a specific time period, which is typically from one to 24-hours for community noise levels.

For non steady state, transportation related noise sources, cumulative noise metrics are generally used. For steady-state, non-transportation related noise sources, noise ordinance levels involving the statistical distribution of measured noise levels is typically used.



2.3.2 Single Event Metrics

Maximum Noise Level or Lmax is the highest noise level reached during a noise event. It is this metric to which people generally instantaneously respond when a helicopter event occurs.

2.3.3 Cumulative

Several rating scales (or noise "metrics") exist to analyze effects of noise, including traffic-generated noise, on a community. These account for: (1) the parameters of noise that have been shown to contribute to the effects of noise on man, (2) the variety of noises found in the environment, (3) the variations in noise levels that occur as a person moves through the environment, and (4) the variations associated with the time of day. A number of noise scales have been developed to account for this observation. Two of the predominate noise scales are the equivalent noise level (Leq) and the community noise equivalent level (CNEL). These scales are described in the following paragraphs.

Leq is the sound level corresponding to a steady-state sound level containing the same total energy as a time-varying signal over a given sample period. Leq is the "energy" average noise level during the time period of the sample. Leq can be measured for any time period, but is typically measured for 15 minutes, 1 hour or 24-hours.

CNEL is similar to Leq but is for twenty four hours, and applies a weighting factor which places greater significance on noise events occurring during the evening and night hours (when sleep disturbance is a concern). CNEL is a 24-hour, time-weighted average noise level based on the "A-weighted" decibel. Time-weighted refers to the fact that noise which occurs during certain sensitive time periods is penalized for occurring at these times. The evening time period is penalized by 5 dB (7 p.m. to 10 p.m.) while night time period (10 p.m. to 7 a.m.) noises are penalized by 10 dB. This penalty and these time periods were selected to attempt to account for increased human sensitivity to noise during the quieter period of a day, where sleep is the most probable activity. A CNEL noise level may be reported as a "CNEL of 60 dBA," "60 dBA CNEL," or simply "60 CNEL."

2.3.4 Additional Definitions

Transmission Loss (TL) is the reduction in the magnitude of some characteristic of a signal between two stated points in a transmission system.

Noise Reduction (NR) is the total difference between the noise levels existing on 2 sides of a partition.

Absorption occurs when sound waves travel through air or fall on a surface or object. Sound absorption in air depends on the frequency, temperature and humidity in the air. Absorption can also be defined by the amount of dissipation of noise energy by viscous interaction at porous surfaces.

Sound Transmission Class (STC) Is a single number rating used to compare walls, floor/ceiling assemblies, windows and doors for their sound insulation properties with respect to speech and small household appliance noise. The STC is derived from laboratory measurements of sound transmission loss across a series of sixteen test bands.



3.0 COA Comment 28

"Fabric roll-up doors will be allowed if the project applicant can demonstrate to the satisfaction of the Director of Community Development that they can provide better sound attenuation than the metal doors shown on Exhibit B."

According to the manufacturer of the fabric roll-up doors, ASSA ABLOY Entrance Systems, the fabric roll-up doors have an estimated STC rating of 17, based upon internal calculations. According to the manufacturer of the metal roll-up doors, Cornell Iron Works, Inc., the metal roll-up doors have a STC rating of up to 22, as tested per ASTM E90. Although the STC rating of the metal roll-up doors is greater than the fabric roll-up doors, the roll-up doors will only be a portion of the facades that make up the service building.

The service building is as close as 78 feet from the nearest property line to the west and as close as 190 feet from the nearest residential building face to the west.

In order to determine what an average noise level is inside a typical CarMax service building, a noise measurement was conducted on January 23, 2015 by BridgeNet International at a CarMax located in Costa Mesa, California. A single noise measurement was made inside the service building during normal business hours for a 15 minute duration and at a height of 5 feet. The average noise level measured was 66.5 dBA Leq at a distance of 25 feet. The predominate noise levels were from impact wrenches, hydraulic lifts and employee speech.

The sound level meter used was a 01dB FUSION sound level meter. The microphone used was 01dB 1/2" condenser microphones. The equipment used meets the International Standard IEC 61672 specification for a Type 1 precision sound level meter. The microphone was calibrated before and after the tests with a Brüel & Kjær Type 4231 sound level calibrator that meets the International Standard IEC 60942. Calibration is traceable to the National Institute of Standards and Technology (NIST).

Using the noise level measured, the noise level from the CarMax Pleasanton service building, without taking into account any mitigation due to the building itself (including the roll-up doors), would be as high as 48.9 dBA Leq at the nearest residential building face to the west due to distance reduction alone. This noise level does not take into account any topography or perimeter walls that would further reduce the noise level emanating from the service building. Therefore, the noise from the service building should be considered less than significant.

<u>Installing fabric or metal roll-up doors will not make a significant difference in terms of noise level</u> <u>reduction for noise emanating from the service building</u>. Any noise from the service building will be largely reduced by distance and further from the service building itself, even if the roll-up doors (whether fabric or metal) are left open.

However, we do recommend that the roll-up doors (whether fabric or metal) be closed whenever possible, to further reduce the noise and prevent any noise related issues.


4.0 COA Comment 75

"In accordance with measure NO-1.1, prior to the City's issuing of building permits for the project, the project developer shall submit to the City noise analyses prepared by a qualified acoustical consultant that demonstrate that all structures will meet City interior noise level standards. Commercial and office uses will need to meet the City standard of 45 dBA peak hour Leq that would allow the conduct of normal business activities inside these facilities. Noise reduction features may include, but are not limited to, building siting, upgraded insulation, sound rated windows and doors, sound rated exterior wall assemblies, and acoustical caulking."

In order to comply with the interior noise standard of 45 dBA peak hour Leq, the buildings must provide sufficient outdoor-to-indoor noise attenuation to reduce the interior noise to acceptable levels. The outdoor-to-indoor noise reduction characteristics of a building are determined by combining the transmission loss of each of the individual building elements. Each unique building element has a characteristic transmission loss. For residential units the critical building elements are the roof, walls, windows, doors, attic configuration and insulation. The total noise reduction achieved is dependent on the transmission loss of each of these elements and the area of that element in relation to the total surface area of the room. Room absorption is the final factor used in determining the total noise reduction.

The worst case dBA peak hour Leq was computed using an acoustical planning and modeling program called SoundPlan (Version 7.3). The worst case exterior noise level at the Sales Building, Service Center Training Room, Service Center Break Room and FQC Managers Office were calculated to be as high as 64.5, 60.1, 60.0 and 59.4 dBA peak hour Leq, respectively. This means that the rooms within the Sales Building, Service Center Training Room, Service Center Break Room and FQC Managers Office must provide at least 19.5, 15.1, 15.0 and 14.5 dB of exterior to interior noise reduction in order to meet the interior noise standard.

Our experience has shown that new standard construction in California will typically provide 25-30 dB of noise reduction. When building attenuation requirements are greater than 20 dB, detailed engineering calculations are necessary to demonstrate the noise reduction characteristics of the building partitions.

The following are construction details that were used to determine the exterior to interior noise reduction of the building:

Roofs are built-up. A single layer of gypsum drywall on the interior surface. Joist spaces are insulated.

Exterior walls are wood or metal stud construction with stucco on the exterior and gypsum drywall on the interior. All exterior walls include insulation in the stud cavities.

All windows were assumed to be double pane, with a STC rating of 26.

All glass doors were assumed to be double pane, with a STC rating of 26.

With the construction detailed listed above, the interior noise levels of the rooms within the Sales Building, Service Center Training Room, Service Center Break Room and FQC Managers Office to be less than 45 dBA peak hour Leq. Therefore the commercial and offices uses will comply with the conditions of approval. Additional interior mitigation measures will not be required. All windows as well as glass doors of the Sales Building, Service Center Training Room, Service Center Break Room and FQC Managers Office must be double pane and have a STC rating of at least 26.



5.0 COA Comment 76

"In accordance with measure NO-1.5, all car washes shall be located and designed such that noise from the car washes, including the vacuuming areas, shall not exceed 60 dBA at any habitable structure. The project developer shall submit a noise study to the Director of Community Development verifying that the carwashes adhere to this requirement, prior to the issuance of a building permit."

According to the client there will be one carwash at the *CarMax Pleasanton* facility. The carwash will be located adjacent to the FQC building. The three blowers will be located at the southern end of the carwash. According to the client there will be a total of 4 vacuums at the CarMax facility. The first vacuum will be located adjacent to the FQC building on the southern side. The second and third vacuums will be adjacent to the service building on the southern side. The fourth vacuum will be adjacent to the service building on the southern side. The fourth vacuum will be adjacent to the service building on the southern side. The fourth vacuum will be adjacent to the service building on the vacuum side. The fourth vacuum service building on the west side. Refer to Figure 3 for the location of the carwash and vacuums.

Noise source data was gathered for the carwash and vacuums to be installed at the site. The carwash source noise was taken from a previous CarMax noise study (BridgeNet Report #2007-237) that was located in Costa Mesa, California. The source noise for this project was measured at a CarMax in Ontario, California. The noise measurement results were 84.5 dBA at 9 feet from the exit of the carwash and 84.3 dBA at the entry of the carwash. The noise measurements were made at a height of 5 feet. These noise levels were used to model the noise exposure at the future CarMax carwash at the facility in Pleasanton. The same model of blowers at the Ontario CarMax location will be used at the Pleasanton CarMax Location. CarMax is planning on installing three 30 HP dryers which will be the dominate noise source from the exit of the carwash. This information was used to calculated the worst-case carwash noise at the nearest habitable structures. The vacuum noise source data obtained from the American Vacuum Company. CarMax is planning on installing four PB Portable Vacuums. A noise source level of 80.7 at a distance and height of 5 feet.

The noise exposure in this report was computed using an acoustical planning and modeling program called SoundPLAN (Version 7.3). SoundPLAN was created by Braunstein & Berndt GmbH. The worst case noise source data from the carwash and vacuum was used. The noise modeling results take into account having the carwash and all four vacuums on at the same time.

The worst-case exterior noise levels at the nearest habitable structures to the west were calculated to be as high as 55.3 dBA. This level takes into account the existing 6 foot perimeter wall around the Continuing Life Communities (CLC).

The City of Pleasanton's condition of approval specifies that an exterior noise standard of 60 dBA at the nearest habitable structure. Since the exterior noise level at the nearest habitable structure is below 60 dBA the carwash and vacuums comply with the conditions of approval.

Figure 4 shows the results as lines, or contours of equal noise exposure. The figure shows the 45 - 85 dBA noise exposure contours at ground level.





Figure 3 – Location of the Carwash and Vacuums





Figure 4 – Noise Exposure Levels at Ground Level (dBA)

APPENDIX I TRAFFIC IMPACT ANALYSIS KD Anderson & Associates, Inc.

Transportation Engineers

September 10, 2018

Mr. Charlie Simpson BASECAMP ENVIRONMENTAL 115 South School Street, Suite 14 Lodi, CA 95240

RE: CARMAX TRAFFIC IMPACT ANALYSIS: TRAFFIC DATA

Dear Charlie:

You have asked about the age of the traffic counts conducted for the CarMax traffic study and whether we need new data. In response we recounted the weekday a.m./p.m. peak hour traffic volumes at the Hammer Lane / Maranatha Drive intersection to determine whether conditions had changed since we collected the data used for the CarMax Stockton traffic study in 2016. The results and three comparisons are attached and are summarized below.

- 1. The total sum of peak hour approach volumes at the intersection were identified and compared: the a.m. total was slightly higher in 2018 (i.e., plus 4%), while the p.m. total was slightly lower (minus 6%). Thus, there is no uniform change that would imply that new counts would yield different results.
- 2. The peak hour Levels of Service at the intersection were recalculated using the methodology accepted by the City of Stockton (results are attached). The Levels of Service during both time periods are the same in 2018 and in 2016, and the average intersection delays using 2018 data are slightly less than were calculated using 2016 data. Thus, there is no evidence that this new data would yield worse results.

Based on this review I can conclude that the results of an updated traffic analysis using 2018 data would be similar to or the same as the original traffic study results that were based on the 2016 data. No change to identified impacts or mitigations would be expected.

As the results would be similar or the same, it is recommended that the analysis not be updated to reflect new traffic counts.

Please feel free to contact me if you have any questions.

Sincerely Yours,

KD Anderson & Associates, Inc.

Kenneth D. Anderson, P.E., President

Attachments: Traffic Counts, LOS Calcs

CarMax Data.ltr

TRAFFIC IMPACT ANALYSIS

FOR

HAMMER LANE CARMAX PROJECT

Stockton, CA

Prepared For:

Siegfried Engineering 3244 Brookside Road, Suite 100 Stockton, CA 95219

Prepared By:

KD Anderson & Associates 3853 Taylor Road, Suite G Loomis, California 95650 (916) 660-1555

May 30, 2018

6585-22

Hammer Lane CarMax

KD Anderson & Associates, Inc.

TRAFFIC IMPACT ANALYSIS FOR HAMMER LANE CARMAX PROJECT

TABLE OF CONTENTS

INTRODUCTION	1
Analysis Approach	1
EXISTING SETTING	5
Circulation System	5
Study Area Intersections	б
Public Transportation	6
Bicycle and Pedestrian Circulation Systems	7
METHODOLOGY	9
Intersection Level of Service Analysis Procedures	9
Signal Warrants Procedures	
Roadway Segment Level of Service Analysis Procedures	
Travel Forecasting	
Level of Service Significance Thresholds	
Existing Traffic Volumes and Levels of Service	
CARMAX PROJECT CHARACTERISTICS	
Trip Generation	
Trip Distribution	
Trip Assignment	
Assumed Roadway Improvements	
EXISTING PLUS PROJECT IMPACTS	
Traffic Volumes and Level of Service	
EXISTING PLUS APPROVED PROJECTS CONDITIONS	
Traffic Volume Forecasts	
Intersection Levels of Service	
Roadway Segment Levels of Service.	
CUMULATIVE UPDATED GENERAL PLAN CONDITIONS	
Traffic Volume Forecasts	
General Plan Roadway Improvements	
Plus Project Traffic Volumes	
Intersection Levels of Service	
Traffic Signal Warrants	
Roadway Segment Levels of Service	
APPENDIX	



INTRODUCTION

This traffic impact study report summarizes an analysis of the traffic-related effects of the proposed Hammer Lane CarMax project and annexation. The CarMax project is an auto sales center located on the southwest corner of the intersection of Hammer Lane / Maranatha Drive just west of State Route (SR) 99, as noted in Figure 1.

The CarMax project will combine outdoor automobile display with indoor sales, administration and service functions, as noted in Figure 2. As shown, the project will have two access driveways on Maranatha Drive, but no direct access to Hammer Lane is proposed. The annexation includes the CarMax project site plus an adjoining 3.3 acres that may be developed as commercial uses in the future or be used for right of way to extend Maranatha Drive to the south.

Analysis Approach

This analysis considers the project's traffic impacts and evaluates the adequacy of site access under both near term and long term conditions. Analysis of traffic operating conditions under the following six scenarios is presented in this traffic impact study:

- Existing Conditions,
- Existing Proposed Project (CarMax/Annexation),
- Near-Term Existing Plus Approved Projects and Neighboring Highway Commercial Center (EPAP),
- EPAP Plus Project,
- Cumulative Updated General Plan No Project, and
- Cumulative Updated General Plan Plus Project.

Existing conditions are based on traffic volume counts conducted in 2017.

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 vicinity of the project site. A neighboring highway commercial center project is a proposed but as yet unapproved gasoline station, fast food restaurant and sit-down restaurant located across Maranatha Drive from the CarMax in unincorporated San Joaquin County. While this unapproved project would not normally be included in the EPAP condition under City of Stockton guidelines, it has been added to provide a "worst case" assessment of short term impacts.

Cumulative Conditions with the Updated General Plan are a long-term background condition which includes future year forecasts of traffic volumes based on development of city-wide land uses and completion of the roadway network. This set of scenarios assumes 2035 conditions with future development consistent with the City of Stockton's Updated General Plan.



Summary Conclusions:

- Current traffic conditions in the area of the CarMax project are acceptable based on satisfaction of minimum City of Stockton standards for intersection and roadway segment Level of Service.
- The CarMax project will generate 2,574 daily trips, with 60 trips in the a.m. peak hour and 242 trips in the p.m. peak hour based on trip generation rates developed from observation of other CarMax facilities.
- The addition of CarMax trips does not have significant impact on the adjoining circulation system based on operating Levels of Service at intersections and on roadway segments.
- Background traffic conditions with the completion of other approved projects as well as a possible highway commercial project across Maranatha Drive will remain acceptable based on satisfaction of City of Stockton minimum Level of Service standards.
- The volume of traffic on Maranatha Drive will increase appreciably in the future under the City of Stockton General Plan, but the ultimate 4 lane section will continue to provide adequate Level of Service.
- With the addition of trips resulting from the CarMax project, cumulative General Plan conditions will continue to satisfy minimum City of Stockton requirements for intersections and roadway segments. Thus the impacts of the CarMax project are not cumulatively significant.
- The north driveway will be right-turn only based on its proximity to Hammer Lane. Full access is feasible at the south CarMax driveway under near term conditions. However the southern driveway will need to be limited to right-turn and left-turn in only and right-turn out only in the future when Maranatha Drive is extended per the General Plan.





KD Anderson & Associates, Inc. Transportation Engineers 6585-22 RA 5/31/2018

VICINITY MAP



SITE PLAN

EXISTING SETTING

This section of the 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, current traffic count data 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 2006a).

This section of the traffic impact study also describes analysis methods applied for this study as well as the evaluation criteria used to determine the significance of project-related effects.

Circulation System

This traffic impact study presents analyses of traffic operating conditions at intersections near the project that may be affected by the proposed project. The limits of the study area were identified through discussions with City of Stockton staff.

The following is a description of roadways that provide access to the proposed project site.

State Route 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, with auxiliary lanes present at some locations. Twelve interchanges are provided along the 12-mile length of SR 99 within and adjacent to the Stockton City limits. The most recent daily traffic volumes reported by the California Departments of Transportation (Caltrans) indicated that SR 99 carried an *Average Annual Daily Traffic (AADT)* volume of 81,000 vehicles per day south of the Hammer Lane interchange and 73,000 AADT north of Hammer Lane. The speed limit on SR 99 is 65 miles per hour (mph) in the vicinity of the proposed project site.

Hammer Lane is a major east-west arterial along the northern boundary of the proposed project site. Hammer Lane extends for roughly 5 miles across north-central Stockton. Hammer Lane has a western terminus west of Interstate 5 (I-5), and an eastern terminus east of SR 99. Hammer Lane has access to both of these freeways via interchanges, and the connection on SR 99 was recently reconstructed. West of Thornton Road, Hammer Lane is four lanes wide. In the vicinity of the project site, Hammer Lane is eight lanes wide. Recent traffic counts indicated that Hammer Lane carried 39,798 vehicles per day west of the Maranatha Drive intersection and 42,308 vpd between Maranatha Drive and SR 99. The speed limits on this portion of Hammer Lane are 40 mph and 45 mph.

Maranatha Drive is a north-south roadway with a northern terminus north of Morada Lane and a southern leg that swings easterly to become the SR 99 western frontage Road. Today the northern portion of Maranatha Drive is four lanes wide, and the southern portion is two lanes wide. The speed limit on Maranatha Drive is 40 mph. Maranatha Drive is planned to be extended in the future south of the March Lane extension and will transition to a re-aligned



Wilson Way. Recent traffic counts indicated that Maranatha Drive carried 590 vpd south of Hammer Lane.

Study Area Intersections

This analysis focusses on the operation of the **Hammer Lane/ Maranatha Drive intersection.** This location is controlled by an actuated traffic signal. Hammer Lane has four through travel lanes in each direction, and right turns are made from the curb side through lane. Hammer Lane is wide enough to provide dual left turn lanes, but the eastbound approach is only striped with a single left turn lane today. The four-lane northbound Maranatha Drive approach is configured with dual left turn lanes, a through lane and a combined through+right turn lane. Two southbound lanes exit the intersection. These lanes are all about 180 feet long, and to the south the roadway transitions into a three-lane section with a single travel lane in each direction and a center striped median. The northern Maranatha Drive leg has a three-lane approach configured as dual left turn lanes and a combined through+right turn lanes through a south bouch and eastern legs of the intersection, and the signal is equipped with pedestrian indications and push buttons.

Public Transportation

The San Joaquin Regional Transit District (SJRTD) is the primary provider of public transportation service in Stockton. SJRTD provides fixed-route, flexible fixed-route, and dial-a-ride services in Stockton. Each service, at the time the CEQA NOP for the project was circulated, is described in more detail below.

- Stockton Metropolitan Area Fixed Route Service operates 16 fixed routes within the Stockton area on weekdays between 5:30 a.m. and 9:30 p.m., and on weekends and holidays between 8:00 a.m. and 6:00 p.m. The frequency of services is between 30 minutes and one hour during weekdays and 45 minutes to two hours on weekends. SJRTD Routes 6 and serve the North Stockton area and pass the project site.
- **Intercity Fixed Route Service** is provided between 5:30 a.m. to 9:30 p.m. with the frequency of service ranging from one to three hours. Four intercity routes connect Stockton with the cities of Lathrop, Lodi, Manteca, Ripon, and Tracy.
- Interregional Commuter Service is a subscription commuter bus service designed to help commuters who travel more than 50 miles each way to work. A total of 21 subscription buses connect San Joaquin County to Sacramento, the San Francisco Bay Area, and the Bay Area Rapid Transit (BART) system.
- Stockton Metropolitan Area ADA Dial-a-Ride provides curb-to-curb transportation to persons who, due to their disability, are unable to get to or from the fixed-route bus stops. This service is available 365 days a year by appointment only. People interested in utilizing this service must first obtain



certification under the Americans with Disabilities Act (ADA) through an application process.

• **SJRTD Hopper Service** is a flexible fixed-route service connecting Escalon, Lathrop, Manteca, and Woodbridge to Lodi, Stockton, and Tracy. This service replaces the SJRTD Countywide General Public Dial-A-Ride (DAR), Rural Elderly & Disabled DAR, and County Area Transit (CAT) Fixed-Route during Hopper service hours, in the areas covered by the Hopper. These buses will deviate up to ³/₄-mile for those passengers that are ADA-certified and are unable to reach the fixed-route stops. Advance reservations are required for all route deviations.

Bicycle and Pedestrian Circulation Systems

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. Examples of Class I facilities include the Calaveras River bike path, and the East Bay Municipal Utility District (EBMUD) right-of-way (March Lane).
- 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. Examples of Class II bicycle lane roadways include Hammer Lane east of and west of West Lane, and Holman Road from Morada Lane to March Lane.
- 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. Portions of West Lane, north of and south of Hammer Lane are examples of bicycle routes currently designated in the City.

The February 27, 2006 City of Stockton *Existing and Future Bikeway Plan* (http://www.stocktongov.com/parks/otherfacilities/documents/BikeTrailMap2.06.pdf) presents a description of existing and future bicycle facilities in the vicinity of the proposed project site. Class I facilities are shown:

- along the EBMUD right-of-way,
- on March Lane between Montauban Avenue and Fred Russo Drive,
- along the Stockton Diverting Canal,
- along the Calaveras River, and
- along the Central California Traction Company (CCTC) right-of-way.



Class II facilities are shown on:

- Maranatha Drive from the EBMUD right-of-way to Wilson Way, and
- portions of Hammer Lane, including the northern boundary of the project site.

Class III facilities are shown on:

Hammer Lane from Lorraine Avenue to Holman Road



METHODOLOGY

The following is a description of the 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.

As specified in the *City of Stockton Transportation Impact Analysis Guidelines* (City of Stockton 2003), LOS was calculated for this traffic impact study using the methodology contained in the latest edition of the *Highway Capacity Manual*, which is the *Highway Capacity Manual 2000* (Transportation Research Board 2000). As specified in the City of Stockton guidelines, the LOS for intersections is based on the average length of delays for all motorists at both signalized and unsignalized intersections.

In the analysis of signalized intersections, the control of right-turn movements that are served with exclusive turn lanes are assumed to include overlapping right-turn control. With this type of control, right turns are allowed during the time the crossing approaches have a left-turn phase. The assumption of overlapping right turn control was approved by City of Stockton staff.

The analysis software used for this analysis is *Traffix* (Dowling Associates 2008), and *Synchro/SimTraffic* (Trafficware 2008). The *City of Stockton Transportation Impact Analysis Guidelines* (City of Stockton 2003) specifically directs use of the *Traffix* software package for analysis of intersection LOS.



Level of Service Signalized Intersection **Unsignalized Intersection** Uncongested operations, all queues clear in a Α Little or no delay. single-signal cycle. Delay ≤ 10.0 sec $Delay \le 10 \text{ sec/vehicle}$ В Uncongested operations, all queues clear in a Short traffic delays. single cycle. Delay > 10.0 sec and < 20.0 sec Delay > 10 sec/vehicle and < 15 sec/vehicle Light congestion, occasional backups on critical Average traffic delays. С approaches. Delay > 20.0 sec and \leq 35.0 sec Delay > 15 sec/vehicle and ≤ 25 sec/vehicle D Significant congestion of critical approaches, but Long traffic delays. intersection functional. Cars required to wait Delay > 25 sec/vehicle and \leq 35 sec/vehicle through more than one cycle during short peaks. No long queues formed. Delay > 35.0 sec and ≤ 55.0 sec Е Severe congestion with some long standing queues Very long traffic delays, failure, extreme on critical approaches. Blockage of intersection congestion. may occur if traffic signal does not provide for Delay > 35 sec/vehicle and < 50 sec/vehicle protected turning movements. Traffic queue may block nearby intersection(s) upstream of critical approach(es). Delay > 55.0 sec and < 80.0 sec

Intersection blocked by external causes.

Delay > 50 sec/vehicle

TABLE 1INTERSECTION LEVEL OF SERVICE DEFINITIONS

Signal Warrants Procedures

Delay > 80.0 sec

Source: Transportation Research Board 2000.

Total breakdown, stop-and-go operation.

F

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.



Available data at un-signalized driveway intersections will be 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 *Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2003 Edition, as amended for use in California)* (MUTCD) (California Department of Transportation 2006). 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 Update 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, 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).



Facility Class	Lanes	Area Type		LOSB			LOSE
Freeway			27.600	45 200	63 600	77.400	86 400
	+	All Alcas	27,000	43,200	05,000	116,100	100,400
	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
Artorial			0.400	0.000	11.000	14,700	17 200
Anternal	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
Source: Stoc Note: The	ckton Gene Stockton	eral Plan Draft I General Plan do	Environmental bes not provide	Impact Report thresholds for	(City of Stockt local roads.	on 2006).	

TABLE 2 CITY OF STOCKTON GENERAL PLAN ROADWAY SEGMENT LEVEL OF SERVICE THRESHOLDS

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 2004). 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 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.

The method used to develop forecasts of future year peak hour intersection turning movement traffic volumes for this traffic impact study is consistent with previous City of Stockton traffic studies for projects in this area.

For EPAP conditions 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.

Alternatively, for Year 2035 conditions the method 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.

Level of Service Significance Thresholds

The significance of the proposed project's impact on traffic operating conditions is based on a determination of whether resulting LOS is considered acceptable under City standards. 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.

The City of Stockton recently adopted an updated General Plan. The *Goals & Policies Report – Stockton General Plan 2035* (City of Stockton 2007) notes,

"To assist in ensuring efficient traffic operating conditions, evaluating the effects of new development, determining mitigation measures and impact fees, and developing capital improvement programs, the City shall require that Level of Service (LOS) D or better be maintained for both daily and peak hour conditions, with the following exceptions:"

This section of the *Goals & Policies Report* lists more than 20 facilities as exceptions to the LOS D policy standard, and lists the applicable standard. These facilities are not in the study area.

Existing Traffic Volumes and Levels of Service

Intersection Traffic Volumes. Figure 3 presents current a.m. and p.m. peak hour traffic volumes at study intersections collected on November 16, 2016. A summary of the traffic count data is presented in the technical appendix. This figure also identifies current intersection geometry.

Intersection Levels of Service. Table 3 presents existing a.m. peak hour and p.m. peak hour Level of Service at the Hammer Lane / Maranatha Drive intersection. The worksheets presenting the calculation of LOS are included in the technical appendix.



As indicated, the Hammer Lane / Maranatha Drive intersection operates at LOS B in the a.m. peak hour and LOS B in the p.m. peak hour.

Roadway Segment Levels of Service. Current daily traffic volumes and associated segment Levels of Service are summarized in Table 4. As shown, the volumes on Hammer Lane and on Maranatha Drive are indicative of LOS A or LOS B conditions on each roadway.

TABLE 3EXISTING INTERSECTION LEVEL OF SERVICE

		AM Peak	Hour	PM Peak	Hour
		Average Delay	Level of	Average Delay	Level of
Intersection	Control	(sec/veh) Service		(sec/veh)	Service
Hammer Lane / Maranatha Drive	Signal	14.7	В	16.3	В

TABLE 4
EXISTING ROADWAY SEGMENT LEVEL OF SERVICE

Street	Location	Classification	Lanes	Daily Volume	Level of Service
Hammer Lane	West of Maranatha Drive	Arterial	8	39,798	В
Hammer Lane	East of Maranatha Drive	Arterial	8	42,308	С
Maranatha Drive	South of Hammer Lane	Arterial	2	590	А





EXISTING TRAFFIC VOLUMES AND LANE CONFIGURATIONS

KD Anderson & Associates, Inc. Transportation Engineers 6585-22 RA 5/31/2018

CARMAX PROJECT CHARACTERISTICS

The development of the Project (CarMax and balance of annexation) 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:

- <u>Trip Generation</u>, the number of new trips generated by the project,
- <u>Trip Distribution</u>, the direction of travel for the new traffic, and
- <u>Trip Assignment</u>, the specific routes used by the new traffic.

Trip Generation

Development of the 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 trip generation rates that are specific to this use.

Typically, the Institute of Transportation Engineers (ITE) publication *Trip Generation*, 9th *Edition* is the most recognized source for trip generation rates. This source was consulted to identify data that most closely aligned with the operation of the CarMax project. ITE data included *Automobile Sales*, which was based on observations of locations with building floor areas ranging from 15 ksf to 80 ksf. More specific information relative to CarMax was provided by a trip generation study completed for CarMax at three facilities of varying sizes¹. Because ITE data represents a broad range of possible auto sales situations, the CarMax specific rate for the smaller size store was judged to be the best indication of project trip generation and was employed for this analysis.

The balance of the annexation area covers 3.3 acres. Of this total 0.8 acres is identified as potential right of way for the future extension of Maranatha Drive, leaving 2.5 acres to be developed. Assuming a typical Retail Building Floor Area Ratio (FAR) of 0.25, roughly 27 ksf of building floor area could be constructed on that site. The city-wide traffic model's daily trip generation rate for commercial uses has been used, and average ITE peak hour trip generation rates for Shopping Centers (code 820) is applicable to this area.

As indicated in Table 5, based on these rates the proposed project (CarMax and Annexation) is expected to generate 2,574 daily trips, with 60 trips in the a.m. peak hour and 242 trips in the p.m. peak hour.



¹ Trip Generation Analysis for CARMAX Auto Superstores, Kimley Horn & Associates, September 2002

		Quantity/		AN	/I Peak H	our	PN	I Peak Ho	our
Description		Unit	Daily	In	Out	Total	In	Out	Total
			Trip Gener	ration Rat	es				
		Unit			Ra	tes per Uı	nit		
General Commercial (8	320)	ksf	50.00 ¹	62%	38%	0.96	48%	52%	3.71
Automobile Sales (841)	Building ksf	32.30	75%	25%	1.92	40%	60%	2.62
CARMAX (80+	ksf)	Building ksf	29.27	45%	55%	1.34	56%	44%	3.01
CARMAX (55+	· ksf)	Building ksf	26.80	68%	32%	1.44	52%	48%	2.18
CARMAX (14)	xsf)	Building ksf	68.37	60%	40%	1.92	68%	32%	7.92
(1) Daily rate from	m Stock	ton traffic model							
		T	rip General	tion Forec	easts				
		Quantity				Trips			
Commercial		27.0 ksf	1,350	16	10	26	48	52	100
Hammer Lane CARM	ΑX	17.9 ksf	1,224	21	13	34	96	46	142
Total			2,574	37	23	60	144	98	242

TABLE 5WEEKDAY TRIP GENERATION RATES AND FORECASTS

As permitted under the *City of Stockton Traffic Impact Analysis Guidelines* (City of Stockton 2003), an adjustment could be made to reflect "pass-by" trips by retail commercial land use. Pass-by trips involve vehicles that would drive on roadways adjacent to the project site, even under No Project conditions. With implementation of the proposed project, these vehicles would enter and exit the project site while "passing-by" on the adjacent roadway. Pass-by trips are, therefore, not new trips added to the roadway network. Rather, these trips are already present on the roadway system under No Project conditions.

However, for this analysis no discount for pass-by trips has been made. CarMax is likely a "destination" for most customers, and "pass-by diversion" has not been assumed. Similarly, since no specific use is known for development on the balance of the annexation area, the analysis presented in this traffic impact study conservatively assumes no reduction from the gross level of trip generation for pass-by trips.

Trip Distribution

Project-related trips were geographically distributed over the study area roadway network based on our understanding of the demographics of the Stockton Metropolitan area and the project's location at the SR 99 / Hammer Lane intersection. Select link results from the City-wide traffic model were also considered. As shown in Table 6 because SR 99 will provide regional access,



bur Hammer Lane is a major route across Stockton, we expect project trips to be weighted slightly to the west.

		Percentage of Total Trips							
		Cur	rent	General Pla	n Build Out				
Direction	Route	AM	PM	AM	PM				
East	Hammer Lane	50%	45%	47.5%	42.5%				
West	Hammer Lane	50%	55%	47.5%	52.5%				
South	Maranatha Drive	0%	0%	5%	5%				

TABLE 6TRIP DISTRIBUTION

<u>Trip Assignment</u>

Traffic that would be generated by the proposed Project will reach the adjoining street system via the CarMax site's two driveways and via an assumed location on the westerly extension of Maranatha Drive for the balance of the annexation area. The more northerly CarMax driveway is expected to be the primary entrance for its customers. Figure 4 displays the project-only traffic volumes for each study intersection in the a.m. peak hour and p.m. peak hour.

Assumed Roadway Improvements

Implementation of the Project will be accompanied by standard frontage improvements that are commensurate with the classification and ultimate number of lanes on Maranatha Drive. Ultimately two through travel lanes and center median area will be created on that road. Initially, it is unlikely that the roadway will be restriped to provide additional lanes until Maranatha Drive is extended southerly beyond its current terminus at the CarMax southern driveway. Full access is assumed to be possible at the southern CarMax driveway and right-turn only access will occur at the northern driveway with a "pork chop" median in the driveway. No changes to the Hammer Lane / Maranatha Drive intersection are expected.





PROJECT ONLY TRAFFIC VOLUMES AND LANE CONFIGURATIONS

KD Anderson & Associates, Inc. Transportation Engineers 6585-22 RA 5/31/2018

EXISTING PLUS PROJECT IMPACTS

Traffic Volumes and Level of Service

Figure 5 displays the resulting a.m. peak hour and p.m. peak hour Existing Plus Project traffic volumes and intersection lane geometrics for each study intersection.

Intersection Levels of Service. Table 7 compares current and Plus Project Levels of Service. Because the volume of traffic on Maranatha Drive is low, and the Project contributes relatively little traffic, the Hammer Lane / Maranatha Drive intersection will continue to operate at LOS B, and the project's driveways will operate at LOS A or LOS B. These Levels of Service satisfy the City's minimum standard, and the project's impact is not significant.

Roadway Segment Level of Service. Table 8 compares current and Existing Plus Project Levels of Service on study area roads. Both Hammer Lane and Maranatha Drive will continue to operate at LOS A, B or C. Because LOS A, B and C meet the City of Stockton's minimum standard, the project's impact is not significant.





EXISTING PLUS PROJECT TRAFFIC VOLUMES AND LANE CONFIGURATIONS

KD Anderson & Associates, Inc. Transportation Engineers 6585-22 RA 5/31/2018

	AM Peak Hour						PM Pe	eak Hour		
		Existing	Existing		EX Plus Project		Existing		EX Plus Project	
Intersection	Control	Average Delay (Sec/veh)	LOS	Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS	
Hammer Lane / Maranatha Drive	Signal	14.7	В	15.9	В	16.3	В	19.3	В	
Maranatha Drive / North Access EB Approach	EB Stop	-	-	8.6	А	-	-	9.0	А	
Maranatha Dr / So Access / Frontage Rd										
EB Approach	EB Stop	-	-	9.3	А	-	-	8.6	А	
WB Approach		8.4	А	8.5	А	8.4	А	10.2	В	

TABLE 7 EXISTING PLUS PROJECT INTERSECTION LEVEL OF SERVICE

TABLE 8 EXISTING PLUS PROJECT ROADWAY SEGMENT LEVEL OF SERVICE

			Existing Existing Plus Pr			ting Plus Pro	ject	
				Daily	Level of	Daily V	Volume	Level of
Street	Location	Classification	Lanes	Volume	Service	Project	Total	Service
Hammer Lane	West of Maranatha Drive	Arterial	8	39,798	В	1,416	41,214	В
Hammer Lane	East of Maranatha Drive	Arterial	8	42,308	С	1,158	43,466	С
Maranatha Drive	South of Hammer Lane	Arterial	2	590	А	2,574	3,164	А
Maranatha Drive	South of CarMax	Arterial	2	590	А	0	590	А



EXISTING PLUS APPROVED PROJECTS CONDITIONS

EPAP conditions represent a near-term future background condition. Development of land uses and roadway improvements associated with previously-approved projects throughout the City are assumed in this condition. To provide a "worst case" analysis and to assess the adequacy of site access this scenario includes the traffic associated with possible development on the east side of Maranatha Drive.

Traffic Volume Forecasts

There are two components to the background traffic volumes employed under this scenario.

Background Growth. The City of Stockton Travel Demand Model (City of Stockton 2004) 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. In some cases, travel model forecasts for individual roadways or individual legs of an intersection are unrealistic. Average growth factors along corridors or at intersections were used to prepare EPAP forecasts.

Possible Development. Trips associated with possible development on the east side of Maranatha Drive were then identified separately and assigned to the study area circulation system. The assumed development includes a 16 station gasolines sales with C-store and car wash, a fast food restaurant and 5.34 ksf sit-down restaurant. This development could generate 4,262 daily trips, with 352 trips in the a.m. peak hour and 350 trips in the p.m. peak hour. This development has been assumed to have a right-turn-in-only access to Hammer Lane, as well as two points of access to Maranatha Drive. The more northerly driveway will be right-turn only. The more southerly driveway is located far enough from Hammer Lane to allow full access, and based on initial input from the City of Stockton, it has been assumed that full access will be available. Because traffic exiting the northern CarMax driveway is limited to right turns only by a driveway "pork chop" this traffic will not be able to use this median opening to make a u-turn and reach Hammer Lane. The trips associated with the possible development were assigned via these driveways.

Application of these methods results in the a.m. peak hour and p.m. peak hour intersection traffic volumes presented in Figure 6 (No Project) and Figure 7 (plus Project) and the daily traffic volumes presented in Table 9.

Intersection Levels of Service

Table 9 presents the a.m. peak hour and p.m. peak hour LOS at each study intersection under EPAP conditions with and without the CarMax project. As indicated, each intersection and driveway will operate at LOS A, B or C, and the City's minimum LOS standard will be maintained.

Roadway Segment Levels of Service.

Table 10 presents a summary of the Level of Service on the street adjoining the project. As shown, these streets will operate at LOS A or LOS C, and the City's minimum LOS D standard will be maintained.





KD Anderson & Associates, Inc. Transportation Engineers 6585-22 RA 5/31/2018

figure 6

EXISTING PLUS APPROVED PROJECTS TRAFFIC VOLUMES AND LANE CONFIGURATIONS



KD Anderson & Associates, Inc. Transportation Engineers 6585-22 RA 5/31/2018 EPAP PLUS PROJECT TRAFFIC VOLUMES AND LANE CONFIGURATIONS

		AM Peak Hour				PM Peak Hour			
		EPAP	EPAP		EPAP Plus Project			EPAP Plus Project	
		Average Delay		Average Delay		Average Delay		Average Delay	
Intersection	Control	(Sec/veh)	LOS	(sec/veh)	LOS	(sec/veh)	LOS	(sec/veh)	LOS
Hammer Lane / Maranatha Drive	Signal	23.8	С	24.5	С	23.7	С	25.9	С
Maranatha Drive / North Access									
Eastbound Approach	EB Stop	-	-	9.4	А	-	-	10.3	В
Maranatha Dr / So Access / Frontage Rd									
Eastbound Approach	EB/WB	-	-	9.7	А	-	-	12.2	В
Westbound Approach	Stop	8.6	А	8.6	А	8.5	А	8.7	А

TABLE 9EPAP PLUS CARMAX INTERSECTION LEVEL OF SERVICE

TABLE 10EPAP PLUS CARMAX ROADWAY SEGMENT LEVEL OF SERVICE

		EPAP EPAP Plus Pr			EPAP		AP Plus Proj	ect
				Daily	Level of	Daily V	Volume	Level of
Street	Location	Classification	Lanes	Volume	Service	Project	Total	Service
Hammer Lane	West of Maranatha Drive	Arterial	8	49,110	С	1,416	50,526	С
Hammer Lane	East of Maranatha Drive	Arterial	8	46,526	С	1,158	47,684	С
Maranatha Drive	South of Hammer Lane	Arterial	2	1,400	А	2,574	3,974	А
Maranatha Drive	South of CarMax	Arterial	2	1,400	А	-	1,400	А



CUMULATIVE UPDATED GENERAL PLAN CONDITIONS

The Updated General Plan background condition represents a long-term future background condition, and development of land uses and roadway improvements associated with the Updated General Plan in the Year 2035 are assumed. The Updated General Plan No Project condition, therefore, serves as the baseline condition used to assess the significance of long-term project-related traffic impacts with an Updated General Plan.

The Updated General Plan No Project condition assumes application of the Updated General Plan land use and roadway system. The sources of information on the land use and roadway improvements assumed in the analysis of Updated General Plan No Project condition are:

- the City of Stockton internet website for the General Plan Update (http://www.westplanning.com/docs/stockton/documents.htm#reports);
- documentation of the City's travel demand model, in particular the General Plan Update Preferred Alternative 2035 model (City of Stockton 2004); and
- consultation with City of Stockton staff, providing clarification, updates, and details on assumed roadway widths.

The Updated General Plan assumed retail development on the CarMax project site. To serve as baseline condition for determining project-related impacts in the context of the Updated General Plan, the traffic analysis of this condition assumes the land uses on the project site that were included in the Updated General Plan EIR traffic analysis.

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 2004) was used to develop forecasts of background increases in traffic volumes under Updated General Plan No Project conditions. The increases in traffic volumes reflect development of land uses consistent with the Updated General Plan. With the approval of, and at the direction of, City of Stockton staff, in 2011 the model was modified in the vicinity of the project site to add detail to the model and more accurately represent how land uses are provided access to the roadway network. With the approval of City of Stockton staff, minor changes were also made to land uses in the model (McDowell pers. comm.). This work was accomplished when the unapproved Origone Ranch Development was assessed. Because that project was not approved, its specific land use is not included in this analysis and GP land use designations remain.

Application of the methods described in the *Travel Forecasting* section yield volumes that were then adjusted to reflect the access volumes identified for the possible commercial development on the east side of Maranatha Drive. As with the CarMax site, retail development has been assumed, so manual modification to reflect specific access conditions is reasonable. Final resulting a.m. peak hour and p.m. peak hour traffic intersection volumes are presented in Figure 8 and daily traffic volumes are presented in Table 11. This is the No Project condition.


General Plan Roadway Improvements

The analysis of Updated General Plan conditions assumes roadway improvements consistent with the Updated General Plan. These roadway improvements include:

- eastern extension of March Lane from Holman Road to east of SR 99;
- eastern extension of Hammer Lane from SR 99 East Frontage Road, to serve land uses east of SR 99; and
- widening of arterial and collector roadways as described in the Updated General Plan (City of Stockton 2006b).

The analysis of Updated General Plan No Project conditions also assumes the following:

- The southern extension of Holman Road to Wilson Way.
- Re-alignment of the northeastern portion of Wilson Way to connect with the southern extension of Maranatha Drive.
- A new March Lane interchange with SR 99, generally consistent with Alternative 1A or Alternative 1C of the March Lane PSR (California Department of Transportation 2000).

The resulting intersection lane geometrics assumed for Updated General Plan background conditions are also shown in Figure 8. The resulting number of travel lanes assumed for study roadway segments are shown in Table 13.

Based on initial discussion with City of Stockton staff, this analysis assumes that the Maranatha median opening granted to the neighboring commercial use under EPAP conditions will no longer be available under long term cumulative conditions.

Plus Project Traffic Volumes

Project trips were assigned to the study area street system and superimposed onto the General Plan background conditions to create Cumulative Plus Project volumes. This assignment reflects the extension of Maranatha Drive to the south and the likelihood that a portion of the CarMax project's trips will now be oriented to the south on Maranatha Drive. For this analysis 5% of the total traffic was so oriented.

Resulting traffic volumes are presented in Figure 9. As indicated, right-turn only access remains at the northern driveway, and full access has been assumed at the southern access driveway opposite the SR 99 frontage road.





KD Anderson & Associates, Inc. Transportation Engineers 6585-22 RA 5/31/2018

CUMULATIVE WITHOUT PROJECT TRAFFIC VOLUMES AND LANE CONFIGURATIONS



KD Anderson & Associates, Inc. Transportation Engineers 6585-22 RA 5/31/2018

CUMULATIVE WITH PROJECT TRAFFIC VOLUMES AND LANE CONFIGURATIONS



KD Anderson & Associates, Inc. Transportation Engineers 6585-22 RA 5/31/2018

CUMULATIVE WITH PROJECT - MITIGATED TRAFFIC VOLUMES AND LANE CONFIGURATIONS

figure 10

		AM Peak Hour			PM Peak Hour					
		Cumulati	Cumulative		Cumulative Plus Project		Cumulative		Cumulative Plus Project	
		Average Delay		Average Delay		Average Delay		Average Delay		
Intersection	Control	(Sec/veh)	LOS	(sec/veh)	LOS	(sec/veh)	LOS	(sec/veh)	LOS	
Hammer Lane / Maranatha Drive	Signal	27.5	С	28.1	С	32.0	С	36.1	D	
Maranatha Drive / North Access										
Eastbound Approach	EB Stop	-	-	12.8	В	-	-	13.2	В	
Maranatha Dr / So Access / Frontage Rd										
EB Approach	EB/WB	-	-	68.8	F	-	-	541.9	F	
WB Approach	Stop	16.9	С	21.2	С	78.5	F	397.1	F	

 TABLE 11

 CUMULATIVE PLUS CARMAX INTERSECTION LEVEL OF SERVICE

TABLE 12 MITIGATED CUMULATIVE PLUS CARMAX INTERSECTION LEVEL OF SERVICE

			AM Pea	ak Hour		PM Peak Hour				
		Cumulati	Cumulative		Cumulative Plus Project		Cumulative		Cumulative Plus Project	
		Average Delay		Average Delay		Average Delay		Average Delay		
Intersection	Control	(Sec/veh)	LOS	(sec/veh)	LOS	(sec/veh)	LOS	(sec/veh)	LOS	
Hammer Lane / Maranatha Drive	Signal	-	-	28.5	С	32.0	С	37.1	D	
Maranatha Drive / North Access										
Eastbound Approach	EB Stop	-	-	12.9	В	-	-	13.4	В	
Maranatha Dr / So Access / Frontage Rd										
EB Approach	EB/WB			11.8	В	-	-	12.1	В	
WB Approach	Stop	-	-	10.7	В	78.5	F	19.2	С	



				Cumu	llative	Cumu	lative Plus P	roject
				Daily	Level of	Daily V	Volume	Level of
Street	Location	Classification	Lanes	Volume	Service	Project	Total	Service
Hammer Lane	West of Maranatha Drive	Arterial	8	54,396	D	1,351	55,747	D
Hammer Lane	East of Maranatha Drive	Arterial	8	46,228	С	1,094	47,322	С
Maranatha Drive	South of Hammer Lane	Arterial	4	28,006	С	2,445	30,451	С
Maranatha Drive	South of CarMax	Arterial	2	28,006	С	129	28,135	С

 TABLE 13

 CUMULATIVE PLUS CARMAX ROADWAY SEGMENT LEVEL OF SERVICE



Intersection Levels of Service

Table 11 presents the a.m. peak hour and p.m. peak hour LOS at each study intersection under Updated General Plan conditions with and without the CarMax project. As indicated, the Level of Service at the Hammer Lane / Maranatha Drive intersection continues to satisfy the City of Stockton's LOS D minimum, and no additional improvements are required at this location.

With or without the proposed project, the Level of Service at the southern full access driveway on Maranatha Drive will reach LOS F. Because the background traffic volume on Maranatha Drive is relatively high it may be necessary to limit outbound left turns at the south project driveway to deliver an adequate Level of Service. Left turns from Maranatha would be allowed. The resulting Levels of Service are presented in Table 12, and as shown, minimum City standards will be satisfied.

Traffic Signal Warrants

Because the background traffic volumes on Maranatha Drive increases appreciably under General Plan Update conditions, it is appropriate to consider whether the volume of traffic occurring at the CarMax driveway reaches the level that satisfies peak hour traffic signal warrants. The driveway volumes do not satisfy minimum side street requirements for peak hour volume warrants.

Roadway Segment Levels of Service

Table 13 presents a summary of LOS on the study area roadway segments under Updated General Plan No Project and Plus Project conditions. As indicated, all segments will satisfy the City's minimum LOS D standard with and without the Project, and mitigation is not required.





APPENDICES

(under separate cover)



APPENDIX J AB 52 CONSULTATION

Tribe Name	Department	ATTN:	Name	Title	Address	City	State	Zip
United Auburn Indian Community of the Auburn Rancheria		Attn: Gene White House, Chairman	Mr. Gene White House	Mr. Gene White House, Chairman	10720 Indian Hill Road	Auburn	CA	95603
Wilton Rancheria	Environmental Resources Departm	e Attn: Steven Hutchason, Executive Director	Mr. Steven Hutchason	Mr. Steven Hutchason, Executive Director	9728 Kent Street	Elk Grove	CA	95624
Wilton Rancheria	Environmental Resources Departm	e Attn: Raymond Hitchcock	Mr. Raymond Hitchcock	Mr. Raymond Hitchcock	9728 Kent Street	Elk Grove	CA	95624
Northern Valley Yokuts		Attn Katherine Erolinda Perez, Executive Dir	Mrs. Katherine Erolinda Perez	Mrs. Katherine Erolinda Perez, Executive Director	P.O. Box 717	Linden	CA	95236
Torres Martinez Desert Cahuilla Indians		Attn: Michael Mirelez	Mr. Michael Mirelez	Mr. Michael Mirelez	P.O Box 1160	Thermal	CA	93374
Ione Band of Miwok Indians		Attn: Randy Yonemura	Mr. Randy Yonemura	Mr. Randy Yonemura	P.O. Box 699	Plymouth	CA	95669
Ione Band of Miwok Indians		Attn: Yvonne Miller	Mrs. Yvonne Miller	Mrs. Yvonne Miller	P.O. Box 699	Plymouth	CA	95669
California Valley Miwok Tribe					420 Shippee Lane	Stockton	CA	95212
American Indian Council of Mariposa County		Lois Martin	Mrs. Lois Martin	Mrs. Lois Martin	P.O. Box 186	Mariposa	CA	95338
Buena Vista Rancheria of Me-Wuk Indians		Attn: Rhonda Morningstar Pope	Mrs. Rhonda Morningstar Pope	Mrs. Rhonda Morningstar Pope	1418 29th Street, Suite 200	Sacrament	CA	95811



COMMUNITY DEVELOPMENT DEPARTMENT City Hall • 425 N. El Dorado Street • Stockton, CA 95202-1997 • 209 / 937-8444 • Fax 209 / 937-8893 www.stocktongov.com

August 6th, 2018

Mr. Gene White House, Chairman 10720 Indian Hill Road Auburn, CA 95603

RE: CarMax Auto Superstore APN#130-030-12 Project#P17-0551

Mr. Gene White House

This letter provides notice, pursuant to Public Resources Code §21080.3.1(d), that the City of Stockton is in receipt of a development application subject to the California Environmental Quality Act (CEQA). The City of Stockton recognizes the importance of preserving tribal cultural resources and respectfully invites you to consult on and participate in the review process for this project.

- <u>Project Location</u>: Southwest corner of East Hammer Lane and Maranatha Lane, APN#130-030-12, in San Joaquin County. See Attachment A – Project Location Map.
- Project Description: The project consists of an application for Annexation, Pre-Zoning, Site Plan, Design Review, Land Development Permit, and Environmental Approvals to permit the construction of a Used Car Dealership on approximately 7.2 acres. See Attachment B – Project Plans.

Upon receipt of this notice, the United Auburn Indian Community of the Auburn Rancheria has thirty (30) days to request consultation pursuant to Public Resources Code §21083.3.1, 21083.3.2, and 21083.3. If the United Auburn Indian Community of the Auburn Rancheria provides the City of Stockton with confidential information subject to Public Resources Code §21082.3(c), Government Code §6254.10, or Government Code Section §6254(r), we request that it be explicitly labeled and packaged to prevent inadvertent public disclosure.

If you have any questions and/or would like to request consultation, please contact me at 209-937-7564 or Kanoa.Kelley@stocktonca.gov.

Sincerely,

Haman thely

Kanoa Kelley, Assistant Planner Community Development Department Planning and Engineering Services Division <u>Kanoa.Kelley@stocktonca.gov</u> (209)937-7564

<u>Attachments:</u> Attachment A – Project Location Map Attachment B – Project Plans

Attachment A



Figure 1 VICINITY MAP

Attachment A



BaseCamp Environmental

Figure 2 AERIAL PHOTO



CARMAX CONCEPTUAL ELEVATIONS Figure 3-3











John L. Williams

Vice Chairman





Jason Camp

Treasurer



MIWOK United Auburn Indian Community MAIDU of the Auburn Rancheria

> Gene Whitehouse Chairman

Calvin Moman

Secretary

Gabe

Gabe Cayton Council Member

August 28, 2018

Kanoa Kelley City of Stockton 345 North El Dorado Street Stockton, CA 95202-2310 SEP 17 2013 CITY OF STOCKTON PERMIT CENTER / PLANNING DIV.

Subject: Notice of Preparation of Draft EIR for the CarMax Auto Superstore Project

Dear Kanoa Kelley,

Thank you for requesting information regarding the above referenced project. The United Auburn Indian Community (UAIC) of the Auburn Rancheria is comprised of Miwok and Southern Maidu (Nisenan) people whose tribal lands are within Placer County and whose service area includes El Dorado, Nevada, Placer, Sacramento, Sutter, and Yuba counties. The UAIC is concerned about development within its aboriginal territory that has potential to impact the lifeways, cultural sites, and landscapes that may be of sacred or ceremonial significance. We appreciate the opportunity to comment on this and other projects in your jurisdiction. The UAIC would like to consult on this project.

We would like to receive copies of any archaeological reports that are completed for the project in order to ascertain whether or not the project could affect cultural resources that may be of importance to the UAIC. We also request copies of future environmental documents for the proposed project so that we have the opportunity to comment on potential impacts and proposed mitigation measures related to cultural resources. The information gathered will provide us with a better understanding of the project and cultural resources on site and is invaluable for consultation purposes. Finally, please contact us if you know of any Native American cultural resources within your project area or if you discover any.

Thank you again for taking these matters into consideration, and for involving the UAIC early in the planning process. We look forward to reviewing the documents requested above and consulting on your project. Please contact Marcos Guerrero, Cultural Resources Manager, at (530) 883-2364 or email at mguerrero@auburnrancheria.com if you have any questions.

Sincerely,

Gene Whitehouse, Chairman

CC: Marcos Guerrero, CRM

Kanoa Kelley

From:	canutes@verizon.net
Sent:	Friday, September 21, 2018 7:07 PM
То:	Kanoa Kelley
Subject:	CarMax Auto Superstore

Good Afternoon Kanoa,

The Northern Valley Yokut Tribe received your letter regarding the CarMax Superstore. I left a phone message back in early August and didn't get a response. I received another letter on August 20, 2018. Again we have left messages regarding the high potential for the discovery of burials. I understand that even if there was recent testing of the area and the results were negative, that it still does not preclude the fact that the testing may have mist the burials. Just to let you know. We were the tribe that was named the MLD (Most Likely Descendant) by the Native American Heritage Commission (NAHC) as we have ancestral ties and aboriginal to the San Joaquin County. The burials that were discovered on the Maranatha Drive and on the other side of State Route 99 freeway were apart of our designation as MLD by the NAHC. The Tribe is strongly recommending that the CarMax Proposed project be monitored by our tribe (Northern Valley Yokut Tribe).

Nototomne Cultural Preservation Northern Valley Yokut Katherine Perez P.O Box 717 Linden, CA 95236 Cell: 209.649.8972 Email: canutes@verizon.net