Integrated Final
Environmental Impact Report/
Environmental Assessment

KING AND DOBBIN TRANSIT VILLAGE AND US 101 – OAKLAND/MABURY TRANSPORTATION DEVELOPMENT POLICY (PDC07-015, NR07-002 and PP07-172)

SCH# 2007062068

Volume III of III:
Technical Appendices D-3 to O

CITY OF
SAN JOSE
CAPITAL OF SILICON VALLEY

November 2007

TABLE OF CONTENTS

APPENDIX D	Hazardous Materials Reports (D-3 to D-6)
APPENDIX E	Hazardous Materials Users Survey and Modeling Reports
APPENDIX F	Environmental Noise Assessment
APPENDIX G	Geotechnical Investigation
APPENDIX H	Preliminary Tree Report
APPENDIX I	Air Quality Impact Analysis
APPENDIX J	Water Supply Assessment
APPENDIX K	Notice of Preparation (NOP) and Responses to the NOP
APPENDIX L	First Amendment to the Draft EIR
APPENDIX M	Resolution No. 07-072
APPENDIX N	Resolution No. 74195.1
APPENDIX O	Resolution No. 74196

APPENDIX D-6
PHASE I ENVIRONMENTAL SITE ASSESSMENT AND PHASE II SUBSURFACE INVESTIGATION 1881-1899 DOBBIN DRIVE

March 28, 2006

AEI Project No. 116251C

PHASE I
ENVIRONMENTAL SITE ASSESSMENT

1881-1899 Dobbin Drive
San Jose, California 95133

Prepared For

Core Companies
470 South Market Street
San Jose, CA 95113

Prepared By

AEI CONSULTANTS
2500 Camino Diablo, Suite 200
Walnut Creek, CA 94597
(925) 283-6000

AEI

EXECUTIVE SUMMARY

AEI Consultants (AEI) was retained by Core Companies to conduct a Phase I Environmental Site Assessment (ESA), in conformance with the scope and limitations of ASTM Standard Practice E1527-00, for the property located at 1881-1899 Dobbin Drive in the City of San Jose, Santa Clara County, California. Any exceptions to, or deletions from, this practice are described in Section 1.2 of this report.

Property Description

The subject property is located on the northwest side of Dobbin Drive in a mixed commercial, light industrial, and residential area of San Jose. The property consists of one parcel of land totaling approximately 3.97 acres and is improved with one single-story building totaling approximately 75,632 square feet. The west side of the building (1881 Dobbin Drive) is occupied by Serra Electronics, for electronic cable and harness assembly. The center of the building (1893 Dobbin Drive) is occupied by New Age Metal Finishing, a metal plating facility. The east side of the building (1895-1899 Dobbin Drive) is occupied by D&T Machining, a machine shop. In addition to the subject property building, the property is improved with asphalt-paved parking areas and associated landscaping.

The immediately surrounding properties consist of SemiSpares and L&T Precision Machining (1855 Dobbin Drive) beyond Union Pacific railroad spurs to the southwest; a railroad easement, Spectrum Industrial Finishing (1880 Dobbin Drive) and the State Department of Food and Agriculture (1890 Dobbin Drive) to the southeast beyond Dobbin Drive; residences to the northeast; and a vacant warehouse building to the northwest (1875 Dobbin Drive).

Based on a review of historical sources, the subject property was formerly used for agricultural production. The subject property was developed with the current improvements in 1984. The portion of the subject property building addressed as 1881 Dobbin Drive was occupied by various cable assembly companies including Quintec Interconnect from the mid 1980s to the mid 1990s, and Serra Corporation since the mid 1990s.

The portion of the subject property building addressed as 1893 Dobbin Drive was briefly occupied by RamCo Manufacturing Company in 1992. The nature of operations conducted onsite by RamCo is unknown; however, based on the brief period of their occupancy, RamCo Manufacturing is not expected to represent a significant environmental concern. Andpak-EMA, Inc., a silk-screening company occupied 1893 Dobbin Drive from 1998 to 1999. Since 2001, 1893 Dobbin Drive has been occupied by various metal plating businesses including All Metal Plating, Inc., Anoplate Metal Finishing and New Metal Finishing. The occupancy of the subject property for metal plating operations is discussed below.

The portion of the subject property building addressed as 1895 Dobbin Drive was occupied by the cable assembly companies Bui Electronics and T.H.D Inc. from the late 1980s to 1993 when Touche Manufacturing, a metal plating company who occupied the adjacent site to the northwest and used the subject property unit for offices, began occupancy. By 2001, Touche Manufacturing had moved out and D&T Machining Inc. began occupancy onsite.

Based upon groundwater monitoring data reviewed for a nearby site, the direction of groundwater flow beneath the subject property is inferred to be to the west and southwest. Groundwater is expected to be encountered at depths of 8 to 20 feet below ground surface (bgs).

Findings

Recognized environmental conditions (RECs) are defined by the ASTM Standard Practice E1527-00 as the presence or likely presence of any hazardous substances or petroleum products under conditions that indicate an existing release, a past release, or a material threat of a release into structures on the property or into the ground, groundwater, or surface water of the property. AEI's investigation has revealed the following recognized environmental conditions associated with the subject property or nearby properties:

- The subject property was historically used for agricultural purposes. There is a potential that agricultural chemicals, such as pesticides, herbicides and fertilizers, were used onsite and that the subject property has been impacted by the use of such agricultural chemicals. Due to the planned redevelopment of the subject property for residential use, this potential is considered a recognized environmental condition.

Historical recognized environmental conditions (HRECs) are defined by the ASTM Standard Practice E1527-00 as an environmental condition which in the past would have been considered a recognized environmental condition, but which may or may not be considered a recognized environmental condition currently. AEI's investigation has revealed the following historical recognized environmental conditions associated with the subject property or nearby properties:

- No on-site historical recognized environmental conditions were identified during the course of this investigation.

Environmental issues include environmental concerns identified by AEI that warrant discussion but do not qualify as recognized environmental conditions, as defined by the ASTM Standard Practice E1528-00. AEI's investigation has revealed the following environmental issues associated with the subject property or nearby properties:

- Numerous metal plating tanks, two evaporators, several large wastewater aboveground storage tanks (ASTs), acid ASTs, caustic ASTs, and oxidizer ASTs were observed on a concrete secondary containment system at the northwest side of 1893 Dobbin Drive, occupied by New Metal Finishing. According to the building department records, the plating tanks and secondary containment system were installed in 2002 and the secondary containment was relined in 2005. Numerous drums of metal shavings were observed in the polishing area at the east side of the warehouse area. According to Mr. David Hathcoat, owner of New Age Metal Finishing, Inc., the scrap metal is collected by a metal recycler on a periodic basis. The polishing area is equipped with a dust collector which sucks up metal dust generated during the polishing process and runs the dust through water, resulting in a metal sludge, which is pressed and collected in 55-gallon drums for recycling/disposal. No obvious evidence of mishandling of the metal sludge was observed during the site inspection.

No major violations were noted in a review of the files at the Santa Clara County Environmental Health Department or San Jose Fire Department (SCCEHD or SJFD). Based on site observations, the age of the plating tanks, and the presence of secondary containment, lack of major violations noted by the agencies, no additional investigations regarding the plating tanks or metal polishing area appears to be warranted at this time. However, AEI understands that plating operations will continue for the foreseeable future and it should be noted that the environmental risks associated with plating operations increase over time and subsurface sampling may be necessary prior to redevelopment of the subject property.

- The east side of the subject property building (1895-1899 Dobbin Drive) is occupied by D&T Machining, a machine shop. Two 55-gallon drums of lubricating oil and several 5-gallon plastic buckets of lubricating oil were observed on a secondary containment system at the north side of the D&T Machining unit. In addition, several drums of used oil were observed at the east side of the warehouse area without secondary containment. A surface spill was observed below one of these drums containing used oil. Approximately ten 55-gallon drums of metal shavings were observed in the warehouse area. No stains were observed below these metal shavings drums. Several self-contained Computer Numerical Control (CNC) and lathe machines were also observed in the warehouse area. No evidence of significant staining was observed below the machines. Based on visual observations, the drums of oil and metal shavings, and the machines are not expected to represent a significant environmental concern. However, as a best management practice all drums of hazardous materials should be equipped with secondary containment.

- Several storm drains were observed in the parking area and loading docks of the subject property. Moderate oil staining was observed in the vicinity of the storm drain at the loading dock at the northeast side of the building (1895-1899 Dobbin Drive). The drain represents a potential conduit to the subsurface. AEI understands that D&T Machining will continue occupancy at the subject property. Based on site observations, no additional investigation appears to be warranted at this time. As a best management practice, oils should not be stored near the drain and any spills should be immediately cleanup-up. However, subsurface sampling in the vicinity of the drain may be necessary prior to redevelopment of the subject property.

- It is AEI's understanding that the buildings onsite are scheduled for demolition. As a result, an asbestos survey adhering to the EPA's National Emission Standards for Hazardous Air Pollutants (NESHAP) sampling protocol would be required prior to any demolition activities. Based on the planned demolition activities, AEI recommends the performance of a comprehensive asbestos survey by a certified asbestos consultant.

Conclusions, Opinions, and Recommendations

AEI's investigation has revealed no other evidence of recognized environmental conditions associated with the subject property or nearby properties. AEI recommends no further investigations for the subject property at this time. However, AEI understands that the property is under consideration for residential redevelopment. As the current occupancy of the building is

expected to continue for up to several years, conditions may change, necessitating re-evaluation of site conditions and/or sampling at the property.

TABLE OF CONTENTS

1.0 INTRODUCTION 1

1.1 Scope of Work 1
1.2 Limitations 1
1.3 Reliance 2
1.4 Limiting Conditions 2

2.0 SITE AND VICINITY DESCRIPTION 3

2.1 Site Location and Description 3
2.2 Site and Vicinity Characteristics 3
2.3 Geology and Hydrogeology 3

3.0 HISTORICAL REVIEW OF SITE AND VICINITY 5

3.1 Aerial Photograph Review 5
3.2 Local Agencies 6
3.2.1 Health Department 6
3.2.2 Fire Department 8
3.2.3 Building Department 11
3.2.4 Other Agency 11
3.3 Sanborn Fire Insurance Maps 12
3.4 City Directories 12
3.5 Client-Provided Information and Interviews 13
3.6 Previous Reports Reviewed 13

4.0 REVIEW OF REGULATORY AGENCY RECORDS 14

4.1 Records Summary 14
4.2 Contaminant Migration 15
4.3 Record Details 15

5.0 SITE INSPECTION AND RECONNAISSANCE 19

5.1 On-Site Observations 19
5.2 Non-ASTM Services 22
5.3 Adjacent Property Reconnaissance Findings 24

6.0 FINDINGS AND CONCLUSIONS 26

7.0 SIGNATURE OF ENVIRONMENTAL PROFESSIONALS 28

FIGURES

1 SITE LOCATION MAP
2 SITE PLAN
3 AERIAL PHOTOGRAPHS

APPENDICES

A PROPERTY PHOTOGRAPHS
B REGULATORY DATABASE
C REFERENCES
D QUALIFICATIONS

1.0 INTRODUCTION

This report documents the methods and findings of the Phase I Environmental Site Assessment (ESA) of the property located at 1881-1899 Dobbin Drive in the City of San Jose, Santa Clara County, California (Figure 1: Site Location Map, Figure 2: Site Map, and Appendix A: Property Photographs).

1.1 Scope of Work

The purpose of the Phase I Environmental Site Assessment is to identify potential environmental liabilities associated with the presence of hazardous materials, their use, storage, and disposal at and in the vicinity of the subject property, as well as regulatory non-compliance that may have occurred at the subject property. Property assessment activities focused on: 1) a review of federal, state, and local lists that identify and describe underground fuel tank sites, leaking underground fuel tank sites, hazardous waste generation sites, and hazardous waste storage and disposal facility sites within the ASTM approximate minimum search distance; 2) a property and surrounding site reconnaissance with personnel interviews to identify environmental contamination; and 3) a review of historical sources to help ascertain previous land use at the site and in the surrounding area.

The goal of AEI Consultants in conducting the environmental site assessment was to identify the presence or likely presence of any hazardous substances or petroleum products on the property that may indicate an existing release, a past release, or a material threat of a release of any hazardous substance or petroleum product into the soil, groundwater, or surface water of the property.

1.2 Limitations

Property conditions, as well as local, state, and federal regulations can change significantly over time. Therefore, the recommendations and conclusions presented as a result of this study apply strictly to the environmental regulations and property conditions existing at the time the study was performed. Available information has been analyzed using currently accepted assessment techniques and it is believed that the inferences made are reasonably representative of the property. AEI Consultants makes no warranty, expressed or implied, except that the services have been performed in accordance with generally accepted environmental property assessment practices applicable at the time and location of the study.

Considerations identified by ASTM as beyond the scope of a Phase I ESA that may affect business environmental risk at a given property include the following: asbestos-containing materials, radon, lead-based paint, lead in drinking water, wetlands, regulatory compliance, cultural and historic resources, industrial hygiene, health and safety, ecological resources, endangered species, indoor air quality, and high voltage lines. These environmental issues or conditions may warrant assessment based on the type of the property transaction; however, they are considered non-scope issues under ASTM Standard Practice E1527-00.

If requested by the client, these non-scope issues are discussed in Section 5.2. Otherwise, the purpose of this investigation is solely to satisfy one of the requirements to qualify for the innocent landowner defense under the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA), that is, ASTM Standard Practice E1527-00 constitutes "all appropriate inquiry into the previous ownership and uses of the property consistent with good commercial or customary practice" as defined in 42 USC § 9601(35)(B), referenced in the ASTM Standard Practice E1527-00.

The Phase I Environmental Site Assessment is not, and should not be construed as, a warranty or guarantee about the presence or absence of environmental contaminants that may affect the property. Neither is the assessment intended to assure clear title to the property in question. The sole purpose of investigation into property title records is to ascertain a historical basis of prior land use.

1.3 Reliance

This investigation was prepared for the sole use and benefit of Core Companies. Neither this report, nor any of the information contained herein shall be used or relied upon for any purpose by any person or entity other than Core Companies.

1.4 Limiting Conditions

Pursuant to ASTM Standards, historical sources were obtained to document property use back to the property's first developed use or back to 1940, whichever is earlier. Historical data source failure may occur when standard historical sources are not reasonably ascertainable. Based on the quality of historical data obtained for this assessment, AEI does not expect historical data source failure to impact the conclusions or recommendations of this report.

AEI was granted full and complete access to the subject property.

2.0 SITE AND VICINITY DESCRIPTION

2.1 Site Location and Description

The subject property is located on the northwest side of Dobbin Drive in a mixed commercial and residential area of San Jose. The property consists of one parcel of land totaling approximately 3.97 acres and is improved with one single-story building totaling approximately 75,632 square feet. The west side of the building (1881 Dobbin Drive) is occupied by Serra Electronics, for electronic cable and harness assembly. The center of the building (1893 Dobbin Drive) is occupied by New Age Metal Finishing, a metal plating facility. The east side of the building (1895-1899 Dobbin Drive) is occupied by D&T Machining, a machine shop. In addition to the subject property building, the property is improved with asphalt-paved parking areas and associated landscaping.

The subject property, identified as New Age Metal Finishing (1893 Dobbin Drive), was listed in the regulatory database as a large quantity hazardous waste (RCRA) generator. Bui Electronics at 1895 Dobbin Drive was identified as a small quantity RCRA generator. Information pertaining to these listings is discussed in Sections 3.2.1, 3.2.2 and 5.1.

The Assessor's Parcel Number (APN) for the subject property is 254-55-010. Heating and cooling systems on the subject property are fueled by natural gas and electricity provided by Pacific Gas & Electric (PG&E). Potable water and sewage disposal are provided by municipal services.

Refer to Figure 1: Site Location Map, Figure 2: Site Map, and Appendix A: Property Photographs for site location.

2.2 Site and Vicinity Characteristics

The immediately surrounding properties consist of SemiSpares and L&T Precision Machining (1855 Dobbin Drive) beyond Union Pacific railroad spurs to the southwest; a railroad easement, Spectrum Industrial Finishing (1880 Dobbin Drive) and the State Department of Food and Agriculture (1890 Dobbin Drive) to the southeast beyond Dobbin Drive; residences to the northeast; and a vacant warehouse building to the northwest (1875 Dobbin Drive).

The adjacent sites to the northwest (1875 Dobbin Drive) and the southeast (1890 Dobbin Drive) were identified as RCRA generators in the regulatory database. These listings are further discussed in Section 4.3.

2.3 Geology and Hydrogeology

According to an environmental assessment conducted for a nearby property (670 North King Road), the subject property area is generally part of a former estuarine deposition on the southern margin of the San Francisco Bay in the Coastal Range Physiographic Province of northern California. The area is mantled by Quaternary Recent age alluvial sediments. The basin is filled

with Quaternary age alluvial sediments derived from the provenance area in the surrounding mountains which consist of Tertiary age volcanics, marine and nonmarine sediments and Mesozoic and older igneous and metamorphic rock. According to a subsurface investigation conducted at 670 North King Road, the soils in the vicinity of the subject property consist of clays and lean clays with interbedded layers of poorly graded sand and silt to a depth of 11 to 13 feet. Below this layer, the soil consists of silt and sandy silt to a depth of at least 26.5 feet.

Based on a review of the United States Geological Survey (USGS) San Jose East Quadrangle Topographic Map, the subject property is situated approximately 95 feet above mean sea level, and the local topography is gently sloping to the southwest. The nearest surface water is the Upper Penetencia Creek, located 0.16 mile to the north. Based upon groundwater monitoring data reviewed for a nearby site, the direction of groundwater flow beneath the subject property is inferred to be to the west and southwest. Groundwater is expected to be encountered at depths of 8 to 20 feet below ground surface (bgs).

3.0 HISTORICAL REVIEW OF SITE AND VICINITY

Based on a review of historical sources, the subject property was formerly used for agricultural production. The subject property was developed with the current improvements in 1984. The portion of the subject property building addressed as 1881 Dobbin Drive was occupied by various cable assembly companies including Quintec Interconnect from the mid 1980s to the mid 1990s, and Serra Corporation since the mid 1990s.

The portion of the subject property building addressed as 1893 Dobbin Drive was briefly occupied by RamCo Manufacturing Company in 1992. The nature of operations conducted onsite by RamCo is unknown; however, based on the brief period of their occupancy, RamCo Manufacturing is not expected to represent a significant environmental concern. Andpak-EMA, Inc., a silk-screening company occupied 1893 Dobbin Drive from 1998 to 1999. Since 2001, 1893 Dobbin Drive has been occupied by various metal plating businesses including All Metal Plating, Inc., Anoplate Metal Finishing and New Metal Finishing. The occupancy of the subject property for metal plating operations is discussed below.

The portion of the subject property building addressed as 1895 Dobbin Drive was occupied by the cable assembly companies Bui Electronics and T.H.D Inc. from the late 1980s to 1993 when Touche Manufacturing, a metal plating company who occupied the adjacent site to the northwest and used the unit for offices, began occupancy. By 2001, Touche Manufacturing had moved out and D&T Machining Inc. began occupancy onsite.

The subject property was historically used for agricultural purposes. There is a potential that agricultural chemicals, such as pesticides, herbicides and fertilizers, were used onsite and that the subject property has been impacted by the use of such agricultural chemicals. Due to the planned redevelopment of the subject property for residential use, this potential is considered a recognized environmental condition.

3.1 Aerial Photograph Review

On February 15, 2006, AEI Consultants reviewed aerial photographs of the subject property and surrounding area. Aerial photographs were reviewed for the following years:

Date: 1954 Scale: 1: 9,600	Date: 1966 Scale: 1: 36,000
Date: 1974 Scale: 1: 12,000	Date: 1984 Scale: 1: 12,000
Date: 1994 Scale: 1: 12,000	Date: 2005 Scale: Unknown

In the 1954 aerial photograph, the subject property appeared to be part of a larger area used for agricultural production. The adjacent sites to the northwest, northeast, and southwest appeared to be vacant and/or agricultural land. The adjacent site to the southeast appeared as an orchard.

In the 1966 aerial photograph, the subject property appeared to be part of a larger area of vacant land. The adjacent sites to the northwest, northeast, and southwest also appeared to be vacant land. The adjacent site to the southeast remained as an orchard, although fewer trees were observed.

In the 1974 aerial photograph, no significant changes appeared at the subject property. The adjacent site to the northwest appeared to be developed with the current warehouse building. The adjacent sites to the northeast appeared to be mostly undeveloped. The adjacent site to the southwest appeared to be developed with a railroad spur. The adjacent site beyond the railroad spurs to the southwest was developed with one of the current warehouse buildings. Dobbin Drive appeared to be paved to the southeast. The adjacent site beyond Dobbin Drive to the southeast appeared to be vacant land with remnant orchard trees.

In the 1984 aerial photograph, the subject property appeared to be paved or graded for development. A few parked cars or tractor trailers appeared onsite. No significant changes appeared at the adjacent site to the northwest. The adjacent sites to the northeast appeared to be developed with residences. The adjacent sites to the southeast appeared to be developed with the current buildings. Two of the current warehouse buildings appeared at the adjacent site to the southwest.

In the 1994 and 2005 aerial photographs, the subject property and surrounding properties were developed as they are today.

Copies of reviewed aerial photographs are included as Figure 3.

3.2 Local Agencies

Local agencies, such as environmental health departments, fire prevention bureaus, and building departments are contacted to identify any current or previous reports of hazardous materials use, storage, and/or unauthorized releases that may have impacted the subject property.

3.2.1 Health Department

On February 28, 2006, the Santa Clara County Environmental Health Department (SCCEHD) was visited to review files on the subject property and nearby sites of concern. Files at the SCCEHD may contain information regarding hazardous materials storage, as well as information regarding unauthorized releases of petroleum hydrocarbons or other contaminants that may affect the soil or groundwater in the area.

1881 Dobbin Drive

According to files that were reviewed at the SCCEHD, Quintec Interconnect System (Quintec), a custom cable assembly company, occupied the subject property from at least 1992 until 1995.

Quintec reportedly generated small quantities of unspecified hazardous waste (less than 27 gallons per year). No major violations were noted during Quintec's occupancy.

1893 Dobbin Drive

According to files that were reviewed at the SCCEHD, RamCo Manufacturing Company occupied the portion of the subject property addressed as 1893 Dobbin in 1992. The nature RamCo Manufacturing Company's business is unknown. However, other historical resources indicate that their length of occupancy was relatively brief and therefore, RamCo Manufacturing Company is not expected to represent a significant environmental concern.

According to files that were reviewed at the SCCEHD, Anoplate Metal Finishing Company occupied the unit at 1983 Dobbin Drive from at least 2002 to 2004. An undated Recyclable Materials Report for Anoplate Metal Finishing indicated that approximately 1,000,000 gallons of rinse water from plating operations containing aluminum, chromium, nickel, and zinc was recycled through an ion exchange and evaporation/condensation process in two evaporators to recover rinse water for reuse. The wastewater was reused onsite.

In 2004, All Metal Plating began occupancy at the subject property. A hazardous waste generator permit application completed for All Metal Plating, Inc. dated March 2004 indicated that approximately 1,250,000 gallons of wastewater with metals was recycled onsite; approximately 25,000 gallons of spent plating solutions and approximately 16,800 gallons of spent resin regenerant solutions were treated onsite or shipped offsite for recycling/treatment/disposal; and approximately 3,600 gallons of evaporator bottoms concentrate was shipped off-site for recycling/treatment/disposal. An onsite hazardous water treatment notification form indicated that approximately 10,000 gallons of aqueous waste with chromium and other metals, inorganic acids and alkalines, were treated in two on-site evaporators. Residual chemicals were hauled off-site for recycling/treatment/disposal.

1895 Dobbin Drive

According to files that were reviewed at the SCCEHD, Bui Electronics, a cable assembly company, occupied 1895 Dobbin Driver in 1992.

According to a Hazardous Waste Generator Permit Application for D&T Machining dated September 2001, approximately 55 gallons of waste coolant and approximately 15 gallons of used oil were shipped offsite for recycling/treatment/disposal. A notice of inspection dated September 2001 noted minor administrative violations and that two 55-gallon drums of used coolant were not properly labeled. These violations were corrected by February 2002.

An inspection was conducted at D&T Machining in October 2003. A total of 13 5-gallon buckets of waste oil and coolant were observed without labels or covers. The accumulation of waste oil exceeded the maximum limit. These violations were corrected by November 2003. Hazardous materials used onsite by D&T Machining is also discussed in Section 3.2.2.

3.2.2 Fire Department

On February 15, 2006, the San Jose Fire Department (SJFD) was visited for information on the subject property to identify any evidence of previous or current hazardous material usage.

1893 Dobbin Drive

According to the records reviewed at the SJFD, Andpak-EMA, Inc. occupied 1893 Dobbin Drive in 1998 and 1999 for silkscreening, customer service and warehouse activities. Hazardous materials used and/or stored onsite included the following and their maximum quantities: an alcohol mixture (10.5 gallons); thinner (8 gallons); sodium hydroxide (1 gallon); kerosene and hydrocarbon solvent mixture (4 gallons); Isophorone (4 gallons); inks containing solvent Naphtha med aliphatic, Naphthalene, aromatic hydrocarbon solvent, barium, zinc sulfide, carbon black, lead and chromium (in various quantities up to 23.5 gallons total); enamel paint (40 gallons); "Podgor" paint (7.85 gallons); and "Union" inks (4 gallons).

Anoplate Metal Finishing (owned by Touche Properties) occupied the subject property from 2001 to 2003. Plans were submitted for the installation of new plating lines at the facility in 2001. Building department records indicate that the plating tanks were installed in 2002.

A hazardous materials inventory for Anoplate Metal Finishing dated 2003 indicated that approximately 50,000 gallons of waste containing heavy metals (aluminum, chromium, nickel, and zinc) was generated annually. The following dilute materials were noted in the hazardous materials inventory:

Common Name: Constituents	Maximum Quantity Stored
ABCO NCD Deoxidizer: Ferric Sulfate	55 gallons
Alumakote Clear: Chromic Acid, Sodium Nitrate, Sodium siliflouride, ammonium molybdate,	25 gallons
Alumon Enzincate: Sodium Hydroxide, Zinc Oxide	250 gallons
Ammonium biflouride	500 pounds
Ammonium hydroxide	550 gallons
Anodize: Sulfuric Acid	990 gallons
Black Chromate: Chromic Acid, Acetic Acid	660 gallons
Black Dye: Non Hazardous Components	660 gallons
Boric Acid	500 pounds
Caustic Soda	500 pounds
Clear Alodine: Chromic Acid, Sodium Nitrate, Sodium Silicoflouride, Ammonium Molybdate	660 gallons
Clear Chromate: Chromic Nitrate	660 gallons
Deoxidizer: Ferric Sulfate	660 gallons
Electrocleaner: Sodium Hydroxide, Sodium Metasilicate, Sodium Carbonate, Triethanolamine	660 gallons
Electroless Nickel: Nickel Sulfate, Sodium hypophospate, Lactic Acid, Malic Acid	250 gallons
Electropolish: Phosphoric Acid, Sulfuric Acid	660 gallons
Enprep 14: Sodium hydroxide	55 gallons

Common Name: Constituents	Maximum Quantity Stored
Enprep 168: Sodium hydroxide, Sodium Metalsilicate, Triethanolamine, ethylenediabmine Tetraacetic Acid, Sodium Salt	55 gallons
Enprep 576: Sodium hydroxide, Surfactant Mixture, Sodium carbonate, Sodium Metasilicate	55 gallons
Enthobright Clz-933: Dipropylene Glycol Monomethyl Ether, N-Prophyl Alcohol, Benzylidene Acetone, Surfactants	55 gallons
Enthox 716: Nitric Acid, Ammonium Biflouride, Sodium Bichromate, Sulfuric Acid	50 gallons
Enthox 747: Nitric Acid, Acetic Acid, Sodium bichromate, Sulfuric Acid, Chromic Acid	50 gallons
Etch: Sodium hydroxide and additives	660 gallons
Gold Alodine: Chromic Acid, Sodium Nitrate, Sodium Silicoflouride, Ammonium Molybdate	660 gallons
Gold Chromate: Chromic Nitrate	660 gallons
Hard Anodize: Sulfuric Acid	990 gallons
HCL Strip: Water and trace metals	660 gallons
HF-Nitric for Castings: Ammonium Biflouride, Nitric Acid	660 gallons
Hot Rinse: Water and trace metals	660 gallons
Hydrochloric Acid	330 and 660 gallons
Niklad 767 HPH: Ammonium hydroxide, Sodium Hypophosphite	50 gallons
Niklad 767A: Nickel Sulfate, Lactic Acid	50 gallons
Niklad 767B: Sodium hyphophosphite, Lactic Acid, Malic Acid	50 gallons
Passivate: Citric Acid	660 gallons
Phosphoric Acid	55 gallons
Potassium Chloride	500 pounds
Rinse Flowing: Water and trace metals	250 and 660 gallons
Rinse Spray: Water and trace metals	660 and 330 gallons
Rinse Static: Water and trace metals	660 and 250 gallons
Seal: Nickel Acetate	660 gallons
Soak: Sodium hydroxide, Sodium Carbonate, Sodium Metasilicate	660 gallons
Soak: Sodium Tetraborate Pentahydrate, and Tetrasodium Pyrophosphate	660 gallons
Zinc Plate: Zinc Chloride, Potassium Chloride, Boric Acid	990 gallons

Violations noted in a 2003 inspection for Anoplate Metal Finishing included mainly administrative violations and the lack of proper labels.

According to fire department records, All Metal Plating, Inc. briefly occupied 1893 Dobbin Drive in 2004. In March 2004, a record of inspection was completed at All Metal Plating. The record indicated that All Metal Plating was to begin operations at the subject property. Hazardous waste generated annually onsite included approximately 50,000 gallons of waste containing heavy metals (aluminum, chromium, nickel, and zinc); although it appears that All Metal Plating, Inc. did not actually occupy the subject property for more that one year. Materials listed in the table above were also included in the hazardous materials inventory for All Metal Plating.

New Age Metal Finishing began occupancy at 1893 Dobbin Drive in 2004. Hazardous waste generated annually onsite included approximately 50,000 gallons of waste containing heavy metals (aluminum, chromium, nickel, and zinc). Materials listed in the table above were also included in the hazardous materials inventory for New Age Metal Finishing.

1895 Dobbin Drive

Bui Electronics, a subcontractor for printed circuit board assembly that loaded electronic components onto the printed circuit boards leased the unit at 1895 Dobbin Drive from 1988 to 1992. A record of inspection dated 1988 noted administrative and fire safety violations. An incident report dated 1989 indicated that a broken tube in the automatic soldering machine resulted in a release of soldering flux liquid and a small fire, which was immediately extinguished.

Record of inspections completed for 1895 Dobbin Drive in 1990 and 1991 reported no violations at Bui Electronics. A Hazardous Materials Management Plan dated 1992 for Bui Electronics, indicated that the following chemicals and daily maximum amounts were stored and/or used onsite: isopropanol (45 gallons) and trichlorotriflouroethane (155 gallons).

In May 1992, T.H.D., Inc. took over occupancy of the unit at 1895 Dobbin Drive and all the equipment from Bui Electronics for the same business operations.

Record of inspections completed for 1895 Dobbin Drive in 1992 reported no violations at T.H.D Inc. A record of inspection completed for 1895 Dobbin Drive in 1993 indicated that the unit had been vacated by T.H.D., Inc. and that Touche Manufacturing moved in. No permits were required at the time of the inspection.

A record of inspection completed for 1895 Dobbin Drive in 1995 indicated that the unit was vacant but was previously occupied by Compro Business Solutions.

D&T Machining Inc. has occupied 1895 Dobbin Drive since 2004. A record of inspection dated 2004 reported fire safety and administrative violations, secondary containment should be provided for all hazardous materials containers, spills should be cleaned as needed, oil skimmers should be maintained, hazardous materials containers should be tightly closed when not in use, and all hazardous waste should be disposed in a timely manner. A hazardous materials inventory reported the following chemicals and their maximum daily amounts stored and/or used onsite: propane (30 gallons), paint thinner (3 gallons), WD-40 (3 gallons), Way Oil (25 gallons), waste oil (220 gallons), and waste absorbent (30 gallons).

Although hazardous materials has been used and/or stored at the subject property a review of the hazardous materials and quantities recorded at the SJFD, historical occupancy by Andpak-EMA, Inc, Bui Electronics, T.H.D., Inc., Compro Business Solutions, Touche Manufacturing and D&T Machining Inc. did not reveal any major violations or significant quantities and therefore is not expected to represent a significant environmental concern. Occupancy as a metal plating shop by All Metal Plating, Anoplate Metal Finishing and New Age Metal Finishing is further discussed in Section 5.1.

3.2.3 Building Department

On February 15, 2006, the San Jose Building Department (SJBD) was visited for information on the subject property in order to identify historical tenants and property use. Please refer to the following table for a listing of permits reviewed:

Building Permits Reviewed

Year(s)	Applicant (address)	Description of Permit / Building Use
1984	Paul Mackin (1881-1899)	Permit to build a new building/ Industrial shell
1985	Paul Mackin (1899) and Construction Enterprises	Plumbing and/or gas permit/ Office warehouse Certificate of occupancy/ Office warehouse Mechanical permit/ Office warehouse Electrical permit/ Office warehouse
1985	Paul Mackin (1895)	Plumbing and/or gas permit/ Warehouse Mechanical permit Electrical permit
1986	Paul Mackin (1893)	Tenant improvement/ Office warehouse
1986	Paul Mackin (1893)	Mechanical Permit Electrical Permit/ Office/Manufacturing
1987	Burmal Investment (1893)	Interior alteration/ Office warehouse
1990	Construction Development Group (1899)	Plumbing and/or gas permit/ Commercial
1990	Paul Mackin (1885)	Electrical permit/ Office Fab area
1990	Paul Mackin (1895)	Building permit for interior alteration at Bui Electronics/ Office/warehouse
2002	Touche Properties Inc. (1893)	Building, plumbing, electrical, and mechanical permits to install eighty (80) metal plating tanks, crane supports, HVAC roof units, 6' block walls for new tenant (Anoplate Metal Finishing Co.)
2005	"Marty" (1893)	Building permit to install/relocate and reline plating tanks and earthquake brace wastewater tanks Electrical permit

According to records reviewed at SJBD, the subject property building was constructed in 1984 for use as a warehouse building. Since 1984 various building, electrical, mechanical, and plumbing were issued. In 2002, a permit was issued for the installation of eighty (80) metal plating tanks at 1893 Dobbin Drive. In 2005, a permit was issued to reline the plating tanks and to install earthquake braces for wastewater tanks. Occupancy as a metal plating shop is further discussed in Section 5.1.

3.2.4 Other Agency

On February 15, 2006, the Santa Clara Valley Water District (SCVWD) online records were reviewed for information regarding unauthorized releases of petroleum hydrocarbons or other contaminants that may affect the soil or groundwater in the area.

No information indicating any underground storage tanks or any current or historical storage of hazardous materials on the subject property was on file with the SCVWD. Records that were reviewed for nearby sites of concern are discussed in Section 4.3.

3.3 Sanborn Fire Insurance Maps

Sanborn Fire Insurance maps were developed in the late 1800s and early 1900s for use as an assessment tool for fire insurance rates in urbanized areas. A search was made of University of California, Berkeley McCone Hall Earth Sciences Library and Seattle Public Library's online collections of Sanborn Fire Insurance maps on February 15, 2006. Sanborn map coverage was not available for the subject property.

3.4 City Directories

A search of historic city directories was conducted for the subject property at the Martin Luther King, Jr. Library in San Jose on February 28, 2006. Directories were available and reviewed for the years 1940, 1945, 1949, 1955, 1960, 1965, 1970, 1975, 1981, 1986, 1995, 2000 and 2004. The following table summarizes the results of the city directory search.

City Directory Search Results

Year(s)	Occupant Listed
1940	Street Not Listed
1945	Street Not Listed
1949	Street Not Listed
1955	Street Not Listed
1960	Street Not Listed
1965	Street Not Listed
1970	Street Not Listed
1975	No Listing
1981	No Listing
1986	1881- Quintec Interconnect 1895- Subronics 1899- Construction Enterprises, JPS Supply, Mackin Paul Inc.
1995	1881- Quintec Interconnect 1893- Vacant 1895- Subronics 1899- Touche Manufacturing, Inc.
2000	1881- Serra Corporation 1895- Applied Hightech Cleaning Services, Compro Business Solutions, FJ Technology, Roem Development Corp. 1899- Vacant
2004	1881- Serra Corporation 1893- Vacant 1895- D&T Machining Inc., Miro Design Group, New Almaden Storage, Roem Development Corp., Roem Security Inc. 1899- Vacant

Other historical resources indicate that the subject property was constructed in 1984 for use as an industrial warehouse. Various commercial, light industrial and industrial tenants including Quintec Interconnect, Subronics, Touche Manufacturing, Inc., Serra Corporation, Applied Hightech Cleaning Services, Compro Business Solutions, FJ Technology, Roem Development Corp., D&T Machining Inc., Miro Design Group, New Almaden Storage, Bui Electronics, T.H.D Inc., All Metal Plating, Inc., Anoplate Metal Finishing, and Andpak-EMA, Inc. have occupied the subject property. Historical occupants were discussed in Sections 3.2.1 and 3.2.2. Occupancy as a metal plating shop by All Metal Plating, Anoplate Metal Finishing and New Age Metal Finishing is further discussed in Section 5.1.

3.5 Client-Provided Information and Interviews

The client did not report to AEI any environmental liens encumbering the subject property or report any information to AEI regarding previous uses or ownership of the subject property that indicated recognized environmental conditions in connection with the subject property. The client did not provide any title records to AEI for review.

Information obtained during interviews with local government officials is incorporated into the appropriate segments of this section.

3.6 Previous Reports Reviewed

No prior environmental reports in association with the subject property were made available to AEI during the course of this investigation.

4.0 REVIEW OF REGULATORY AGENCY RECORDS

The following information was obtained through a search of electronically compiled federal, state, county, and city databases provided by Track Info Services Environmental FirstSearch. The database search includes regulatory agency lists of known or potential hazardous waste sites, landfills, hazardous waste generators, and disposal facilities in addition to sites under investigation. The information provided in this report was obtained from publicly available sources. The locations of the sites listed in this report are plotted with a geographic information system utilizing geocoding of site addresses. The accuracy of these locations is generally +/- 300 feet. AEI's field representative has attempted to confirm the locations of listings on or adjacent to the subject property. Refer to the radius map (Appendix B: Regulatory Database Review Report) for the locations of the sites in relation to the subject property.

4.1 Records Summary

DATABASE REVIEWED	SUBJECT PROPERTY	ADJACENT PROPERTY
Identification as National Priorities List (NPL) "Superfund" site	No	No
Identification as RCRA CORRACTS site	No	No
Identification as State (CalSites SPL/SCL) site	No	No
Identification as CERCLIS and/or CERCLIS/NFRAP site	No	No
Reported as leaking underground storage tanks (LUST) site	No	No
Identification as solid waste landfill (SWLF)	No	No
Registered underground/aboveground storage tanks (UST/AST)	No	No
Identification as an Emergency Response Notification Systems (ERNS) site	No	No
Identification as hazardous waste handler and/or generator (RCRA-TSD, LG-GEN and/or SM-GEN)	**Yes**	**Yes**
Identification as SPILLS Site	No	No

The subject property, identified as New Age Metal Finishing (1893 Dobbin Drive), was listed as a large quantity hazardous waste (RCRA) generator. Bui Electronics at 1895 Dobbin Drive was identified as a small quantity RCRA generator. Information pertaining to these listings is discussed in detail in Sections 3.2.1, 3.2.2 and 5.1.

The adjacent sites to the northwest (1875 Dobbin Drive) and the southeast (1890 Dobbin Drive) were identified as RCRA generators. These listings are further discussed in Section 4.3.

4.2 Contaminant Migration

Migration of petroleum hydrocarbon or volatile organic compound (VOC) contamination is generally via groundwater. Therefore, only those contaminant release sites located hydrologically upgradient relative to the subject property are expected to represent a potential environmental concern to the subject property. Contaminated sites located hydrologically downgradient of the subject property are not expected to represent a potential threat to the groundwater quality beneath the subject property. Sites that are situated hydrologically cross-gradient relative to the subject property are not expected to represent a concern unless close proximity allows for the potential of lateral migration. As discussed in Section 2.3, groundwater in the vicinity of the subject property is assumed to flow to the west and southwest.

4.3 Record Details

National Priorities List (NPL) is EPA's national listing of contaminated sites targeted for cleanup because they pose a threat to human health and the environment. The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA or Superfund) authorizes and requires the EPA to investigate, categorize, and enforce the cleanup of hazardous waste sites on the NPL. An NPL site on or near a particular property may threaten the environmental integrity of the property or affect its marketability.

One site within a 1-mile radius of the subject property was identified during the NPL database search.

- Solvent Service, Inc. located at 1021 Berryessa Road is plotted approximately 0.92 mile west (hydrologically downgradient) of the subject property. According to the regulatory database, this 3.5 acre facility recycles waste solvents from nearby industries. Waste solvents were stored in drums and USTs onsite. An investigation conducted in 1983 found soils contaminated with high concentrations of VOCs. In 1985, the company was required to define the extent of the contamination and to install wells to limit the migration of the contamination. The company installed 95 on- and off-site monitoring wells, extraction wells, and extraction trenches to limit and monitor the migration of the contaminants. The site has been removed from the NPL list because in November 28, 1989, a RCRA permit with corrective action was issued. According to the most recent groundwater monitoring report on file at the SCVWD, dated October 30, 2005, the nearest groundwater monitoring well is located approximately 0.86 mile from the subject property and did not contain VOCs above the laboratory detection limits. Based on this information, the direction of groundwater flow and relative distance from the subject property, the VOC contamination at this site is not expected to represent a significant environmental concern to the subject property.

CORRACTS is an EPA-maintained database of Resource Conservation and Recovery Act (RCRA) facilities undergoing "corrective action". A "corrective action order" is issued when there has been a release of hazardous waste or constituents into the environment from a RCRA facility. Corrective actions may be required beyond the facility's boundary and can be required regardless of when the release occurred, even if it predates RCRA.

No sites within a 1-mile radius of the subject property were identified during the CORRACTS database search.

California Sites (CalSites) are provided by the California Environmental Protection Agency, Department of Toxic Substances Control and include state equivalent NPL (SPL) and CERCLIS (SCL) sites.

Three sites within a 1-mile radius of the subject property were identified during the CalSites database search.

- Cherry Acres Partnership located at 1671 Mabury Road is plotted approximately 0.25 mile southwest (hydrologically downgradient) of the subject property. According to the regulatory database, from approximately 1986 to 1998, portions of the site were occupied by Exion Technology Inc./Pico Media, Inc., which performed manufacturing for the semiconductor industry including nickel plating operations. No other pertinent information was provided by the regulatory database report or available online at the SCVWD. However, based on the direction of groundwater flow, this site is not expected to represent a significant environmental concern.

- San Jose Crane and Rigging located at 660 Giguere Court was incorrectly plotted approximately 0.30 mile northeast of the subject property. This site is actually located 0.30 mile southeast (hydrologically cross-gradient) of the subject property. According to the regulatory database, three USTs were removed from the site in August 1989. Although the tanks were structurally intact, staining was observed in the soil near the fill ports and on the sidewall of the excavation beneath the pump island. According to the latest groundwater monitoring data (October 2000) available from the SCVWD, the nearest groundwater monitoring well did not contain detectable concentrations of TPH-g, TPH-d, BTEX, methyl tertiary-butyl ether (MTBE), ethylene dibromide (1,2-Dibromoethane), 1,2-Dichlorethane (1,2-DCA), di-isopropyl ether (DIPE), Ethyl tert-Butyl Ether (ETBE), tert-Amyl Methyl Ether (TAME) and tert-Butanol. Based on the groundwater data for the nearest monitoring well and the direction of groundwater flow, this site is not expected to represent a significant environmental concern.

- DAP, Inc. located at 520 North Marburg Way is plotted approximately 0.64 mile southwest (hydrologically downgradient) of the subject property. Based on relative distance and the direction of groundwater flow, this site is not expected to represent a significant environmental concern.

CERCLIS and CERCLIS/NFRAP are lists of sites that the EPA has investigated or is presently investigating for release or threatened release of hazardous substances, which may be subject to review in accordance with the terms and conditions of the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA, also known as Superfund). Sites listed on the "No Further Remedial Action Planned" (NFRAP) database are sites where,

following an initial investigation, no contamination was found, contamination was removed quickly, or the contamination was not serious enough to require federal Superfund or NPL consideration.

No sites within a ½-mile radius of the subject property were identified during the CERCLIS/NFRAP database search.

Leaking Underground Storage Tanks (LUST) List is a list produced by the Regional Water Quality Control Board (RWQCB) of known sites with current or former leaking underground storage tanks on the premises.

Twenty-six sites within a ½-mile radius of the subject property were identified during the LUST database search. None of these sites are plotted within 1/8-mile of the subject property. Based on the relative distance from the subject property, the inferred direction of groundwater flow, and/or regulatory status, these sites are not expected to be a significant environmental concern.

Solid Waste Landfills (SWLF) is a database generated by the State of California Solid Waste Information System (SWIS), which includes active and inactive landfills and transfer stations within the state maintained by the California Integrated Waste Management Board.

No sites within a ½-mile radius of the subject property were identified during the SWLF database search.

Underground/Aboveground Storage Tanks (UST/AST) List is a comprehensive listing of registered underground and aboveground storage tanks located within the State of California.

No sites within a ¼-mile radius of the subject property were identified during the UST/AST database search.

Emergency Response Notification Systems (ERNS) List is EPA's database of emergency response actions.

No sites within a ⅛-mile radius of the subject property were identified during the ERNS database search.

Resource Conservation and Recovery Act (RCRA) Program identifies and tracks hazardous waste from the point of generation to the point of disposal. Information from the RCRA database is divided into three categories: TSD, LG GEN and SM GEN. The TSD category is searched to a 1-mile radius and tracks facilities which treat, store and/or dispose of hazardous waste. LG GEN, or large generators, are facilities that generate more than 1000 kg of hazardous waste per month. SM GEN, or small generators, are facilities that generate between 100 and 1000 kg of hazardous waste per month. The LG-GEN and SM-GEN databases are searched up to a ⅛-mile radius from the subject property.

No sites within a 1-mile radius of the subject property were identified during the RCRA-TSD database search.

Five sites within a ⅛-mile radius of the subject property were identified during the RCRA (LG- and SM-GEN) database search. The subject property, identified as New Age Metal Finishing (1893 Dobbin Drive) and Bui Electronics Inc (1895 Dobbin Drive), was listed as a hazardous waste (RCRA) generator site during the regulatory database search. Information pertaining to these listing is discussed in detail in Sections 3.2.1, 3.2.2 and 5.1.

The adjacent sites to the northwest (1875 Dobbin Drive) and the southeast (1890 Dobbin Drive) were identified as hazardous waste (RCRA) generators. The storage, treatment, disposal and/or generation of hazardous materials at these sites is not a significant environmental concern based on the lack of a documented release, although it should be noted that AEI is currently performing a Phase II investigation at the site at 1875 Dobbin Drive.

SPILLs sites are provided by the RWQCB. This list includes sites that have recorded spills, leaks, investigations, and cleanups.

No sites within a ⅛-mile radius of the subject property were identified during the SPILLS database search.

5.0 SITE INSPECTION AND RECONNAISSANCE

On February 17, 2006, a site reconnaissance of the subject property and adjacent properties was conducted by Sau San of AEI in order to obtain information indicating the likelihood of recognized environmental conditions at the subject property and adjacent properties as specified in ASTM Standard Practice E1527-00 §8.4.2, 8.4.3 and 8.4.4.

5.1 On-Site Observations

Identified Yes	Identified No	Observation
☒	☐	Hazardous Substances and/or Petroleum Products in Connection with Property Use
☒	☐	Aboveground & Underground Hazardous Substance or Petroleum Product Storage Tanks (ASTs / USTs)
☐	☒	Hazardous Substance and Petroleum Product Containers and Unidentified Containers not in Connection with Property Use
☐	☒	Unidentified Substance Containers
☒	☐	Electrical or Mechanical Equipment With the Potential to Contain PCBs
☐	☒	Interior Stains or Corrosion
☐	☒	Strong, Pungent or Noxious Odors
☐	☒	Pool of Liquid
☒	☐	Drains and Sumps
☐	☒	Pits, Ponds and Lagoons
☐	☒	Stained Soil or Pavement
☐	☒	Stressed Vegetation
☐	☒	Solid Waste Disposal or Evidence of Fill Materials
☐	☒	Waste Water Discharges
☐	☒	Wells
☐	☒	Septic Systems
☐	☒	Other

The west side of the building (1881 Dobbin Drive) is occupied by Serra Electronics, for electronic cable and harness assembly.

The center of the building (1893 Dobbin Drive) is occupied by New Age Metal Finishing, a metal plating facility. The northern portion of the unit consists of a large warehouse area which is comprised of a boiler room at the southwest portion of the warehouse area, a polishing room at the east side of the warehouse and a plating area at the west side of the warehouse.

The east side of the building (1895-1899 Dobbin Drive) is occupied by D&T Machining, a machine shop.

In addition to the subject property building, the property is improved with asphalt-paved parking areas and associated landscaping.

Hazardous Substances and/or Petroleum Products in Connection with Property Use

Small quantities of hazardous materials were observed at Serra Electronics including soldering and flux. No major violations pertaining to the storage of these materials were noted at the SCCEHD or SJFD. Based on the small quantities used by Serra Electronics, these materials are not expected to represent a significant environmental concern.

Numerous metal plating tanks, two evaporators, several large wastewater aboveground storage tanks (ASTs), acid ASTs, caustic ASTs, and oxidizer ASTs were observed on a concrete secondary containment system at the northwest side of 1893 Dobbin Drive, occupied by New Metal Finishing. According to the building department records, the plating tanks and secondary containment system were installed in 2002 and the secondary containment was relined in 2005. Numerous drums of metal shavings were observed in the polishing area at the east side of the warehouse area. According to Mr. David Hathcoat, owner of New Age Metal Finishing, Inc., the scrap metal is collected by a metal recycler on a periodic basis. The polishing area is equipped with a dust collector which sucks up metal dust generated during the polishing process and runs the dust through water, resulting in a metal sludge, which is pressed and collected in 55-gallon drums for recycling/disposal. No obvious evidence of mishandling of the metal sludge was observed during the site inspection. No major violations were noted in a review of the files at the Santa Clara County Environmental Health Department or San Jose Fire Department (SCCEHD or SJFD). Based on site observations, the age of the plating tanks, and the presence of secondary containment, lack of major violations noted by the agencies, no additional investigations regarding the plating tanks or metal polishing area appears to be warranted at this time. However, AEI understands that plating operations will continue for the foreseeable future and it should be noted that the environmental risks associated with plating operations increase over time and subsurface sampling may be necessary prior to redevelopment of the subject property.

The east side of the subject property building (1895-1899 Dobbin Drive) is occupied by D&T Machining, a machine shop. Two 55-gallon drums of lubricating oil and several 5-gallon plastic buckets of lubricating oil were observed on a secondary containment system at the north side of the D&T Machining unit. In addition, several drums of used oil were observed at the east side of the warehouse area without secondary containment. A surface spill was observed below one of these drums containing used oil. Approximately ten 55-gallon drums of metal shavings were observed in the warehouse area. No stains were observed below these metal shavings drums. Several self-contained Computer Numerical Control (CNC) and lathe machines were also observed in the warehouse area. No evidence of significant staining was observed below the machines. Based on visual observations, the drums of oil and metal shavings, and the machines are not expected to represent a significant environmental concern. However, as a best management practice all drums of hazardous materials should be equipped with secondary containment.

Aboveground & Underground Hazardous Substance or Petroleum Product Storage Tanks (ASTs / USTs)

The ASTs located at the subject property were previously discussed.

Electrical or Mechanical Equipment with the Potential to Contain PCBs

Toxic polychlorinated biphenyls (PCBs) were commonly used historically in electrical equipment such as transformers, fluorescent lamp ballasts, and capacitors. According to United States EPA regulation 40 CFR, Part 761, there are three categories for classifying such equipment: <50 ppm of PCBs is considered "Non-PCB"; between 50 and 500 ppm is considered "PCB-Contaminated"; and >500 ppm is considered "PCB-Containing".

The management of potential PCB-containing transformers is the responsibility of the local utility or the transformer owner. Actual material samples need to be collected to determine if transformers are PCB-containing.

One pad-mounted transformer observed at the southern portion of the subject property during the site inspection. No spills, staining or leaks were observed on or around the transformer. Based on the good condition of the equipment, the transformer is not expected to represent a significant environmental concern.

Drains and Sumps

Several storm drains were observed in the parking area and loading docks of the subject property. Moderate oil staining was observed in the vicinity of the storm drain at the loading dock at the northeast side of the building (1895-1899 Dobbin Drive). The drain represents a potential conduit to the subsurface. AEI understands that D&T Machining will continue occupancy at the subject property. Based on site observations, no additional investigation appears to be warranted at this time. As a best management practice, oils should not be stored near the drain and any spills should be immediately cleanup-up. However, subsurface sampling in the vicinity of the drain may be necessary prior to redevelopment of the subject property.

Other

Two boilers and several compressors were observed in the boiler room at the southwest side of the warehouse area at 1893 Dobbin Drive. No obvious evidence of stains or spills was observed in the boiler room. Based on site observations, the boiler room equipment is not expected to represent a significant environmental concern.

5.2 Non-ASTM Services

Asbestos-Containing Building Materials

For buildings constructed prior to 1980, the Code of Federal Regulations (29 CFR 1926.1101) states that all thermal system insulation (boiler insulation, pipe lagging, and related materials) and surface materials must be designated as "presumed asbestos-containing material" (PACM) unless proven otherwise through sampling in accordance with the standards of the Asbestos Hazard Emergency Response Act.

Although the cutoff date of 1980 is generally accepted for estimating the likelihood that a building contains ACMs, AEI presents the following observed materials that would be considered suspect ACMS in the event of a thorough survey.

Suspect Asbestos Containing Materials (ACMs)

Material	Location	Friable	Condition
Drywall Systems	Throughout Building Interior	Yes	Good
Base Cove Mastic	Throughout Office and Restroom Areas	Yes	Good
Vinyl Flooring	Various Locations	No	Good
Roofing Systems	Roof	Not Inspected	Not Inspected

This list is not intended to represent a comprehensive list of potential on-site suspect ACMs. All observed suspect ACMs were in good condition and are not expected to pose a health and safety concern to the occupants of the subject property at this time.

Regardless of building construction date, the EPA's National Emission Standards for Hazardous Air Pollutants (NESHAP) requires that an asbestos survey adhering to AHERA sampling protocol be performed prior to demolition or renovation activities that may disturb ACMs. This requirement is typically enforced by the local air pollution control or air quality management district, and specifies that all suspect asbestos-containing materials (ACMs) be sampled to determine the presence or absence of asbestos prior to any renovation or demolition activities to prevent potential exposure to workers and/or building occupants. Similarly, OSHA regulations require that specific work practices be implemented when handling construction materials and debris that contain lead-containing materials (see below).

Lead-Based Paint

Lead-based paint is defined as any paint, varnish, stain, or other applied coating that has 1 mg/cm^2 (or 5,000 ug/g by dry weight) or more of lead. Section 1017 of the Housing and Urban Development Guidelines, Residential Lead-Based Paint Hazard Reduction Act of 1992, otherwise known as "Title X", defines a lead-based paint hazard is "any condition that causes exposure to lead that would result in adverse human health effects" resulting from lead-contaminated dust, bare, lead-contaminated soil, and/or lead-contaminated paint that is deteriorated or present on accessible, friction, or impact surfaces. Therefore, under Title X, intact lead-based paint on most walls and ceilings would not be considered a "hazard", although

the paint should be maintained and its condition monitored to ensure that it does not deteriorate and become a hazard. Additionally, Section 1018 of this law directed HUD and EPA to require the disclosure of known information on lead-based paint and lead-based paint hazards before the sale or lease of most housing built before 1978. Most private housing, public housing, federally owned housing, and housing receiving federal assistance are affected by this rule.

In buildings constructed after 1978, it is very unlikely that lead-based paint is present. Both interior and exterior painted surfaces were observed to be in good condition and are not expected to pose a health and safety concern to the occupants of the subject property at this time.

Local regulations may apply to lead-based paint in association with building renovation/demolition and worker/occupant protection. Actual material samples would need to be collected in order to determine if lead-based paint is present.

Due to the age of the subject property building, it is unlikely that lead-based paint is present.

Radon

Radon is a naturally-occurring, odorless, invisible gas. Natural radon levels vary and are closely related to geologic formations. Radon may enter buildings through basement sumps or other openings.

The US EPA has prepared a map to assist National, State, and local organizations to target their resources and to implement radon-resistant building codes. The map divides the country into three Radon Zones, Zone 1 being those areas with the average predicted indoor radon concentration in residential dwellings exceeding the EPA Action limit of 4.0 picoCuries per Liter (pCi/L). It is important to note that the EPA has found homes with elevated levels of radon in all three zones, and the EPA recommends site specific testing in order to determine radon levels at a specific location. However, the map does give a valuable indication of the propensity of radon gas accumulation in structures.

Radon sampling was not requested as part of this investigation. According to the USEPA, the radon zone level for the area is Zone 2, which has a predicted average indoor screening level between 2 pCi/L and 4 pCi/L, at or below the action level of 4.0 pCi/L set forth by the EPA.

Drinking Water Sources and Lead in Drinking Water

The San Jose Municipal District supplies potable water to the subject property. The most recent water quality report states that lead levels in the areas water supply ranged from 2 to 10 parts per billion (ppb) and therefore are well within standards established by the agency.

5.3 Adjacent Property Reconnaissance Findings

Identified Yes	Identified No	Observation
☐	☒	Hazardous Substances and/or Petroleum Products in Connection with Property Use
☐	☒	Aboveground & Underground Hazardous Substance or Petroleum Product Storage Tanks (ASTs / USTs)
☐	☒	Hazardous Substance and Petroleum Product Containers and Unidentified Containers not in Connection with Property Use
☐	☒	Unidentified Substance Containers
☒	☐	Electrical or Mechanical Equipment With the Potential to Contain PCBs
☐	☒	Interior Stains or Corrosion
☐	☒	Strong, Pungent or Noxious Odors
☐	☒	Pool of Liquid
☒	☐	Drains and Sumps
☐	☒	Pits, Ponds and Lagoons
☐	☒	Stained Soil or Pavement
☐	☒	Stressed Vegetation
☒	☐	Solid Waste Disposal or Evidence of Fill Materials
☐	☒	Waste Water Discharges
☐	☒	Wells
☐	☒	Septic Systems
☒	☐	Other

Hazardous Substances and/or Petroleum Products in Connection with Property Use

No hazardous materials were observed at the adjacent sites during the site reconnaissance. However, based on the nature of occupancy, hazardous materials are likely used at SemiSpares and L&T Precision Machining (1855 Dobbin Drive) beyond Union Pacific railroad spurs to the southwest. The adjacent sites to the northwest (1875 Dobbin Drive) and the southeast (1890 Dobbin Drive) were identified as hazardous waste (RCRA) generators; these listings were discussed in Section 4.3.

Electrical or Mechanical Equipment with the Potential to Contain PCBs

Several pole-mounted and pad-mounted transformers were observed on the adjacent sites during the site inspection. No spills, staining or leaks were observed on or around the transformers. Based on the good condition of the equipment, the transformers are not expected to represent a significant environmental concern.

Drains and Sumps

Several storm drains were observed at the adjacent sites. No significant stains were observed in the area of the storm drains, and no evidence of the improper discharge of hazardous materials or petroleum products was apparent. No storage of hazardous materials or petroleum products appeared present near the storm drains. Based on observations of the drains, the presence of the drains is not expected to represent a significant environmental concern.

Other

Railroad tracks are located adjacent to the southwest of the subject property. Oils containing PCBs, arsenic, and herbicides are typically associated weed and pest control activities on railroad rights-of-way. Concentrations of these constituents of concern resulting from the railroad right-of way would likely be confined to the near subsurface soils and would not present a significant environmental health and safety concern to the occupants of the subject property or the underlying groundwater.

6.0 FINDINGS AND CONCLUSIONS

Findings

Recognized environmental conditions (RECs) are defined by the ASTM Standard Practice E1527-00 as the presence or likely presence of any hazardous substances or petroleum products under conditions that indicate an existing release, a past release, or a material threat of a release into structures on the property or into the ground, groundwater, or surface water of the property. AEI's investigation has revealed the following recognized environmental conditions associated with the subject property or nearby properties:

- The subject property was historically used for agricultural purposes. There is a potential that agricultural chemicals, such as pesticides, herbicides and fertilizers, were used onsite and that the subject property has been impacted by the use of such agricultural chemicals. Due to the planned redevelopment of the subject property for residential use, this potential is considered a recognized environmental condition.

Historical recognized environmental conditions (HRECs) are defined by the ASTM Standard Practice E1527-00 as an environmental condition which in the past would have been considered a recognized environmental condition, but which may or may not be considered a recognized environmental condition currently. AEI's investigation has revealed the following historical recognized environmental conditions associated with the subject property or nearby properties:

- No on-site historical recognized environmental conditions were identified during the course of this investigation.

Environmental issues include environmental concerns identified by AEI that warrant discussion but do not qualify as recognized environmental conditions, as defined by the ASTM Standard Practice E1528-00. AEI's investigation has revealed the following environmental issues associated with the subject property or nearby properties:

- Numerous metal plating tanks, two evaporators, several large wastewater aboveground storage tanks (ASTs), acid ASTs, caustic ASTs, and oxidizer ASTs were observed on a concrete secondary containment system at the northwest side of 1893 Dobbin Drive, occupied by New Metal Finishing. According to the building department records, the plating tanks and secondary containment system were installed in 2002 and the secondary containment was relined in 2005. Numerous drums of metal shavings were observed in the polishing area at the east side of the warehouse area. According to Mr. David Hathcoat, owner of New Age Metal Finishing, Inc., the scrap metal is collected by a metal recycler on a periodic basis. The polishing area is equipped with a dust collector which sucks up metal dust generated during the polishing process and runs the dust through water, resulting in a metal sludge, which is pressed and collected in 55-gallon drums for recycling/disposal. No obvious evidence of mishandling of the metal sludge was observed during the site inspection. No major violations were noted in a review of the files at the Santa Clara County Environmental Health Department or San Jose Fire Department (SCCEHD or SJFD). Based

on site observations, the age of the plating tanks, and the presence of secondary containment, lack of major violations noted by the agencies, no additional investigations regarding the plating tanks or metal polishing area appears to be warranted at this time. However, AEI understands that plating operations will continue for the foreseeable future and it should be noted that the environmental risks associated with plating operations increase over time and subsurface sampling may be necessary prior to redevelopment of the subject property.

- The east side of the subject property building (1895-1899 Dobbin Drive) is occupied by D&T Machining, a machine shop. Two 55-gallon drums of lubricating oil and several 5-gallon plastic buckets of lubricating oil were observed on a secondary containment system at the north side of the D&T Machining unit. In addition, several drums of used oil were observed at the east side of the warehouse area without secondary containment. A surface spill was observed below one of these drums containing used oil. Approximately ten 55-gallon drums of metal shavings were observed in the warehouse area. No stains were observed below these metal shavings drums. Several self-contained Computer Numerical Control (CNC) and lathe machines were also observed in the warehouse area. No evidence of significant staining was observed below the machines. Based on visual observations, the drums of oil and metal shavings, and the machines are not expected to represent a significant environmental concern. However, as a best management practice all drums of hazardous materials should be equipped with secondary containment.

- Several storm drains were observed in the parking area and loading docks of the subject property. Moderate oil staining was observed in the vicinity of the storm drain at the loading dock at the northeast side of the building (1895-1899 Dobbin Drive). The drain represents a potential conduit to the subsurface. AEI understands that D&T Machining will continue occupancy at the subject property. Based on site observations, no additional investigation appears to be warranted at this time. As a best management practice, oils should not be stored near the drain and any spills should be immediately cleanup-up. However, subsurface sampling in the vicinity of the drain may be necessary prior to redevelopment of the subject property.

- It is AEI's understanding that the buildings onsite are scheduled for demolition. As a result, an asbestos survey adhering to the EPA's National Emission Standards for Hazardous Air Pollutants (NESHAP) sampling protocol would be required prior to any demolition activities. Based on the planned demolition activities, AEI recommends the performance of a comprehensive asbestos survey by a certified asbestos consultant.

Conclusions, Opinions, and Recommendations

AEI's investigation has revealed no other evidence of recognized environmental conditions associated with the subject property or nearby properties. AEI recommends no further investigations for the subject property at this time. However, AEI understands that the property is under consideration for residential redevelopment. As the current occupancy of the building is expected to continue for up to several years, conditions may change, necessitating re-evaluation of site conditions and/or sampling at the property.

7.0 SIGNATURE OF ENVIRONMENTAL PROFESSIONALS

AEI Consultants has performed a Phase I Environmental Site Assessment for the property located at 1881-1899 Dobbin Drive in the City of San Jose, Santa Clara County, California, in conformance with the scope and limitations of ASTM Standard Practice E1527-00. Any exceptions to, or deletions from, this practice are described in Section 1.2 of this report.

Prepared By:

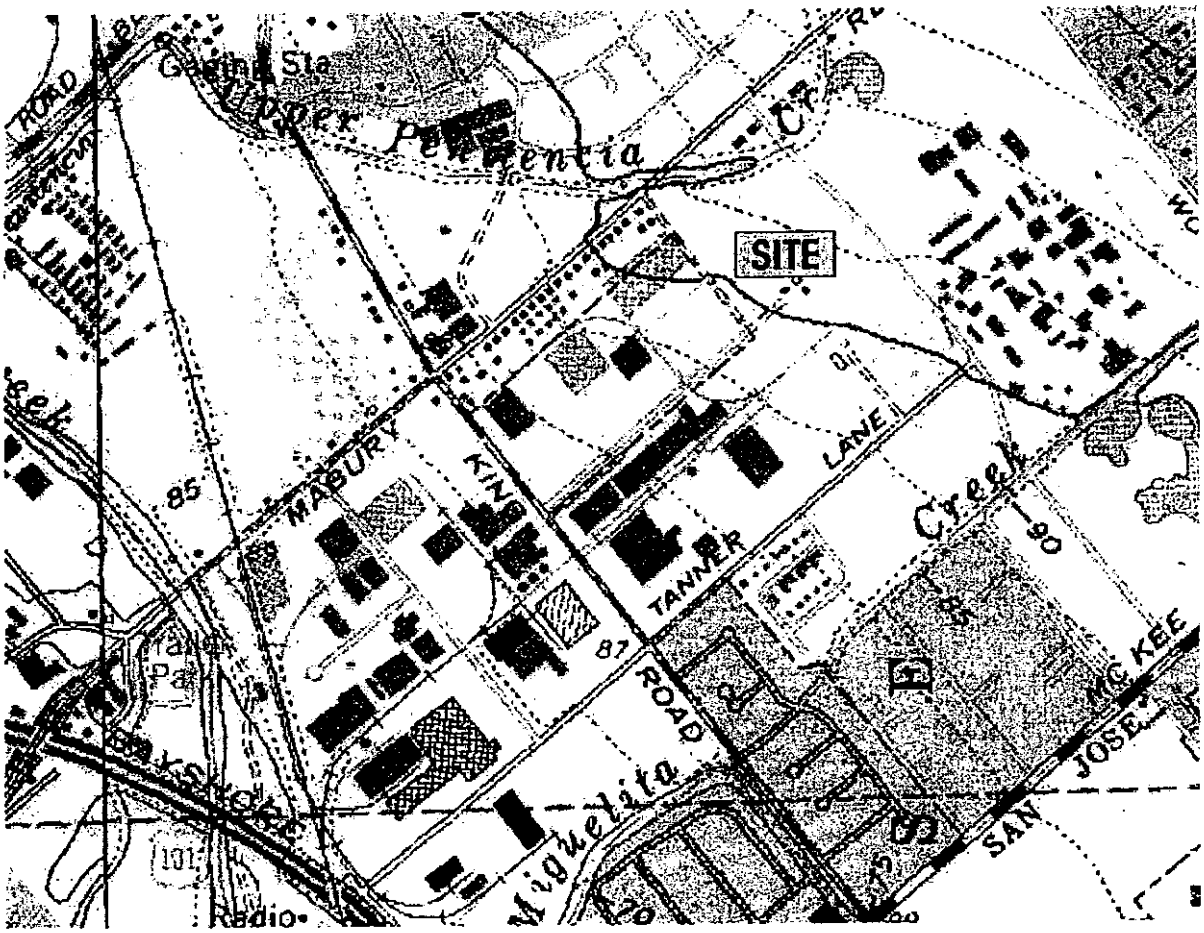
Sau San
Senior Project Manager

Reviewed By:

Holly Gannaway
Senior Author, REA

REGISTERED ENVIRONMENTAL ASSESSOR
HOLLY B. GANNAWAY
No. 07300
Expires: 6/30/06
STATE OF CALIFORNIA

FIGURES



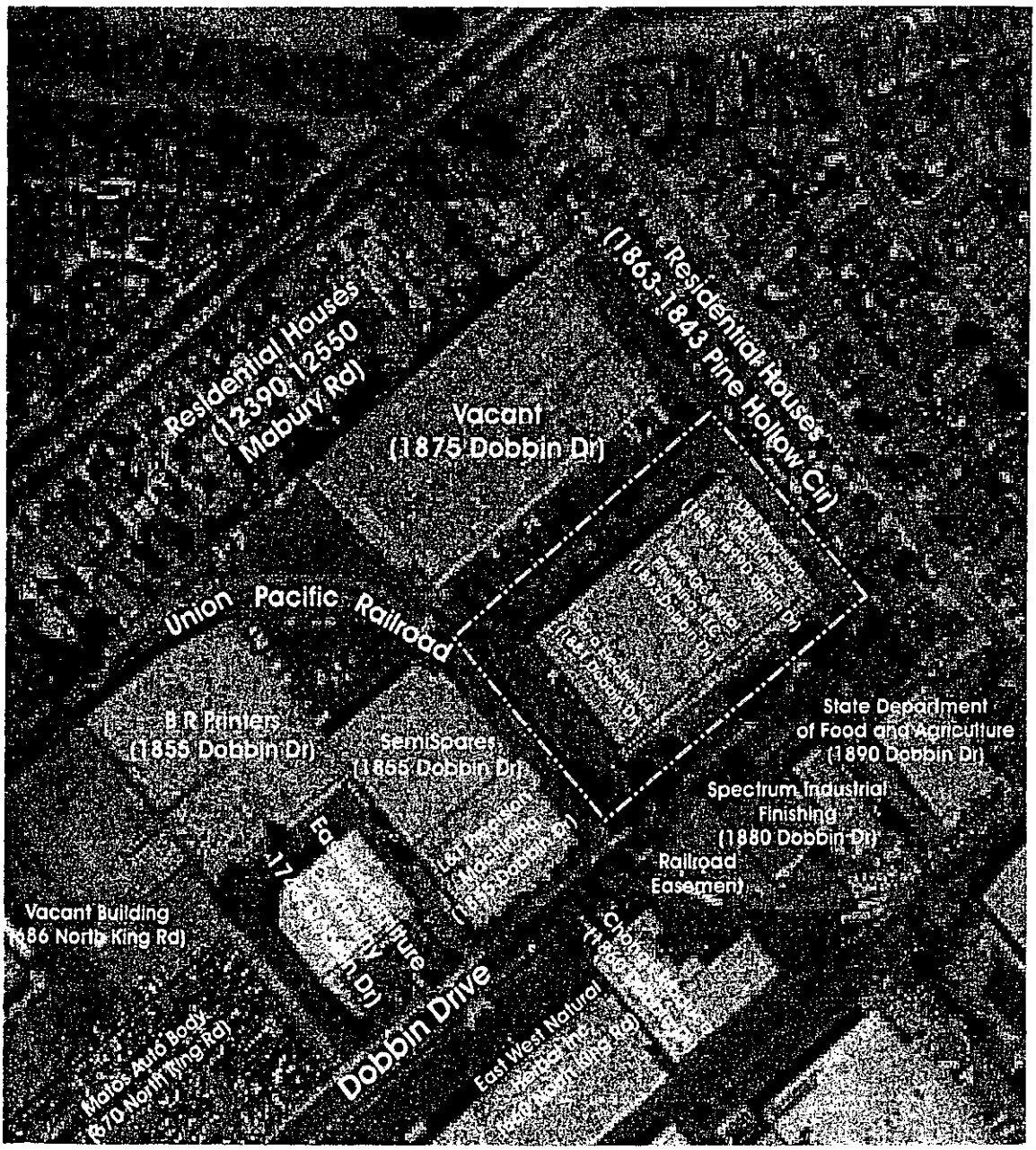
USGS TOPOGRAPHIC MAP
SAN JOSE EAST QUADRANGLE
Created 1978 Revised 1980

AEI CONSULTANTS
2500 Camino Diablo, Suite 200, Walnut Creek, CA 94597

SITE LOCATION PLAN

1881-1899 Dobbin Drive
San Jose, CA

FIGURE 1
Job No: 116251C



SOURCE: Google Earth
YEAR: 2005

LEGEND

N

Subject Property Line

AEI CONSULTANTS

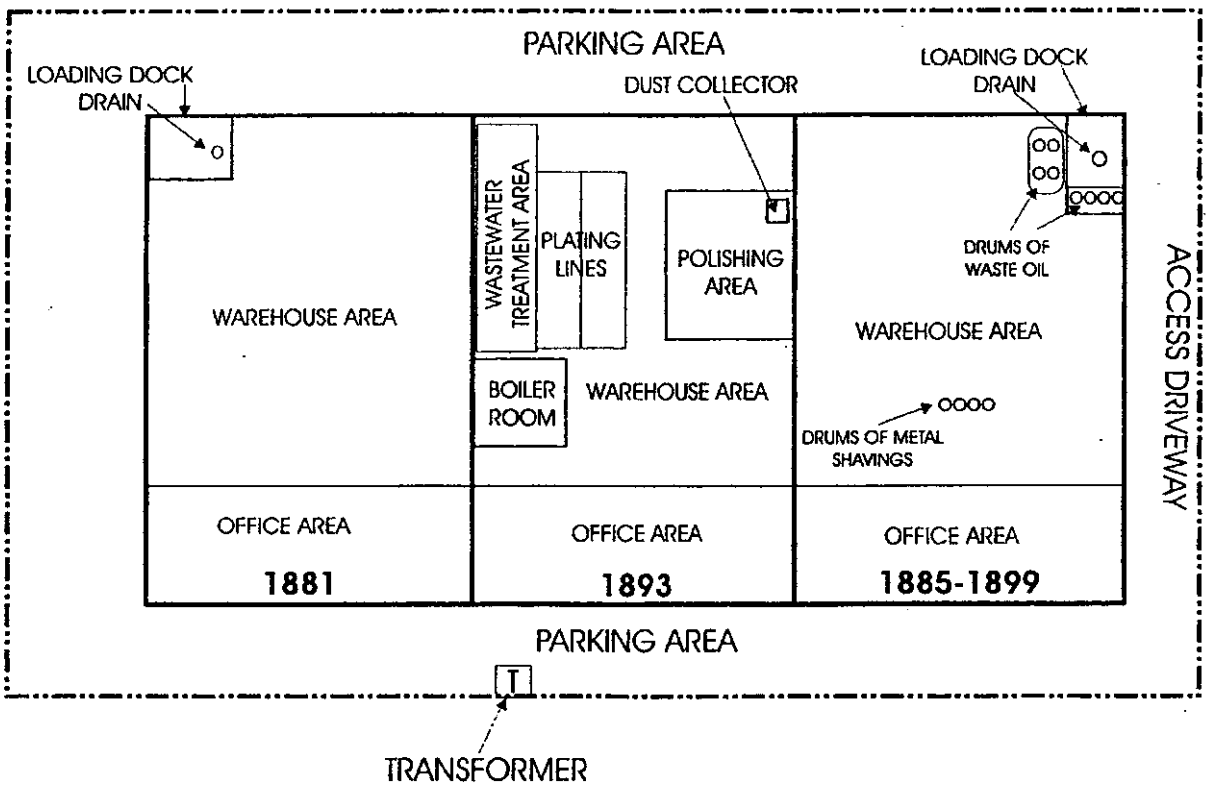
2500 Camino Diablo, Suite 200, Walnut Creek, CA 94597

Drawn by: SS | Scale: Not to Scale

SITE PLAN

1881-1899 Dobbin Drive
San Jose, CA

FIGURE 2
Job No: 116251C



LEGEND

N

Subject Property Line

AEI CONSULTANTS

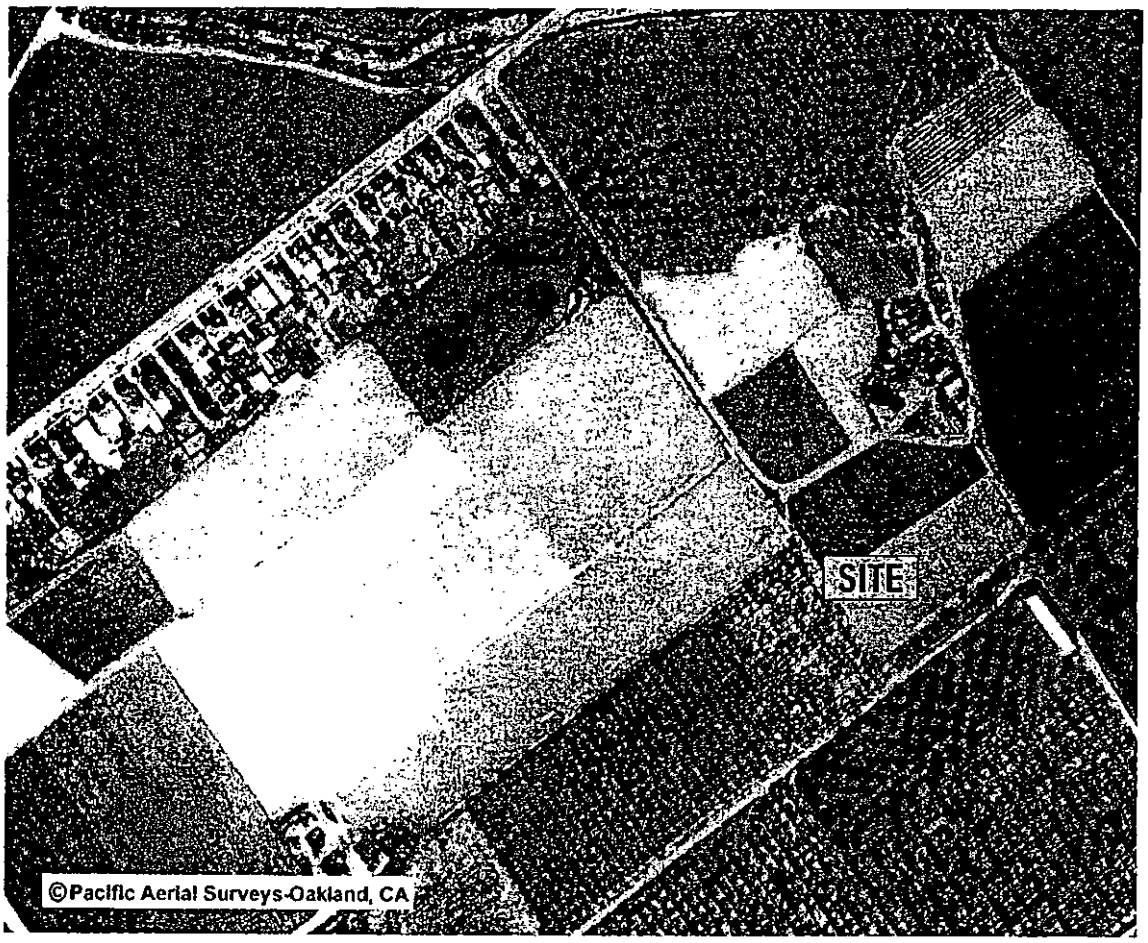
2500 Camino Diablo, Suite 200, Walnut Creek, CA 94597

Drawn by: SS | Scale: Not to Scale

DETAILED SITE PLAN

1881-1899 Dobbin Drive
San Jose, CA

FIGURE 3
Job No: 116251C



N

SOURCE: Pacific Aerial Surveys
YEAR: 1954

AEI CONSULTANTS
2500 Camino Diablo, Suite 200, Walnut Creek, CA 94597

AERIAL PHOTOGRAPH

1881-1899 Dobbin Drive
San Jose, CA

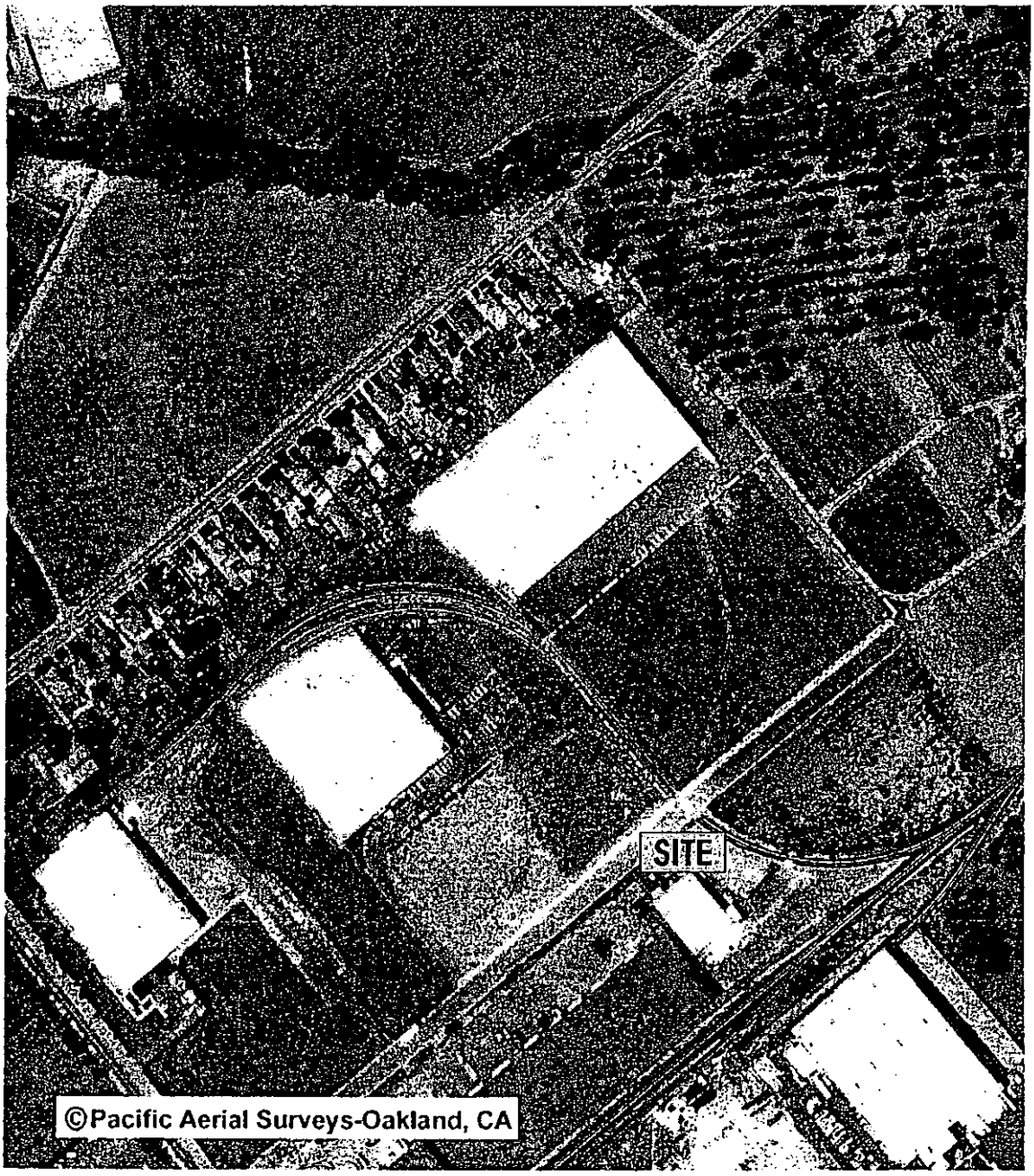
N

SOURCE: Pacific Aerial Surveys
YEAR: 1966

AEI CONSULTANTS
2500 Camino Diablo, Suite 200, Walnut Creek, CA 94597

AERIAL PHOTOGRAPH

1881-1899 Dobbin Drive
San Jose, CA



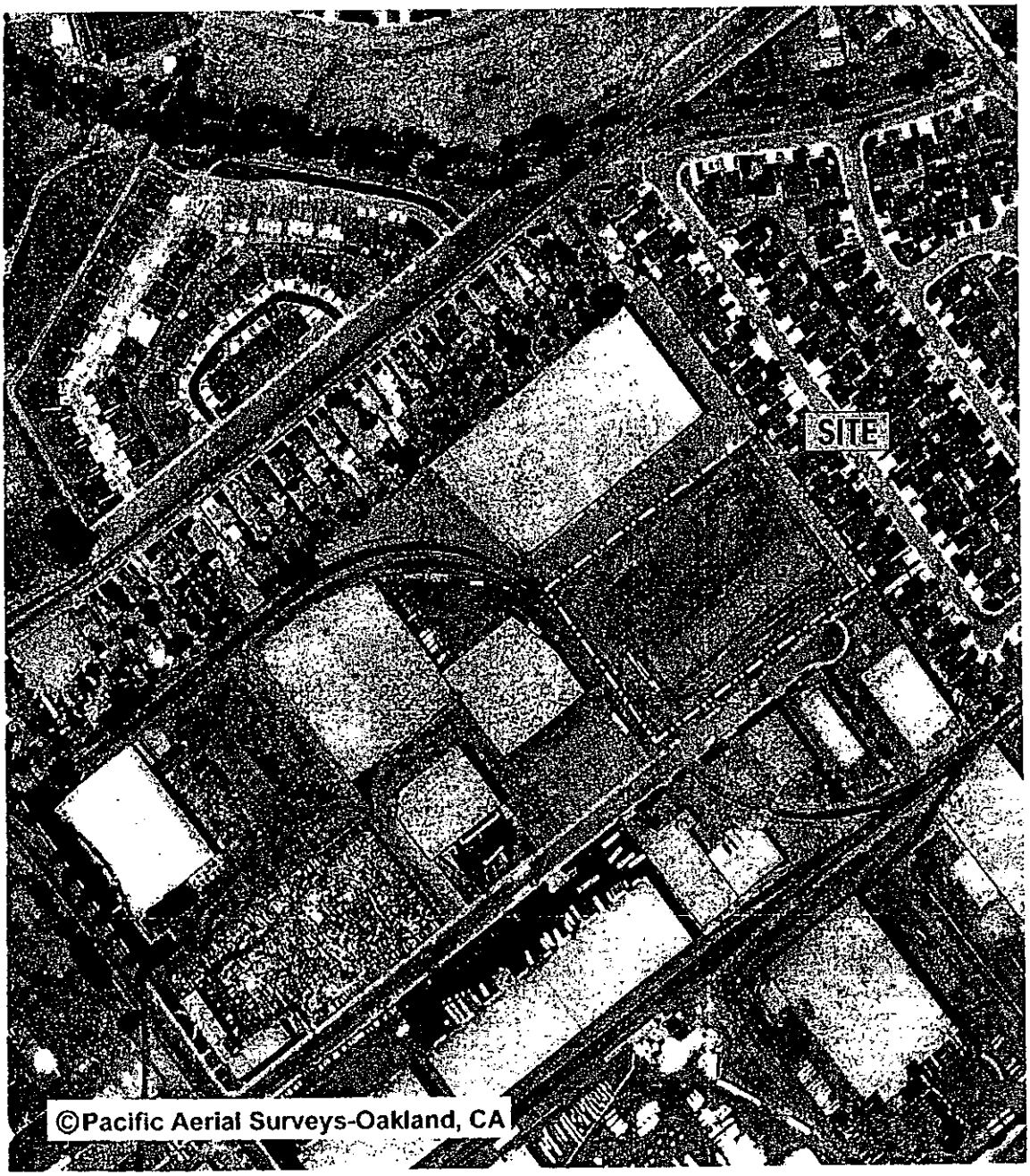
N

SOURCE: Pacific Aerial Surveys
YEAR: 1974

AEI CONSULTANTS
2500 Camino Diablo, Suite 200, Walnut Creek, CA 94597

AERIAL PHOTOGRAPH

1881-1899 Dobbin Drive
San Jose, CA



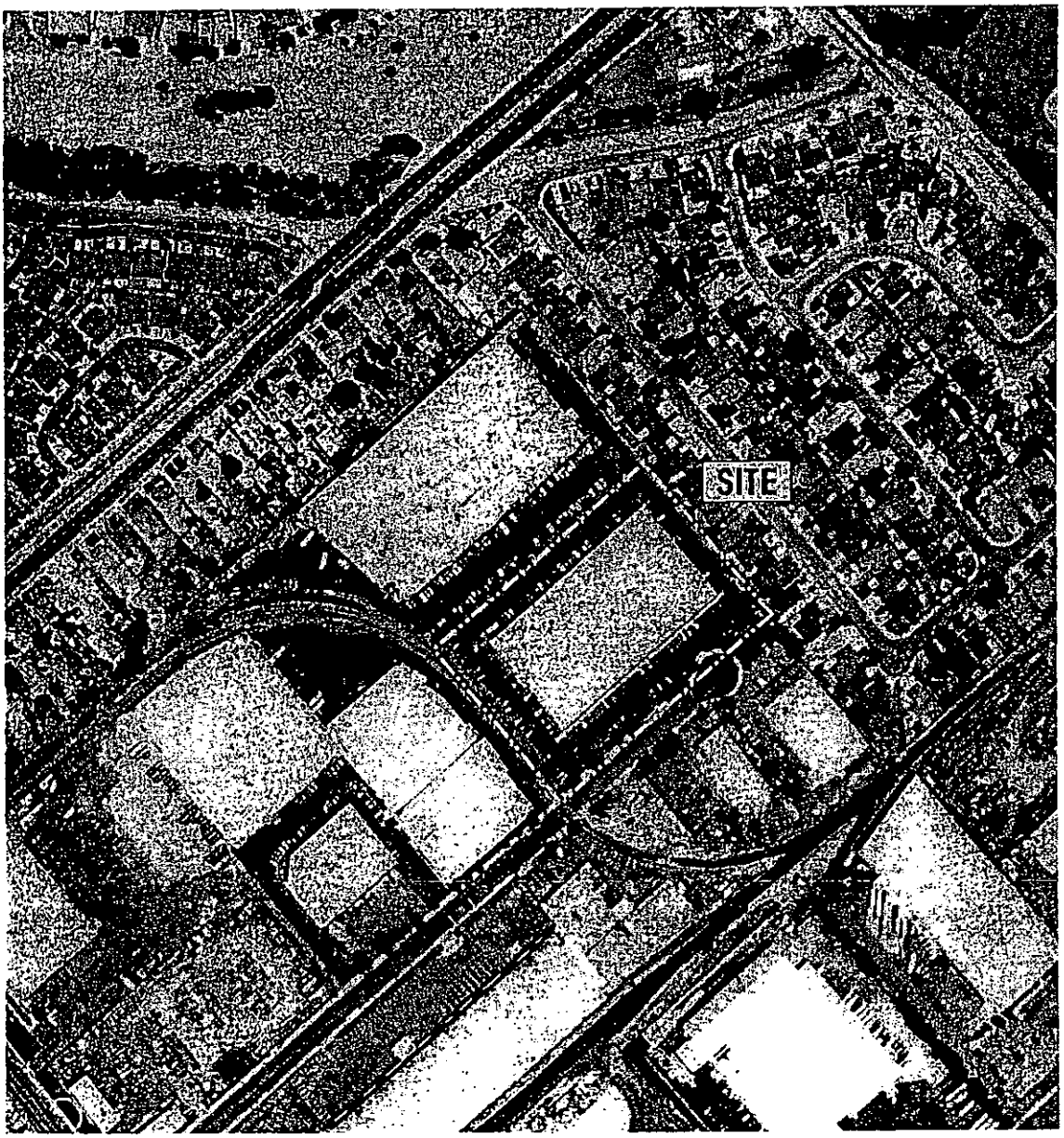
N

SOURCE: Pacific Aerial Surveys
YEAR: 1984

AEI CONSULTANTS
2500 Camino Diablo, Suite 200, Walnut Creek, CA 94597

AERIAL PHOTOGRAPH

1881-1899 Dobbin Drive
San Jose, CA



N

SOURCE: Pacific Aerial Surveys
YEAR: 1994

AEI CONSULTANTS
2500 Camino Diablo, Suite 200, Walnut Creek, CA 94597

AERIAL PHOTOGRAPH

1881-1899 Dobbin Drive
San Jose, CA

N

SOURCE: Google Earth
YEAR: 2005

AEI CONSULTANTS
2500 Camino Diablo, Suite 200, Walnut Creek, CA 94597

AERIAL PHOTOGRAPH

1881-1899 Dobbin Drive
San Jose, CA

Copies of the appendices for this report are on file with City of San José Department of Planning, Building, and Code Enforcement.

April 29, 2007

PHASE II SUBSURFACE INVESTIGATION REPORT

1881 and 1895-1899 Dobbin Drive
San Jose, California

Project No. 263903-B

Prepared For

Mr. Chris Neale
San Jose Transit Village Partners
470 South Market Street
San Jose, CA 95113

Prepared By

AEI Consultants
2500 Camino Diablo, Suite 200
Walnut Creek, CA 94597
(925) 283-6000

AEI

AEI CONSULTANTS
ENVIRONMENTAL & CIVIL ENGINEERING

2500 Camino Diablo, Suite 200, Walnut Creek, CA 94597
Phone: (925) 283-6000 Fax: (925) 944-2895

April 29, 2007

Mr. Chris Neale
San Jose Transit Village Partners
470 South Market Street
San Jose, CA 95113

Subject: **Phase II Subsurface Investigation**
1881 and 1895 - 1899 Dobbin Drive
San Jose, California
AEI Project No. 263903-B

Dear Mr. Neale:

The following report describes the activities and results of the soil and groundwater investigation performed by AEI Consultants at the above referenced property (Figure 1: Site Location Map). The investigation included the analysis of soil samples from seven (7) soil borings advanced on the property. The investigation was designed to evaluate whether a significant release of hazardous materials has impacted the subsurface beneath the property from site activities. Specifically, the investigation was performed in the in two loading dock areas on the property were staining had been previously observed, and to determine whether soils had been impacted by historical application of pesticides when the property was under agricultural use. This property along with surrounding properties is under consideration for residential redevelopment. The investigation was originally planned to also investigate possible impact from the onsite plating operation; however access to that facility could not be arranged within the time limitations of the investigation.

I Site Description and Background

The subject property (hereinafter referred to as the "site" or "property") is located in a mixed light industrial and residential area of the City of San Jose. The property consists of one parcel (Assessor's Parcel Number 254-55-010) of land totaling approximately 3.97 acres which is currently improved with one single-story building totaling approximately 75,632 square feet. The west side of the building is occupied by Serra Electronics (1881 Dobbin Drive), for electronic cable assembly. The center of the building is occupied by New Age Metal Finishing (1893 Dobbin Drive), a metal plating facility. The east side of the building is occupied by D&T Machining (1895 - 1899 Dobbin Drive), a machine shop.

AEI performed a Phase I Environmental Site Assessment (ESA) of the property in March 2006. . Aerial photographs reviewed during the ESA indicated that the property was historically used for agricultural purposes. In addition, the ESA identified drains within the loading docks of the property, located at the western and northern corner of the property. Significant oil staining was observed in the drain at the northern loading dock. New and waste oils were observed stored

near this drain and during a subsequent site inspection in February 2007, washing and cleaning of equipment was observed taking place in the loading dock with what appeared to be oils and cleaning solutions entering the drain system. These drains represent a potential conduit to the subsurface and a potential pathway for a release of hazardous materials.

Please refer the Phase I ESA Report, dated March 28, 2006, prepared by AEI for additional historical information.

II Investigative Efforts

Underground Service Alert (USA) was notified to identify public utilities in the work area at least 72 hours prior to field activities and a site walk performed.

Soil Boring and Soil Sample Collection

AEI performed the subsurface investigation at the property on January 30, 2007. A total of seven (7) soil borings were advanced throughout the property. Two (2) soil borings were advanced to depths of approximately 20 feet below ground surface (bgs) adjacent to the drain and drums of oil within the northern loading dock (1895 - 1899 Dobbin Drive). One (1) soil boring was advanced to a depth of approximately 18 feet bgs adjacent to the drain within the western loading dock at 1881 Dobbin Drive. Four (4) additional shallow borings were advanced to depths of 4 feet bgs throughout the property, around the building for shallow soil sample collection. The location of the soil borings are shown on Figure 2.

Drilling work was performed by ECA, Inc., California C57 license # 695970. The borings were advanced using a truck-mounted Geoprobe™ 5410 direct push drilling rig. The soil borings were continuously cored using a drive sampler that contained 4-foot long, 1.5-inch diameter acrylic liners. A 6-inch sample was cut from the liners at selected depths. The ends of the selected sample were sealed with Teflon film and plastic end-caps, labeled with unique identifiers, and placed in a cooler with water ice pending transportation to a state-certified laboratory. The remainder of the core was examined and described by an AEI Project Geologist. The descriptions of the cores are included on the boring logs in Appendix A.

Groundwater Sample Collection

Groundwater samples were collected from borings SB-1 through SB-3. Saturated sediments were encountered at a depth of approximately 16 feet bgs, within a well graded sandy gravel. Upon reaching saturated sediments, a temporary ¾" diameter slotted PVC casing was inserted into the borehole to facilitate collection of groundwater samples.

Groundwater samples were collected using ¼ poly tubing with a peristaltic pump into 40-ml VOA vials and 1-L amber bottles. The VOAs were filled so that there was no headspace or visible air bubbles within the vials. Each sample was labeled with at minimum, company name

and project number, unique sample identifier, sampler's name, time and date of collection, and then placed in a cooler with wet ice to await transportation to the laboratory.

Boring Destruction

Following sample collection, the temporary PVC casing was removed and each boring was backfilled with neat cement grout per State of California guidelines.

Laboratory Analysis

The samples were transported, on January 31, 2007, to McCampbell Analytical Inc. (Department of Health Services Certification #1644) of Pittsburgh, CA, for analysis under chain of custody protocol.

Four shallow soil samples from borings SB-4 through SB-7 were combined in the laboratory to form one (1) 4-point composite sample (SB-4-0.5'-7-0.5'). This composite sample was analyzed for Organochlorine Pesticides by EPA Method 8081B and Arsenic, Lead, and Mercury by EPA Method 6020A.

Other selected soil samples and the three groundwater samples (SB-1-W through SB-3-W) were analyzed for Volatile Organic Compounds (VOCs) by EPA Method 8260B and Total Petroleum Hydrocarbons multi-range (as gasoline, diesel, and motor oil) by EPA Method 8015C. Remaining soil samples were placed on hold at the laboratory pending results of the analyzed samples.

III Findings

The near surface native soil encountered in the borings typically consisted of silty clay grading down to a sandy clay. Saturated sediments were encountered at a depth of approximately 16 feet within a well graded sandy gravel. Based on groundwater monitoring data for an adjacent site and topographic interpretation, groundwater flow beneath the property is inferred to be to the west-northwest. Refer to Attachment A for detailed logs of the borings.

Soil Sample Analytical Results

Dichlorodiphenyldichloroethylene (DDE) and Dichlorodiphenyltrichloroethane (DDT) were detected in composite sample SB-4-0.5'-7-0.5' at concentrations of 0.036 milligrams per kilogram (mg/kg) and 0.033 mg/kg, respectively. No other pesticides were detected exceeding laboratory reporting limits in the composite sample. Arsenic, Lead, and Mercury were detected in the composite samples analyzed at concentrations of 7.1 mg/kg, 10 mg/kg, and 0.087 mg/kg, respectively.

No VOC or TPH analytes were detected exceeding laboratory reporting limits in the any of the soil samples analyzed.

Soil sample analytical data is presented in Table 1.

Groundwater Sample Analytical Results

Trichloroethylene (TCE) was detected in groundwater samples, SB-2-W and SB-3-W, at concentrations of 0.81 micrograms per liter (µg/L) and 0.69 µg/L, respectively. No other VOCs were detected exceeding laboratory reporting limits in the groundwater samples.

TPH as diesel (TPH-d) was detected in samples SB-1-W and SB-3-W at concentrations of 460 µg/L and 200 µg/L, respectively. TPH as motor oil (TPH-mo) was detected in the same samples at concentrations of 370 µg/L and 760 µg/L, respectively.

Groundwater sample analytical data is presented in Table 2.

IV Conclusions and Recommendations

The investigation included the analysis of soil and groundwater samples from seven (7) soil borings advanced on the property. The investigation was designed to evaluate whether a significant release of hazardous materials due to current and/or historical site uses has impacted the subsurface of the property. The investigation was performed as part of the planning process for redevelopment of this and surrounding properties for residential use. Each of the environmental concerns at the site is summarized below.

Former Agricultural Land Use

The concentrations of the two pesticides detected (DDE and DDT) are compared to San Francisco Bay Regional Water Quality Control Board (RWQCB) Environmental Screening Levels (ESLs) for shallow soils at residential properties. The concentrations detected are well below these ESLs[1]. Although the ESLs are not statutory cleanup goals, they are risk-based values that have been prepared to assist in the evaluation as to whether a particular chemical presents an environmental risk. Based on the comparison, the pesticide concentrations are well below the ESLs and are not indicative of a significant risk to human health.

Arsenic, Lead, and Mercury were detected in the soil within a range that is representative of expected naturally occurring concentrations. Although the concentration of arsenic detected (7.1 mg/kg) is slightly above the ESL for arsenic (5.5 mg/kg), these findings do not indicate any anthropogenic impact to the site.

No further investigation or mitigation measures relating to former agricultural use of the property is recommended.

Loading Dock Drains

Soil borings were advanced in the locations of the two drains in the loading docks based on their presence as potential conduits to the subsurface. Although no concentrations of petroleum

[1] *Screening for Environmental Concerns at Sites with Contaminated Soil and Groundwater*, SF Bay RWQCB, Feb. 2005, Table A-1

hydrocarbons or VOCs were detected in the soil samples, TCE and mid to heavy range petroleum hydrocarbons (TPH-d and TPH-mo) were detected in one of the groundwater samples near each drain. The groundwater sample from SB-2, the second boring in the northern loading dock area did not contain petroleum hydrocarbons or VOCs above laboratory detection limits.

The concentrations were compared against the RWQCB ESLs for drinking water toxicity (DWT). The concentrations of TCE are below the ESL however the concentrations of TPH-d and TPH-mo do slightly exceed these values. TPH-d and TPH-mo do not exceed ceiling value ESLs for non-drinking water (any planned development would not utilize shallow groundwater as a drinking water source, although the shallow groundwater is classified for potential beneficial use). The concentrations detected would not pose a treat to human health. Based on the storage and use of oils near the drains, they are likely the source of the detected impact. Given the very low concentrations detected, the extent and magnitude of the release is expected to be minimal.

At the time of building demolition and foundation removal, inspection and, if warranted, sampling will be performed in the area of the drains or other evidence of possible impact. If it is confirmed that the source of impact is the drain areas, with no other release evident, no further investigation or mitigation would be necessary. Alternatively, if additional impact is discovered, soil and/or groundwater mitigation may be necessary prior to construction for residential use. Design of specific remediation measure(s) would be based on the findings of the additional investigation.

Plating Facility at 1893 Dobbin Drive

Although this investigation originally had included assessment for possible impact relating to the metal plating facility at 1893 Dobbin Drive, access to this facility could not be arranged within the timeframe of the assessment. The facility operations have ceased, all equipment and hazardous materials removed from the property, and formal facility closure proceedings are currently underway with the San Jose Fire Department. The SJFD conducted an inspection as recently as March 1, 2007. Once final facility closure documentation has been prepared, such documents and the findings of the SJFD should be provided to Core and AEI for review.

Once the property is accessible, an investigation should be conducted within the facility to evaluate whether plating operations have impacted the property. If a release has occurred, mitigation may be necessary. However, given the recent and short duration (approximately 3 years) of these activities, if an impact has occurred, impact is expected to be limited to shallow soil. In the event that a release is discovered, it's extent will be adequately characterized vertically and laterally. Any impacted soils that do not meet residential land use standards will be removed prior to construction for residential use.

V Report Limitation

This report presents a summary of work completed by AEI Consultants. The completed work includes observations and descriptions of site conditions encountered. Where appropriate, it includes analytical results for samples taken during the course of the work. The number and location of samples are chosen to provide the requested information, but it cannot be assumed that they are representative of areas not sampled. All conclusions and/or recommendations are based on these analyses and observations, and the governing regulations. Conclusions beyond those stated and reported herein should not be inferred from this document.

These services were performed in accordance with generally accepted practices, in the environmental engineering and construction field, which existed at the time and location of the work.

If you have any questions regarding our investigation, please do not hesitate to contact either of the undersigned at (925) 283-6000.

Sincerely,
AEI Consultants

Adrian M. Angel
Project Geologist

Peter J. McIntyre, P.G.
Senior Project Manager

REGISTERED GEOLOGIST
PETER J. MCINTYRE
Exp. 5/31/08
No. 7702
STATE OF CALIFORNIA

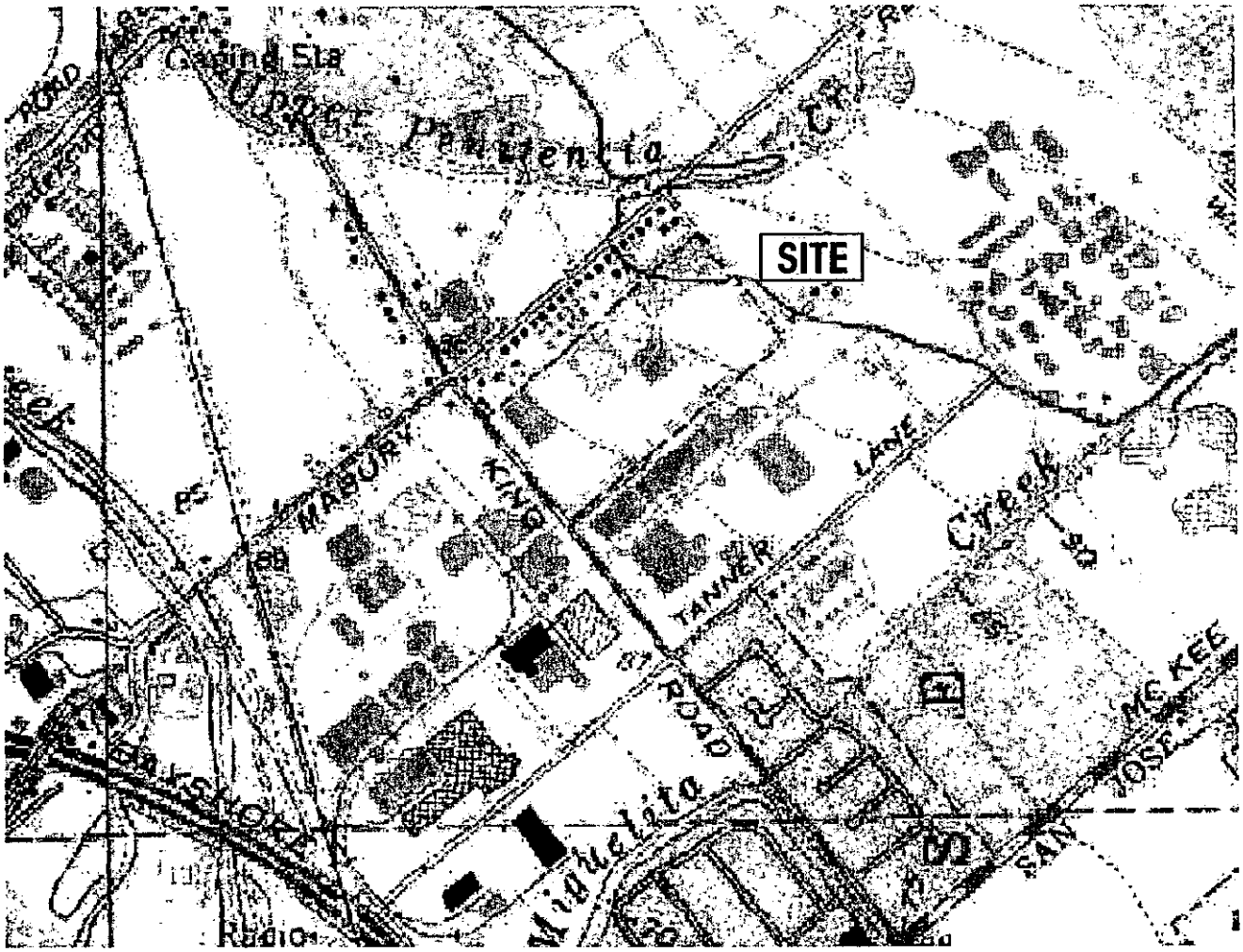
Figures
Figure 1: Site Location Map
Figure 2: Site Plan with Soil Boring Locations

Tables
Table 1: Soil Sample Analytical Data
Table 2: Groundwater Sample Analytical Data

Appendix A
Soil Boring Logs

Appendix B
Sample Analytical Documentation

FIGURES



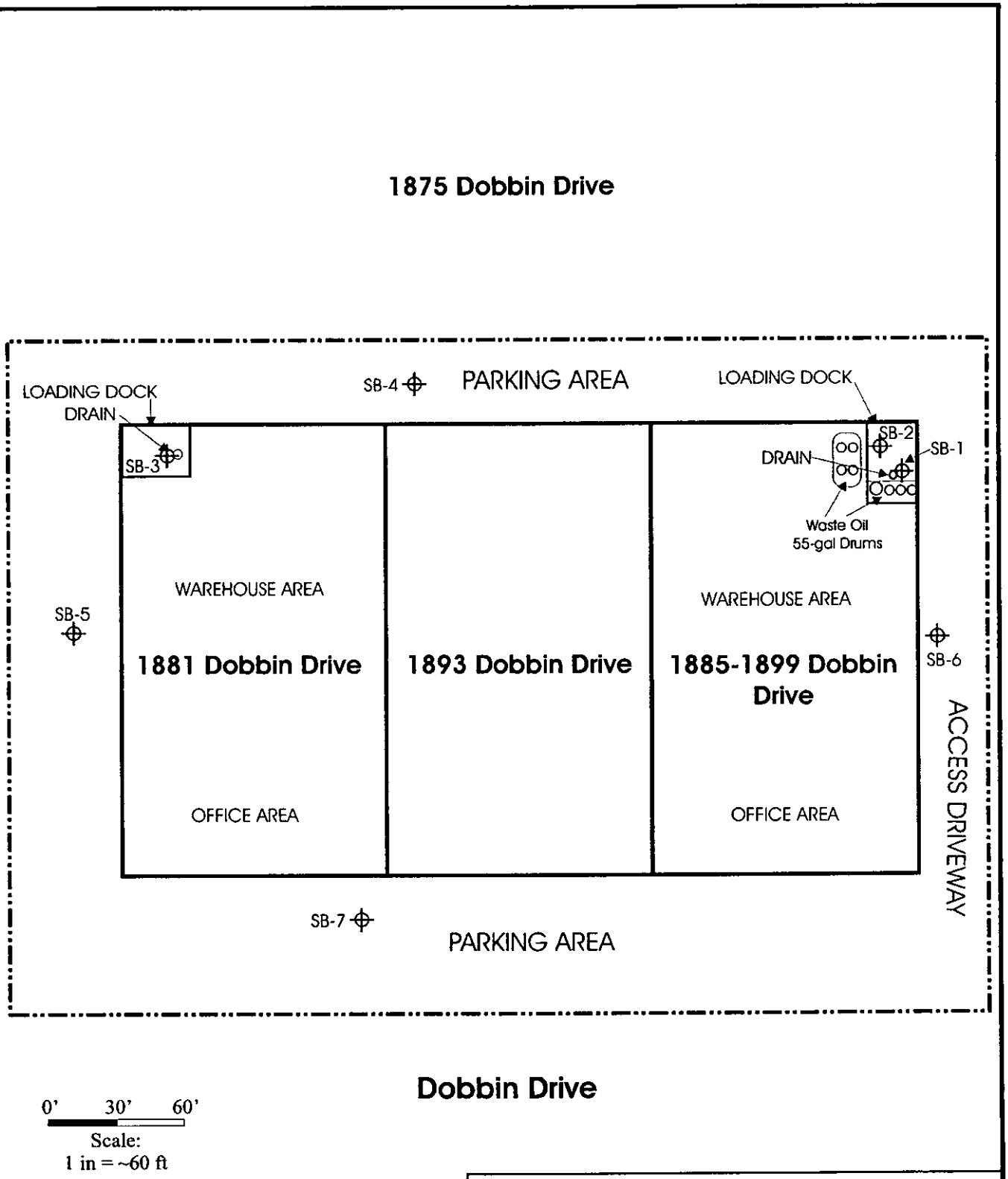
USGS TOPOGRAPHIC MAP
SAN JOSE EAST QUADRANGLE
Created 1978 Revised 1980

AEI CONSULTANTS
2500 Camino Diablo, Suite 200, Walnut Creek, CA 94597

SITE LOCATION PLAN

1881-1899 Dobbin Drive
San Jose, CA

FIGURE 1
Job No: 263903-B



0' 30' 60'

Scale:
1 in = ~60 ft

LEGEND

Subject Property Line

AEI Soil Boring (1/30/07)

N

AEI CONSULTANTS

2500 Camino Diablo, Suite 200, Walnut Creek, CA 94597

Drawn by: AA

SITE PLAN

1881-1899 Dobbin Drive
San Jose, CA

FIGURE 3
Job No: 263903-B

TABLES

Table 1
Composite Soil Sample Analytical Data
Pesticides, As, Pb, Hg, VOCs, and Petroleum Hydrocarbons

Sample ID	Date	DDE	DDT	All Other Pesticides	As	Pb	Hg	All VOCs	TPH-g	TPH-d	TPH-mo
		mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg
		EPA Method 8081B			*EPA Method 6020A*			*EPA Method 8260B*	*EPA Method 8015Cm*		
*SB-4-0.5'-7-0.5'	1/30/2007	0.036	0.033	<MDL	7.1	10	0.087	-	-	-	-
SB-1-4'	1/30/2007	-	-	-	-	-	-	<MDL	<1.0	<1.0	<5.0
SB-2-7'	1/30/2007	-	-	-	-	-	-	<MDL	<1.0	<1.0	<5.0
SB-3-4'	1/30/2007	-	-	-	-	-	-	<MDL	<1.0	<1.0	<5.0
ESL - DE	-	1.6	1.6	-	5.5	150	3.7	-	-	-	-
RL	-	1.0	0.050	varies	0.5	0.5	0.5	varies	1.0	1.0	5.0

DDE = dichlorodiphenyldichloroethylene
DDT = dichlorodiphenyltrichloroethane
As = Arsenic
Pb = Lead
Hg = Mercury
MDL = method detection limit
RL = laboratory detection limit, before any dilution
ESL - DE = Environmental Screening Levels, *Screening for Environmental Concerns at Sites with Contaminated Soil and Groundwater*, SF Bay RWQCB, February 2005, Table A-1, direct exposure pathway
mg/kg = milligrams per kilogram (equivalent to parts per million)
SB = Soil boring
*Sample is a 4-point composite

Table 2
Groundwater Sample Analytical Data
VOCs and Petroleum Hydrocarbons

Sample ID	Date	TCE	All other target VOCs	TPH-g	TPH-d	TPH-mo
		µg/L	µg/L	µg/L	µg/L	µg/L
		EPA Method 8260B		*EPA Method 8015Cm*		
SB-1-W	1/30/2007	<0.5	<MDL	<50	460	370
SB-2-W	1/30/2007	0.81	<MDL	<50	<50	<250
SB-3-W	1/30/2007	0.69	<MDL	<50	200	760
ESL - DWT	-	5.0	-	210	210	210
RL	-	0.5	varies	50	50	250

TCE = trichloroethene
MDL = method detection limit
RL = laboratory detection limit, before any dilution
ESL = Environmental Screening Levels, *Screening for Environmental Concerns at Sites with Contaminated Soil and Groundwater*, SF Bay RWQCB, February 2005, Table A-1, where groundwater is a current or potential source of drinking water
DWT = drinking water toxicity
µg/L = micrograms per liter (equivalent to parts per billion)
SB = Soil boring

APPENDIX A

Soil Boring Logs

Project: SJTV-B Project Location: 1881 - 1899 Dobbin Drive Project Number: 263903-B	**Log of Boring SB-1** Sheet 1 of 1

Date(s) Drilled	January 30, 2007	Logged By	Adrian Angel	Checked By	Peter McIntyre
Drilling Method	Direct Push	Drill Bit Size/Type	2 3/4 inch	Total Depth of Borehole	19 feet bgs
Drill Rig Type	Geoprobe 5410	Drilling Contractor	ECA	Approximate Surface Elevation	
Groundwater Level and Date Measured	17 feet ATD	Sampling Method(s)	Tube	Well Permit.	
Borehole Backfill	Neat Cement Grout	Location			

Elevation, feet	Depth, feet	Sample Type	Sample Number	USCS Symbol	Graphic Log	MATERIAL DESCRIPTION	PID Reading, ppm	REMARKS AND OTHER TESTS
	0					Concrete		
				CL		Silty Clay, minor sand, dark brown, moderately soft, low plasticity, dry		
		X	SB-1-4'				<1	
						increasing in sand content		
	5							
		X	SB-1-8'				<1	
				CL		Sandy Clay, brown to light brown, low plasticity, mottled (light grey), moist		
	10							
						very moist		
								DTW = 14 ft. bgs after 20 mins
	15							
				GP		Sandy Gravel, minor amount of clay, dark brown matrix, gravel poorly sorted, SATURATED (ATD) ▽		
						Bottom of Boring at 19 feet bgs		
	20							
	25							

Figure

X:\PROJECTS\CHARACTERIZATION & REMEDIATION\DUE DIL & Other\SJTV - Core PHII (multi sites) SJ - PJM\263903 Additional PH II\263903-B (Drains Site)\263903-B.bgs [AEI geoprobe 20.tpl]

Project: SJTV-B
Project Location: 1881 - 1899 Dobbin Drive
Project Number: 263903-B

Log of Boring SB-2

Sheet 1 of 1

Date(s) Drilled	January 30, 2007	Logged By	Adrian Angel	Checked By	Peter McIntyre
Drilling Method	Direct Push	Drill Bit Size/Type	2 3/4 inch	Total Depth of Borehole	20 feet bgs
Drill Rig Type	Geoprobe 5410	Drilling Contractor	ECA	Approximate Surface Elevation	
Groundwater Level and Date Measured	17 feet ATD	Sampling Method(s)	Tube	Well Permit.	
Borehole Backfill	Neat Cement Grout	Location			

Elevation, feet	Depth, feet	Sample Type	Sample Number	USCS Symbol	Graphic Log	MATERIAL DESCRIPTION	PID Reading, ppm	REMARKS AND OTHER TESTS
	0					Concrete		
						No Recovery (0 - 4 ft bgs)		
		X	SB-2-7'				<1	
	5			CL		Silty Clay, dark brown, moderately soft, moist		
	10			CL		Sandy Clay, brown to light brown, low plasticity, mottled (light grey), moist		
		X	SB-2-12'				<1	
								DTW = 13.6 ft. after 15 mins
	15					very moist		
				GP		Sandy Gravel, minor amount of clay, dark brown matrix, gravel poorly sorted, SATURATED (ATD)		
				CL		Silty Clay, dark brown, moderate plasticity, moist		
	20					Bottom of Boring at 20 feet bgs		
	25							

Figure

X:\PROJECTS\CHARACTERIZATION & REMEDIATION\DUE DIL & Other\SJTV - Core PHII (multi sites) SJ - PJM\263903 Additional PH II\263903-B (Drains Site)\263903-B.bgs [AEI geoprobe 20.tpl]

Project: SJTV-B Project Location: 1881 - 1899 Dobbin Drive Project Number: 263903-B	**Log of Boring SB-3** Sheet 1 of 1

Date(s) Drilled	January 30, 2007	Logged By	Adrian Angel	Checked By	Peter McIntyre
Drilling Method	Direct Push	Drill Bit Size/Type	2 3/4 inch	Total Depth of Borehole	20 feet bgs
Drill Rig Type	Geoprobe 5410	Drilling Contractor	ECA	Approximate Surface Elevation	
Groundwater Level and Date Measured	17 feet ATD	Sampling Method(s)	Tube	Well Permit.	
Borehole Backfill	Neat Cement Grout	Location			

Elevation, feet	Depth, feet	Sample Type	Sample Number	USCS Symbol	Graphic Log	MATERIAL DESCRIPTION	PID Reading, ppm	REMARKS AND OTHER TESTS
	0					Concrete		
				CL		Silty Clay, dark brown, moderately stiff, low plasticity, dry		
			SB-3-4'				<1	
	5					↓ increasing in sand content		
	10			CL		Sandy Clay, brown to light brown, low plasticity, mottled (light grey), moist		
			SB-3-12'				<1	DTW = ~13 ft. after 20 mins
	15							
				GP		Gravelly Sand, dark brown sand, gravel poorly sorted, SATURATED (ATD) ▽		
	20					Bottom of Boring at 20 feet bgs		
	25							

Figure

X:\PROJECTS\CHARACTERIZATION & REMEDIATION\DUE DIL & Other\SJTV - Core PHII (multi sites) SJ - PJM\263903 Additional PH II\263903-B (Drains Site)\263903-B.bgs [AE] geoprobe 20.tpl

APPENDIX B

Sample Analytical Data
With
Chain of Custody Documentation

McCampbell Analytical, Inc.
"When Quality Counts"

1534 Willow Pass Road, Pittsburg, CA 94565-1701
Web: www.mccampbell.com E-mail: main@mccampbell.com
Telephone: 877-252-9262 Fax: 925-252-9269

AEI Consultants	Client Project ID: #263-903-B	Date Sampled: 01/30/07
2500 Camino Diablo, Ste. #200		Date Received: 01/31/07
Walnut Creek, CA 94597	Client Contact: Adrian Angel	Date Reported: 02/06/07
	Client P.O.:	Date Completed: 02/06/07

WorkOrder: 0701636

February 06, 2007

Dear Adrian:

Enclosed are:

1). the results of **4** analyzed samples from your **#263-903-B project,**

2). a QC report for the above samples

3). a copy of the chain of custody, and

4). a bill for analytical services.

All analyses were completed satisfactorily and all QC samples were found to be within our control limits. If you have any questions please contact me. McCampbell Analytical Laboratories strives for excellence in quality, service and cost. Thank you for your business and I look forward to working with you again.

Best regards,

Angela Rydelius, Lab Manager

U101678 AEL

McCAMPBELL ANALYTICAL INC.

110 2nd AVENUE SOUTH, #D7
PACHECO, CA 94553-5560
Telephone: (925) 798-1620 Fax: (925) 798-1622

CHAIN OF CUSTODY RECORD

TURN AROUND TIME ☐ RUSH ☐ 24 HR ☐ 48 HR ☐ 72 HR ☒ 5 DAY

EDF Required? ☐ Yes ☐ No | Email PDF Report: YES

Report To: Adrian Angel | Bill To: Same
Company: AEI Consultants
2500 Camino Diablo, Suite 200
Walnut Creek, CA 94597 | E-Mail: aangel@aeiconsultants.com
Tel: (925) 944-2899, extension 132 | Fax: (925) 944-2895
Project #: 263-903-B | Project Name: SJTV-B
Project Location: 1881-1899 Dobbin Dr. San Jose, CA
Sampler Signature: [signature]

SAMPLE ID (Field Point Name)	LOCATION	SAMPLING Date	SAMPLING Time	# Containers	Type Containers	MATRIX Water	MATRIX Soil	MATRIX Air	MATRIX Sludge	MATRIX Other	METHOD PRESERVED Ice	METHOD PRESERVED HCl	METHOD PRESERVED HNO_3	METHOD PRESERVED Other	BTEX & TPH as Gas (602/8020 + 8015)/MTBE	TPH as Diesel (8015)	Total Petroleum Oil & Grease (5520 E&F/B&F)	Total Petroleum Hydrocarbons (418.1)	HVOCs EPA 8260 (8010 list)	BTEX ONLY (EPA 602 / 8020)	Pesticides EPA 608 / 8080	PCBs EPA 608 / 8080	VOCs EPA 624 / 8260	EPA 625 / 8270	PAH's / PNA's by EPA 625 / 8270 / 8310	CAM-17 Metals	LUFT 5 Metals	Lead (7240/7421/239.2/6010)	RCI	Other: Organochlorine Pesticides	Other: Mercury, Arsenic, Lead (6000)	Other: TPH multi range (gld/mo)	Comments
SB-4-0.5'		1/30/07	4:40P	1	A		X				X																						4 point composite for pest & metals
SB-5-0.5'			5:01P		C																												
SB-6-0.5'		1/31/07	3:05P		C																												
SB-7-0.5'			3:20P		+																												
SB-1-4'		1/30/07	2:49P		9																		X									X	
SB-1-8'			2:57P		+																												
SB-2-7'			3:10P		C																		X									X	
SB-2-12'			3:43P																														
SB-3-4'			4:29P																				X									X	
SB-3-12'			4:30P																														
SB-4-4'			4:45P																														
SB-5-4'			5:00P																														
SB-6-4'			3:10P																														
SB-7-4'			3:25P																														

Relinquished By:	Date:	Time:	Received By:
[signature]	1/31/07	7:00P	[signature]
Relinquished By:	Date:	Time:	Received By:
Relinquished By:	Date:	Time:	Received By:

ICE/t°_____ PRESERVATION VOAS | O&G | METALS | OTHER
GOOD CONDITION_____ APPROPRIATE
HEAD SPACE ABSENT_____ CONTAINERS_____
DECHLORINATED IN LAB_____ PERSERVED IN LAB_____

extra samples SB-3-8' SB-1-11'

McCampbell Analytical, Inc.
1534 Willow Pass Rd
Pittsburg, CA 94565-1701
(925) 252-9262

CHAIN-OF-CUSTODY RECORD

WorkOrder: 0701636 **ClientID: AEL**

☐ EDF ☐ Fax ☑ Email ☐ HardCop ☐ ThirdPart

Report to:
Adrian Angel
AEI Consultants
2500 Camino Diablo, Ste. #200
Walnut Creek, CA 94597

Email: aangel@aeiconsultants.com
TEL: (925) 283-600 FAX: (925) 283-612
ProjectNo: #263-903-B
PO:

Bill t
Denise Mockel
AEI Consultants
2500 Camino Diablo, Ste. #200
Walnut Creek, CA 94597
dmockel@aeiconsultants.com

Requested TAT: 5 days

Date Received 01/31/2007
Date Printed: 01/31/2007

Sample ID	ClientSampID	Matrix	Collection Date	Hold	Requested Tests (See legend below) 1	2	3	4	5	6	7	8	9	10	11	12
0701636-001	SB-4-0.5'- 7-0.5'	Soil	01/30/07 4:40:00	☐	A		A									
0701636-002	SB-1-4'	Soil	01/30/07 2:49:00	☐		A		A								
0701636-004	SB-2-7'	Soil	01/30/07 3:10:00	☐		A		A								
0701636-006	SB-3-4'	Soil	01/30/07 4:29:00	☐		A		A								

Test Legend:

1	8081_S	2	8260B_S	3	ASPBHGMS_S	4	G-MBTEX_S	5	
6		7		8		9		10	
11		12							

The following SampIDs: 0701636-002A, 0701636-004A, 0701636-006A contain testgroup. Please make sure all relevant testcodes are reported. Many thanks.

Prepared by: Sheli Cryderman

Comments:

NOTE: Samples are discarded 60 days after results are reported unless other arrangements are made. Hazardous samples will be returned to client or disposed of at client expense.

McCampbell Analytical, Inc.
"When Quality Counts"

1534 Willow Pass Road, Pittsburg, CA 94565-1701
Web: www.mccampbell.com E-mail: main@mccampbell.com
Telephone: 877-252-9262 Fax: 925-252-9269

AEI Consultants	Client Project ID: #263-903-B	Date Sampled:	01/30/07
2500 Camino Diablo, Ste. #200		Date Received:	01/31/07
	Client Contact: Adrian Angel	Date Extracted:	01/31/07
Walnut Creek, CA 94597	Client P.O.:	Date Analyzed:	02/01/07

Organochlorine Pesticides by GC-ECD (8080 Basic Target List)*

Extraction Method: SW3550C Analytical Method: SW8081B Work Order: 0701636

Lab ID	0701636-001A				Reporting Limit for DF =1	
Client ID	SB-4-0.5'- 7-0.5'					
Matrix	S				S	W
DF	20					
Compound	**Concentration**				mg/kg	µg/L
Aldrin	ND<0.020				0.001	NA
a-BHC	ND<0.020				0.001	NA
b-BHC	ND<0.020				0.001	NA
d-BHC	ND<0.020				0.001	NA
g-BHC	ND<0.020				0.001	NA
Chlordane (Technical)	ND<0.50				0.025	NA
a-Chlordane	ND<0.020				0.001	NA
g-Chlordane	ND<0.020				0.001	NA
p,p-DDD	ND<0.020				0.001	NA
p,p-DDE	0.036				0.001	NA
p,p-DDT	0.033				0.001	NA
Dieldrin	ND<0.020				0.001	NA
Endosulfan I	ND<0.020				0.001	NA
Endosulfan II	ND<0.020				0.001	NA
Endosulfan sulfate	ND<0.020				0.001	NA
Endrin	ND<0.020				0.001	NA
Endrin aldehyde	ND<0.020				0.001	NA
Heptachlor	ND<0.020				0.001	NA
Heptachlor epoxide	ND<0.020				0.001	NA
Hexachlorobenzene	ND<0.20				0.01	NA
Hexachlorocyclopentadiene	ND<0.40				0.02	NA
Methoxychlor	ND<0.020				0.001	NA
Toxaphene	ND<1.0				0.05	NA
Surrogate Recoveries (%)						
%SS:	100					
Comments						

* water samples in µg/L, soil/sludge/solid samples in mg/kg, wipe samples in µg/wipe, filter samples in µg/filter, product/oil/non-aqueous liquid samples and all TCLP & SPLP extracts are reported in mg/L.

ND means not detected above the reporting limit; N/A means analyte not applicable to this analysis.

surrogate diluted out of range or surrogate coelutes with another peak.

(a) PCB aroclor 1016; (b) PCB aroclor 1221; (c) PCB aroclor 1232; (d) PCB aroclor 1242; (e) PCB aroclor 1248; (f) PCB aroclor 1254; (g) PCB aroclor 1260; (h) a lighter than water immiscible sheen/product is present; (i) liquid sample that contains >~1 vol. % sediment; (j) sample diluted due to high organic content; (k) p,p,- is the same as 4,4,-; (l) florisil (EPA 3620) cleanup; (m) silica-gel (EPA 3630) cleanup; (n) elemental sulfur (EPA 3660) cleanup; (o) sulfuric acid permanganate (EPA 3665) cleanup; (r) results are reported on a dry weight basis; (p) see attached narrative.

Angela Rydelius, Lab Manager

McCampbell Analytical, Inc.
"When Quality Counts"

1534 Willow Pass Road, Pittsburg, CA 94565-1701
Web: www.mccampbell.com E-mail: main@mccampbell.com
Telephone: 877-252-9262 Fax: 925-252-9269

AEI Consultants	Client Project ID: #263-903-B	Date Sampled: 01/30/07
		Date Received: 01/31/07
2500 Camino Diablo, Ste. #200	Client Contact: Adrian Angel	Date Extracted: 01/31/07
Walnut Creek, CA 94597	Client P.O.:	Date Analyzed 02/01/07

Volatile Organics by P&T and GC/MS (Basic Target List)*

Extraction Method: SW5030B Analytical Method: SW8260B Work Order: 0701636

Lab ID	0701636-002A
Client ID	SB-1-4'
Matrix	Soil

Compound	Concentration *	DF	Reporting Limit	Compound	Concentration *	DF	Reporting Limit
Acetone	ND	1.0	0.05	Acrolein (Propenal)	ND	1.0	0.05
Acrylonitrile	ND	1.0	0.02	tert-Amyl methyl ether (TAME)	ND	1.0	0.005
Benzene	ND	1.0	0.005	Bromobenzene	ND	1.0	0.005
Bromochloromethane	ND	1.0	0.005	Bromodichloromethane	ND	1.0	0.005
Bromoform	ND	1.0	0.005	Bromomethane	ND	1.0	0.005
2-Butanone (MEK)	ND	1.0	0.02	t-Butyl alcohol (TBA)	ND	1.0	0.05
n-Butyl benzene	ND	1.0	0.005	sec-Butyl benzene	ND	1.0	0.005
tert-Butyl benzene	ND	1.0	0.005	Carbon Disulfide	ND	1.0	0.005
Carbon Tetrachloride	ND	1.0	0.005	Chlorobenzene	ND	1.0	0.005
Chloroethane	ND	1.0	0.005	2-Chloroethyl Vinyl Ether	ND	1.0	0.01
Chloroform	ND	1.0	0.005	Chloromethane	ND	1.0	0.005
2-Chlorotoluene	ND	1.0	0.005	4-Chlorotoluene	ND	1.0	0.005
Dibromochloromethane	ND	1.0	0.005	1,2-Dibromo-3-chloropropane	ND	1.0	0.005
1,2-Dibromoethane (EDB)	ND	1.0	0.005	Dibromomethane	ND	1.0	0.005
1,2-Dichlorobenzene	ND	1.0	0.005	1,3-Dichlorobenzene	ND	1.0	0.005
1,4-Dichlorobenzene	ND	1.0	0.005	Dichlorodifluoromethane	ND	1.0	0.005
1,1-Dichloroethane	ND	1.0	0.005	1,2-Dichloroethane (1,2-DCA)	ND	1.0	0.005
1,1-Dichloroethene	ND	1.0	0.005	cis-1,2-Dichloroethene	ND	1.0	0.005
trans-1,2-Dichloroethene	ND	1.0	0.005	1,2-Dichloropropane	ND	1.0	0.005
1,3-Dichloropropane	ND	1.0	0.005	2,2-Dichloropropane	ND	1.0	0.005
1,1-Dichloropropene	ND	1.0	0.005	cis-1,3-Dichloropropene	ND	1.0	0.005
trans-1,3-Dichloropropene	ND	1.0	0.005	Diisopropyl ether (DIPE)	ND	1.0	0.005
Ethylbenzene	ND	1.0	0.005	Ethyl tert-butyl ether (ETBE)	ND	1.0	0.005
Freon 113	ND	1.0	0.1	Hexachlorobutadiene	ND	1.0	0.005
Hexachloroethane	ND	1.0	0.005	2-Hexanone	ND	1.0	0.005
Isopropylbenzene	ND	1.0	0.005	4-Isopropyl toluene	ND	1.0	0.005
Methyl-t-butyl ether (MTBE)	ND	1.0	0.005	Methylene chloride	ND	1.0	0.005
4-Methyl-2-pentanone (MIBK)	ND	1.0	0.005	Naphthalene	ND	1.0	0.005
Nitrobenzene	ND	1.0	0.1	n-Propyl benzene	ND	1.0	0.005
Styrene	ND	1.0	0.005	1,1,1,2-Tetrachloroethane	ND	1.0	0.005
1,1,2,2-Tetrachloroethane	ND	1.0	0.005	Tetrachloroethene	ND	1.0	0.005
Toluene	ND	1.0	0.005	1,2,3-Trichlorobenzene	ND	1.0	0.005
1,2,4-Trichlorobenzene	ND	1.0	0.005	1,1,1-Trichloroethane	ND	1.0	0.005
1,1,2-Trichloroethane	ND	1.0	0.005	Trichloroethene	ND	1.0	0.005
Trichlorofluoromethane	ND	1.0	0.005	1,2,3-Trichloropropane	ND	1.0	0.005
1,2,4-Trimethylbenzene	ND	1.0	0.005	1,3,5-Trimethylbenzene	ND	1.0	0.005
Vinyl Chloride	ND	1.0	0.005	Xylenes	ND	1.0	0.005

Surrogate Recoveries (%)

%SS1:	98	%SS2:	99
%SS3:	102		

Comments:

* water and vapor samples are reported in µg/L, soil/sludge/solid samples in mg/kg, product/oil/non-aqueous liquid samples and all TCLP & SPLP extracts are reported in mg/L, wipe samples in µg/wipe.

ND means not detected above the reporting limit; N/A means analyte not applicable to this analysis.

surrogate diluted out of range or coelutes with another peak; &) low surrogate due to matrix interference.

h) lighter than water immiscible sheen/product is present; i) liquid sample that contains greater than ~1 vol. % sediment; j) sample diluted due to high organic content/matrix interference; k) reporting limit near, but not identical to our standard reporting limit due to variable Encore sample weight; m) reporting limit raised due to insufficient sample amount; n) results are reported on a dry weight basis; p) see attached narrative.

DHS ELAP Certification N° 1644

Angela Rydelius, Lab Manager

McCampbell Analytical, Inc.
"When Quality Counts"

1534 Willow Pass Road, Pittsburg, CA 94565-1701
Web: www.mccampbell.com E-mail: main@mccampbell.com
Telephone: 877-252-9262 Fax: 925-252-9269

AEI Consultants	Client Project ID: #263-903-B	Date Sampled: 01/30/07
		Date Received: 01/31/07
2500 Camino Diablo, Ste. #200	Client Contact: Adrian Angel	Date Extracted: 01/31/07
Walnut Creek, CA 94597	Client P.O.:	Date Analyzed 02/01/07

Volatile Organics by P&T and GC/MS (Basic Target List)*

Extraction Method: SW5030B Analytical Method: SW8260B Work Order: 0701636

Lab ID	0701636-004A
Client ID	SB-2-7'
Matrix	Soil

Compound	Concentration *	DF	Reporting Limit	Compound	Concentration *	DF	Reporting Limit
Acetone	ND	1.0	0.05	Acrolein (Propenal)	ND	1.0	0.05
Acrylonitrile	ND	1.0	0.02	tert-Amyl methyl ether (TAME)	ND	1.0	0.005
Benzene	ND	1.0	0.005	Bromobenzene	ND	1.0	0.005
Bromochloromethane	ND	1.0	0.005	Bromodichloromethane	ND	1.0	0.005
Bromoform	ND	1.0	0.005	Bromomethane	ND	1.0	0.005
2-Butanone (MEK)	ND	1.0	0.02	t-Butyl alcohol (TBA)	ND	1.0	0.05
n-Butyl benzene	ND	1.0	0.005	sec-Butyl benzene	ND	1.0	0.005
tert-Butyl benzene	ND	1.0	0.005	Carbon Disulfide	ND	1.0	0.005
Carbon Tetrachloride	ND	1.0	0.005	Chlorobenzene	ND	1.0	0.005
Chloroethane	ND	1.0	0.005	2-Chloroethyl Vinyl Ether	ND	1.0	0.01
Chloroform	ND	1.0	0.005	Chloromethane	ND	1.0	0.005
2-Chlorotoluene	ND	1.0	0.005	4-Chlorotoluene	ND	1.0	0.005
Dibromochloromethane	ND	1.0	0.005	1,2-Dibromo-3-chloropropane	ND	1.0	0.005
1,2-Dibromoethane (EDB)	ND	1.0	0.005	Dibromomethane	ND	1.0	0.005
1,2-Dichlorobenzene	ND	1.0	0.005	1,3-Dichlorobenzene	ND	1.0	0.005
1,4-Dichlorobenzene	ND	1.0	0.005	Dichlorodifluoromethane	ND	1.0	0.005
1,1-Dichloroethane	ND	1.0	0.005	1,2-Dichloroethane (1,2-DCA)	ND	1.0	0.005
1,1-Dichloroethene	ND	1.0	0.005	cis-1,2-Dichloroethene	ND	1.0	0.005
trans-1,2-Dichloroethene	ND	1.0	0.005	1,2-Dichloropropane	ND	1.0	0.005
1,3-Dichloropropane	ND	1.0	0.005	2,2-Dichloropropane	ND	1.0	0.005
1,1-Dichloropropene	ND	1.0	0.005	cis-1,3-Dichloropropene	ND	1.0	0.005
trans-1,3-Dichloropropene	ND	1.0	0.005	Diisopropyl ether (DIPE)	ND	1.0	0.005
Ethylbenzene	ND	1.0	0.005	Ethyl tert-butyl ether (ETBE)	ND	1.0	0.005
Freon 113	ND	1.0	0.1	Hexachlorobutadiene	ND	1.0	0.005
Hexachloroethane	ND	1.0	0.005	2-Hexanone	ND	1.0	0.005
Isopropylbenzene	ND	1.0	0.005	4-Isopropyl toluene	ND	1.0	0.005
Methyl-t-butyl ether (MTBE)	ND	1.0	0.005	Methylene chloride	ND	1.0	0.005
4-Methyl-2-pentanone (MIBK)	ND	1.0	0.005	Naphthalene	ND	1.0	0.005
Nitrobenzene	ND	1.0	0.1	n-Propyl benzene	ND	1.0	0.005
Styrene	ND	1.0	0.005	1,1,1,2-Tetrachloroethane	ND	1.0	0.005
1,1,2,2-Tetrachloroethane	ND	1.0	0.005	Tetrachloroethene	ND	1.0	0.005
Toluene	ND	1.0	0.005	1,2,3-Trichlorobenzene	ND	1.0	0.005
1,2,4-Trichlorobenzene	ND	1.0	0.005	1,1,1-Trichloroethane	ND	1.0	0.005
1,1,2-Trichloroethane	ND	1.0	0.005	Trichloroethene	ND	1.0	0.005
Trichlorofluoromethane	ND	1.0	0.005	1,2,3-Trichloropropane	ND	1.0	0.005
1,2,4-Trimethylbenzene	ND	1.0	0.005	1,3,5-Trimethylbenzene	ND	1.0	0.005
Vinyl Chloride	ND	1.0	0.005	Xylenes	ND	1.0	0.005

Surrogate Recoveries (%)

%SS1:	96	%SS2:	99
%SS3:	104		

Comments:

* water and vapor samples are reported in µg/L, soil/sludge/solid samples in mg/kg, product/oil/non-aqueous liquid samples and all TCLP & SPLP extracts are reported in mg/L, wipe samples in µg/wipe.

ND means not detected above the reporting limit; N/A means analyte not applicable to this analysis.

surrogate diluted out of range or coelutes with another peak; &) low surrogate due to matrix interference.

h) lighter than water immiscible sheen/product is present; i) liquid sample that contains greater than ~1 vol. % sediment; j) sample diluted due to high organic content/matrix interference; k) reporting limit near, but not identical to our standard reporting limit due to variable Encore sample weight; m) reporting limit raised due to insufficient sample amount; n) results are reported on a dry weight basis; p) see attached narrative.

McCampbell Analytical, Inc.
"When Quality Counts"

1534 Willow Pass Road, Pittsburg, CA 94565-1701
Web: www.mccampbell.com E-mail: main@mccampbell.com
Telephone: 877-252-9262 Fax: 925-252-9269

AEI Consultants	Client Project ID: #263-903-B	Date Sampled: 01/30/07
		Date Received: 01/31/07
2500 Camino Diablo, Ste. #200	Client Contact: Adrian Angel	Date Extracted: 01/31/07
Walnut Creek, CA 94597	Client P.O.:	Date Analyzed 02/01/07

Volatile Organics by P&T and GC/MS (Basic Target List)*

Extraction Method: SW5030B Analytical Method: SW8260B Work Order: 0701636

Lab ID	0701636-006A
Client ID	SB-3-4'
Matrix	Soil

Compound	Concentration *	DF	Reporting Limit	Compound	Concentration *	DF	Reporting Limit
Acetone	ND	1.0	0.05	Acrolein (Propenal)	ND	1.0	0.05
Acrylonitrile	ND	1.0	0.02	tert-Amyl methyl ether (TAME)	ND	1.0	0.005
Benzene	ND	1.0	0.005	Bromobenzene	ND	1.0	0.005
Bromochloromethane	ND	1.0	0.005	Bromodichloromethane	ND	1.0	0.005
Bromoform	ND	1.0	0.005	Bromomethane	ND	1.0	0.005
2-Butanone (MEK)	ND	1.0	0.02	t-Butyl alcohol (TBA)	ND	1.0	0.05
n-Butyl benzene	ND	1.0	0.005	sec-Butyl benzene	ND	1.0	0.005
tert-Butyl benzene	ND	1.0	0.005	Carbon Disulfide	ND	1.0	0.005
Carbon Tetrachloride	ND	1.0	0.005	Chlorobenzene	ND	1.0	0.005
Chloroethane	ND	1.0	0.005	2-Chloroethyl Vinyl Ether	ND	1.0	0.01
Chloroform	ND	1.0	0.005	Chloromethane	ND	1.0	0.005
2-Chlorotoluene	ND	1.0	0.005	4-Chlorotoluene	ND	1.0	0.005
Dibromochloromethane	ND	1.0	0.005	1,2-Dibromo-3-chloropropane	ND	1.0	0.005
1,2-Dibromoethane (EDB)	ND	1.0	0.005	Dibromomethane	ND	1.0	0.005
1,2-Dichlorobenzene	ND	1.0	0.005	1,3-Dichlorobenzene	ND	1.0	0.005
1,4-Dichlorobenzene	ND	1.0	0.005	Dichlorodifluoromethane	ND	1.0	0.005
1,1-Dichloroethane	ND	1.0	0.005	1,2-Dichloroethane (1,2-DCA)	ND	1.0	0.005
1,1-Dichloroethene	ND	1.0	0.005	cis-1,2-Dichloroethene	ND	1.0	0.005
trans-1,2-Dichloroethene	ND	1.0	0.005	1,2-Dichloropropane	ND	1.0	0.005
1,3-Dichloropropane	ND	1.0	0.005	2,2-Dichloropropane	ND	1.0	0.005
1,1-Dichloropropene	ND	1.0	0.005	cis-1,3-Dichloropropene	ND	1.0	0.005
trans-1,3-Dichloropropene	ND	1.0	0.005	Diisopropyl ether (DIPE)	ND	1.0	0.005
Ethylbenzene	ND	1.0	0.005	Ethyl tert-butyl ether (ETBE)	ND	1.0	0.005
Freon 113	ND	1.0	0.1	Hexachlorobutadiene	ND	1.0	0.005
Hexachloroethane	ND	1.0	0.005	2-Hexanone	ND	1.0	0.005
Isopropylbenzene	ND	1.0	0.005	4-Isopropyl toluene	ND	1.0	0.005
Methyl-t-butyl ether (MTBE)	ND	1.0	0.005	Methylene chloride	ND	1.0	0.005
4-Methyl-2-pentanone (MIBK)	ND	1.0	0.005	Naphthalene	ND	1.0	0.005
Nitrobenzene	ND	1.0	0.1	n-Propyl benzene	ND	1.0	0.005
Styrene	ND	1.0	0.005	1,1,1,2-Tetrachloroethane	ND	1.0	0.005
1,1,2,2-Tetrachloroethane	ND	1.0	0.005	Tetrachloroethene	ND	1.0	0.005
Toluene	ND	1.0	0.005	1,2,3-Trichlorobenzene	ND	1.0	0.005
1,2,4-Trichlorobenzene	ND	1.0	0.005	1,1,1-Trichloroethane	ND	1.0	0.005
1,1,2-Trichloroethane	ND	1.0	0.005	Trichloroethene	ND	1.0	0.005
Trichlorofluoromethane	ND	1.0	0.005	1,2,3-Trichloropropane	ND	1.0	0.005
1,2,4-Trimethylbenzene	ND	1.0	0.005	1,3,5-Trimethylbenzene	ND	1.0	0.005
Vinyl Chloride	ND	1.0	0.005	Xylenes	ND	1.0	0.005

Surrogate Recoveries (%)

%SS1:	97	%SS2:	98
%SS3:	102		

Comments:

* water and vapor samples are reported in µg/L, soil/sludge/solid samples in mg/kg, product/oil/non-aqueous liquid samples and all TCLP & SPLP extracts are reported in mg/L, wipe samples in µg/wipe.

ND means not detected above the reporting limit; N/A means analyte not applicable to this analysis.

surrogate diluted out of range or coelutes with another peak; &) low surrogate due to matrix interference.

h) lighter than water immiscible sheen/product is present; i) liquid sample that contains greater than ~1 vol. % sediment; j) sample diluted due to high organic content/matrix interference; k) reporting limit near, but not identical to our standard reporting limit due to variable Encore sample weight; m) reporting limit raised due to insufficient sample amount; n) results are reported on a dry weight basis; p) see attached narrative.

DHS ELAP Certification N° 1644

Angela Rydelius, Lab Manager

McCampbell Analytical, Inc.
"When Quality Counts"

1534 Willow Pass Road, Pittsburg, CA 94565-1701
Web: www.mccampbell.com E-mail: main@mccampbell.com
Telephone: 877-252-9262 Fax: 925-252-9269

AEI Consultants	Client Project ID: #263-903-B	Date Sampled: 01/30/07
2500 Camino Diablo, Ste. #200		Date Received: 01/31/07
Walnut Creek, CA 94597	Client Contact: Adrian Angel	Date Extracted: 01/31/07
	Client P.O.:	Date Analyzed 02/02/07

As, Pb, and Hg by ICP-MS*

Extraction method SW3050B Analytical methods 6020A Work Order: 0701636

Lab ID	Client ID	Matrix	Extraction	Arsenic	Lead	Mercury	DF	% SS
001A	SB-4-0.5'- 7-0.5'	S	TTLC	7.1	10	0.087	1	105
Reporting Limit for DF =1; ND means not detected at or above the reporting limit		W	TTLC	NA	NA	NA	NA	
		S	TTLC	0.5	0.5	0.05	mg/Kg	

*water samples are reported in µg/L, product/oil/non-aqueous liquid samples and all TCLP / STLC / DISTLC / SPLP extracts are reported in mg/L, soil/sludge/solid samples in mg/kg, wipe samples in µg/wipe, filter samples in µg/filter.

means surrogate diluted out of range; ND means not detected above the reporting limit; N/A means not applicable to this sample or instrument.

i) aqueous sample containing greater than ~1 vol. % sediment; for DISSOLVED metals, this sample has been preserved prior to filtration; for TTLC metals, a representative sediment-water mixture was digested; j) reporting limit raised due to insufficient sample amount; k) reporting limit raised due to matrix interference; m) estimated value due to low/high surrrogate recovery, caused by matrix interference; n) results are reported on a dry weight basis; p) see attached narrative.

DHS ELAP Certification N° 1644

AR Angela Rydelius, Lab Manager

McCampbell Analytical, Inc.
"When Quality Counts"

1534 Willow Pass Road, Pittsburg, CA 94565-1701
Web: www.mccampbell.com E-mail: main@mccampbell.com
Telephone: 877-252-9262 Fax: 925-252-9269

AEI Consultants	Client Project ID: #263-903-B	Date Sampled: 01/30/07
2500 Camino Diablo, Ste. #200		Date Received: 01/31/07
Walnut Creek, CA 94597	Client Contact: Adrian Angel	Date Extracted: 01/31/07
	Client P.O.:	Date Analyzed 02/01/07

Gasoline Range (C6-C12) Volatile Hydrocarbons as Gasoline *

Extraction method SW5030B Analytical methods SW8015Cm Work Order: 0701636

Lab ID	Client ID	Matrix	TPH(g)	DF	% SS
002A	SB-1-4'	S	ND	1	93
004A	SB-2-7'	S	ND	1	91
006A	SB-3-4'	S	ND	1	89

Reporting Limit for DF =1; ND means not detected at or above the reporting limit	W	NA	NA
	S	1.0	mg/Kg

* water and vapor samples and all TCLP & SPLP extracts are reported in µg/L, soil/sludge/solid samples in mg/kg, wipe samples in µg/wipe, product/oil/non-aqueous liquid samples in mg/L.

cluttered chromatogram; sample peak coelutes with surrogate peak.

+The following descriptions of the TPH chromatogram are cursory in nature and McCampbell Analytical is not responsible for their interpretation: a) unmodified or weakly modified gasoline is significant; b) heavier gasoline range compounds are significant(aged gasoline?); c) lighter gasoline range compounds (the most mobile fraction) are significant; d) gasoline range compounds having broad chromatographic peaks are significant; biologically altered gasoline?; e) TPH pattern that does not appear to be derived from gasoline (stoddard solvent / mineral spirit?); f) one to a few isolated non-target peaks present; g) strongly aged gasoline or diesel range compounds are significant; h) lighter than water immiscible sheen/product is present; i) liquid sample that contains greater than ~1 vol. % sediment; j) reporting limit raised due to high MTBE content; k) TPH pattern that does not appear to be derived from gasoline (aviation gas). m) no recognizable pattern; n) TPH(g) value derived using a client specified carbon range; o) results are reported on a dry weight basis; p) see attached narrative.

DHS ELAP Certification N° 1644

Angela Rydelius, Lab Manager

McCampbell Analytical, Inc.
"When Quality Counts"

1534 Willow Pass Road, Pittsburg, CA 94565-1701
Web: www.mccampbell.com E-mail: main@mccampbell.com
Telephone: 877-252-9262 Fax: 925-252-9269

AEI Consultants	Client Project ID: #263-903-B	Date Sampled: 01/30/07
2500 Camino Diablo, Ste. #200		Date Received: 01/31/07
Walnut Creek, CA 94597	Client Contact: Adrian Angel	Date Extracted: 01/31/07
	Client P.O.:	Date Analyzed 02/01/07

Diesel (C10-23) and Oil (C18+) Range Extractable Hydrocarbons as Diesel and Motor Oil*

Extraction method: SW3550C Analytical methods: SW8015C Work Order: 0701636

Lab ID	Client ID	Matrix	TPH(d)	TPH(mo)	DF	% SS
0701636-002A	SB-1-4'	S	ND	ND	1	99
0701636-004A	SB-2-7'	S	ND	ND	1	100
0701636-006A	SB-3-4'	S	ND	ND	1	101

Reporting Limit for DF =1; ND means not detected at or above the reporting limit	W	NA	NA	ug/L
	S	1.0	5.0	mg/Kg

* water samples are reported in µg/L, wipe samples in µg/wipe, soil/solid/sludge samples in mg/kg, product/oil/non-aqueous liquid samples in mg/L, and all DISTLC / STLC / SPLP / TCLP extracts are reported in µg/L.

cluttered chromatogram resulting in coeluted surrogate and sample peaks, or; surrogate peak is on elevated baseline, or; surrogate has been diminished by dilution of original extract.

+The following descriptions of the TPH chromatogram are cursory in nature and McCampbell Analytical is not responsible for their interpretation: a) unmodified or weakly modified diesel is significant; b) diesel range compounds are significant; no recognizable pattern; c) aged diesel? is significant); d) gasoline range compounds are significant; e) unknown medium boiling point pattern that does not appear to be derived from diesel (asphalt?); f) one to a few isolated peaks present; g) oil range compounds are significant; h) lighter than water immiscible sheen/product is present; i) liquid sample that contains greater than ~1 vol. % sediment; k) kerosene/kerosene range/jet fuel; l) bunker oil; m) fuel oil; n) stoddard solvent/mineral spirit; o) mineral oil; p) see attached narrative.

DHS ELAP Certification N° 1644

Angela Rydelius, Lab Manager

McCampbell Analytical, Inc.
"When Quality Counts"

1534 Willow Pass Road, Pittsburg, CA 94565-1701
Web: www.mccampbell.com E-mail: main@mccampbell.com
Telephone: 877-252-9262 Fax: 925-252-9269

QC SUMMARY REPORT FOR SW8081B

W.O. Sample Matrix: Soil QC Matrix: Soil WorkOrder 0701636

EPA Method SW8081B **Extraction SW3550C** **BatchID: 25997** **Spiked Sample ID: 0701598-004A**

Analyte	Sample	Spiked	MS	MSD	MS-MSD	LCS	LCSD	LCS-LCSD	Acceptance Criteria (%)			
	mg/kg	mg/kg	% Rec.	% Rec.	% RPD	% Rec.	% Rec.	% RPD	MS / MSD	RPD	LCS/LCSD	RPD
Aldrin	ND<0.0020	0.010	105	103	1.99	119	119	0	70 - 130	30	70 - 130	30
g-BHC	ND<0.0020	0.010	90.7	86.7	4.50	103	103	0	70 - 130	30	70 - 130	30
p,p-DDT	ND<0.0020	0.025	87.7	85.9	2.07	102	101	0.458	70 - 130	30	70 - 130	30
Dieldrin	ND<0.0020	0.025	105	102	2.37	120	120	0	70 - 130	30	70 - 130	30
Endrin	ND<0.0020	0.025	107	105	2.12	120	120	0	70 - 130	30	70 - 130	30
Heptachlor	ND<0.0020	0.010	88.8	87.1	1.93	101	101	0	70 - 130	30	70 - 130	30
%SS:	118	0.050	118	116	1.96	124	125	0.340	70 - 130	30	70 - 130	30

All target compounds in the Method Blank of this extraction batch were ND less than the method RL with the following exceptions:
NONE

BATCH 25997 SUMMARY

Sample ID	Date Sampled	Date Extracted	Date Analyzed	Sample ID	Date Sampled	Date Extracted	Date Analyzed
0701636-001	1/30/07 4:40 AM	1/31/07	2/01/07 3:08 AM				

MS = Matrix Spike; MSD = Matrix Spike Duplicate; LCS = Laboratory Control Sample; LCSD = Laboratory Control Sample Duplicate; RPD = Relative Percent Deviation.

% Recovery = 100 * (MS-Sample) / (Amount Spiked); RPD = 100 * (MS - MSD) / ((MS + MSD) / 2).

MS / MSD spike recoveries and / or %RPD may fall outside of laboratory acceptance criteria due to one or more of the following reasons: a) the sample is inhomogenous AND contains significant concentrations of analyte relative to the amount spiked, or b) the spiked sample's matrix interferes with the spike recovery.

N/A = not enough sample to perform matrix spike and matrix spike duplicate.

NR = analyte concentration in sample exceeds spike amount for soil matrix or exceeds 2x spike amount for water matrix or sample diluted due to high matrix or analyte content.

DHS ELAP Certification N° 1644

QA/QC Officer

McCampbell Analytical, Inc.
"When Quality Counts"

1534 Willow Pass Road, Pittsburg, CA 94565-1701
Web: www.mccampbell.com E-mail: main@mccampbell.com
Telephone: 877-252-9262 Fax: 925-252-9269

QC SUMMARY REPORT FOR SW8260B

W.O. Sample Matrix: Soil QC Matrix: Soil WorkOrder 0701636

EPA Method SW8260B **Extraction SW5030B** **BatchID: 26006** **Spiked Sample ID: 0701618-001A**

Analyte	Sample	Spiked	MS	MSD	MS-MSD	LCS	LCSD	LCS-LCSD	Acceptance Criteria (%)			
	mg/Kg	mg/Kg	% Rec.	% Rec.	% RPD	% Rec.	% Rec.	% RPD	MS / MSD	RPD	LCS/LCSD	RPD
tert-Amyl methyl ether (TAME)	ND	0.050	95.2	96.2	1.04	99.6	93.6	6.19	70 - 130	30	70 - 130	30
Benzene	ND	0.050	129	128	0.793	129	126	2.26	70 - 130	30	70 - 130	30
t-Butyl alcohol (TBA)	ND	0.25	101	117	14.9	107	117	9.03	70 - 130	30	70 - 130	30
Chlorobenzene	ND	0.050	104	104	0	107	101	5.71	70 - 130	30	70 - 130	30
1,2-Dibromoethane (EDB)	ND	0.050	103	104	0.164	109	101	8.16	70 - 130	30	70 - 130	30
1,2-Dichloroethane (1,2-DCA)	ND	0.050	94.4	96.5	2.21	95.5	93.8	1.80	70 - 130	30	70 - 130	30
1,1-Dichloroethene	ND	0.050	95.7	110	14.0	92.4	87	6.07	70 - 130	30	70 - 130	30
Diisopropyl ether (DIPE)	ND	0.050	107	107	0	111	105	6.11	70 - 130	30	70 - 130	30
Ethyl tert-butyl ether (ETBE)	ND	0.050	96.5	98.1	1.62	101	94.1	7.51	70 - 130	30	70 - 130	30
Methyl-t-butyl ether (MTBE)	ND	0.050	96.9	99.6	2.70	102	96.9	5.53	70 - 130	30	70 - 130	30
Toluene	ND	0.050	111	105	6.19	116	102	12.8	70 - 130	30	70 - 130	30
Trichloroethene	ND	0.050	82.7	82.6	0.176	83.7	81	3.22	70 - 130	30	70 - 130	30
%SS1:	101	0.050	103	104	0.767	103	103	0	70 - 130	30	70 - 130	30
%SS2:	100	0.050	97	93	3.36	97	92	4.70	70 - 130	30	70 - 130	30
%SS3:	104	0.050	100	98	1.97	97	96	1.27	70 - 130	30	70 - 130	30

All target compounds in the Method Blank of this extraction batch were ND less than the method RL with the following exceptions:

NONE

BATCH 26006 SUMMARY

Sample ID	Date Sampled	Date Extracted	Date Analyzed	Sample ID	Date Sampled	Date Extracted	Date Analyzed
0701636-002	1/30/07 2:49 AM	1/31/07	2/01/07 7:17 PM	0701636-004	1/30/07 3:10 AM	1/31/07	2/01/07 8:02 PM
0701636-006	1/30/07 4:29 AM	1/31/07	2/01/07 8:49 PM				

MS = Matrix Spike; MSD = Matrix Spike Duplicate; LCS = Laboratory Control Sample; LCSD = Laboratory Control Sample Duplicate; RPD = Relative Percent Deviation.

% Recovery = 100 * (MS-Sample) / (Amount Spiked); RPD = 100 * (MS - MSD) / ((MS + MSD) / 2).

MS / MSD spike recoveries and / or %RPD may fall outside of laboratory acceptance criteria due to one or more of the following reasons: a) the sample is inhomogenous AND contains significant concentrations of analyte relative to the amount spiked, or b) the spiked sample's matrix interferes with the spike recovery.

N/A = not enough sample to perform matrix spike and matrix spike duplicate.

NR = analyte concentration in sample exceeds spike amount for soil matrix or exceeds 2x spike amount for water matrix or sample diluted due to high matrix or analyte content.

DHS ELAP Certification N° 1644

QA/QC Officer

McCampbell Analytical, Inc.
"When Quality Counts"

1534 Willow Pass Road, Pittsburg, CA 94565-1701
Web: www.mccampbell.com E-mail: main@mccampbell.com
Telephone: 877-252-9262 Fax: 925-252-9269

QC SUMMARY REPORT FOR 6020A

W.O. Sample Matrix: Soil QC Matrix: Soil WorkOrder 0701636

EPA Method 6020A **Extraction SW3050B** **BatchID: 26021** **Spiked Sample ID 0701636-001A**

Analyte	Sample	Spiked	MS	MSD	MS-MSD	Spiked	LCS	LCSD	LCS-LCSD	Acceptance Criteria (%)			
	mg/Kg	mg/Kg	% Rec.	% Rec.	% RPD	mg/Kg	% Rec.	% Rec.	% RPD	MS / MSD	RPD	LCS/LCSD	RPD
Arsenic	7.1	50	98.7	97.7	0.926	10	97.7	98	0.327	75 - 125	20	80 - 120	20
Lead	10	50	96.3	95.2	0.950	10	96.6	97.6	1.01	75 - 125	20	80 - 120	20
Mercury	0.087	2.5	103	102	0.943	0.50	98.5	98.9	0.372	75 - 125	20	80 - 120	20
%SS:	105	250	102	98	4.27	250	103	105	1.54	70 - 130	20	70 - 130	20

All target compounds in the Method Blank of this extraction batch were ND less than the method RL with the following exceptions:
NONE

BATCH 26021 SUMMARY

Sample ID	Date Sampled	Date Extracted	Date Analyzed	Sample ID	Date Sampled	Date Extracted	Date Analyzed
0701636-001A	1/30/07 4:40 AM	1/31/07	2/02/07 3:09 AM				

MS = Matrix Spike; MSD = Matrix Spike Duplicate; LCS = Laboratory Control Sample; LCSD = Laboratory Control Sample Duplicate; RPD = Relative Percent Deviation.

% Recovery = 100 * (MS-Sample) / (Amount Spiked); RPD = 100 * (MS - MSD) / ((MS + MSD) / 2).

MS / MSD spike recoveries and / or %RPD may fall outside of laboratory acceptance criteria due to one or more of the following reasons: a) the sample is inhomogenous AND contains significant concentrations of analyte relative to the amount spiked, or b) the spiked sample's matrix interferes with the spike recovery.

N/A = not applicable to this method.

NR = analyte concentration in sample exceeds spike amount for soil matrix or exceeds 2x spike amount for water matrix or sample diluted due to high matrix or analyte

DHS ELAP Certification N° 1644

QA/QC Officer

McCampbell Analytical, Inc.
"When Quality Counts"

1534 Willow Pass Road, Pittsburg, CA 94565-1701
Web: www.mccampbell.com E-mail: main@mccampbell.com
Telephone: 877-252-9262 Fax: 925-252-9269

QC SUMMARY REPORT FOR SW8021B/8015Cm

W.O. Sample Matrix: Soil QC Matrix: Soil WorkOrder 0701636

EPA Method SW8015Cm	Extraction SW5030B				BatchID: 26016				Spiked Sample ID: 0701626-002A			
Analyte	Sample	Spiked	MS	MSD	MS-MSD	LCS	LCSD	LCS-LCSD	Acceptance Criteria (%)			
	mg/Kg	mg/Kg	% Rec.	% Rec.	% RPD	% Rec.	% Rec.	% RPD	MS / MSD	RPD	LCS/LCSD	RPD
TPH(btex)£	ND	0.60	112	118	5.68	108	123	12.5	70 - 130	30	70 - 130	30
MTBE	ND	0.10	79	80.1	1.46	79.1	83.6	5.48	70 - 130	30	70 - 130	30
Benzene	ND	0.10	99.6	102	2.42	102	107	5.06	70 - 130	30	70 - 130	30
Toluene	ND	0.10	97.9	103	5.31	99.4	106	6.30	70 - 130	30	70 - 130	30
Ethylbenzene	ND	0.10	102	103	0.679	101	110	8.64	70 - 130	30	70 - 130	30
Xylenes	ND	0.30	117	117	0	117	123	5.56	70 - 130	30	70 - 130	30
%SS:	112	0.10	93.4	96.2	2.89	92.2	100	8.66	70 - 130	30	70 - 130	30

All target compounds in the Method Blank of this extraction batch were ND less than the method RL with the following exceptions:

NONE

BATCH 26016 SUMMARY

Sample ID	Date Sampled	Date Extracted	Date Analyzed	Sample ID	Date Sampled	Date Extracted	Date Analyzed
0701636-002	1/30/07 2:49 AM	1/31/07	2/01/07 7:25 PM	0701636-004	1/30/07 3:10 AM	1/31/07	2/01/07 8:31 PM
0701636-006	1/30/07 4:29 AM	1/31/07	2/01/07 7:58 PM				

MS = Matrix Spike; MSD = Matrix Spike Duplicate; LCS = Laboratory Control Sample; LCSD = Laboratory Control Sample Duplicate; RPD = Relative Percent Deviation.

% Recovery = 100 * (MS-Sample) / (Amount Spiked); RPD = 100 * (MS - MSD) / ((MS + MSD) / 2).

MS / MSD spike recoveries and / or %RPD may fall outside of laboratory acceptance criteria due to one or more of the following reasons: a) the sample is inhomogenous AND contains significant concentrations of analyte relative to the amount spiked, or b) the spiked sample's matrix interferes with the spike recovery.

£ TPH(btex) = sum of BTEX areas from the FID.

cluttered chromatogram; sample peak coelutes with surrogate peak.

DHS ELAP Certification N° 1644

QA/QC Officer

McCampbell Analytical, Inc.
"When Quality Counts"

1534 Willow Pass Road, Pittsburg, CA 94565-1701
Web: www.mccampbell.com E-mail: main@mccampbell.com
Telephone: 877-252-9262 Fax: 925-252-9269

QC SUMMARY REPORT FOR SW8015C

W.O. Sample Matrix: Soil QC Matrix: Soil WorkOrder 0701636

EPA Method SW8015C **Extraction SW3550C** **BatchID: 26017** **Spiked Sample ID: 0701629-010A**

Analyte	Sample	Spiked	MS	MSD	MS-MSD	LCS	LCSD	LCS-LCSD	Acceptance Criteria (%)			
	mg/Kg	mg/Kg	% Rec.	% Rec.	% RPD	% Rec.	% Rec.	% RPD	MS / MSD	RPD	LCS/LCSD	RPD
TPH(d)	24	20	NR	NR	NR	94.7	106	11.6	70 - 130	30	70 - 130	30
%SS:	94	50	96	102	6.29	94	100	5.81	70 - 130	30	70 - 130	30

All target compounds in the Method Blank of this extraction batch were ND less than the method RL with the following exceptions:

NONE

BATCH 26017 SUMMARY

Sample ID	Date Sampled	Date Extracted	Date Analyzed	Sample ID	Date Sampled	Date Extracted	Date Analyzed
0701636-002	1/30/07 2:49 AM	1/31/07	2/01/07 12:23 AM	0701636-004	1/30/07 3:10 AM	1/31/07	2/01/07 1:30 AM
0701636-006	1/30/07 4:29 AM	1/31/07	2/01/07 2:37 AM				

MS = Matrix Spike; MSD = Matrix Spike Duplicate; LCS = Laboratory Control Sample; LCSD = Laboratory Control Sample Duplicate; RPD = Relative Percent Deviation.

% Recovery = 100 * (MS-Sample) / (Amount Spiked); RPD = 100 * (MS - MSD) / ((MS + MSD) / 2).

MS / MSD spike recoveries and / or %RPD may fall outside of laboratory acceptance criteria due to one or more of the following reasons: a) the sample is inhomogenous AND contains significant concentrations of analyte relative to the amount spiked, or b) the spiked sample's matrix interferes with the spike recovery.

N/A = not enough sample to perform matrix spike and matrix spike duplicate.

NR = analyte concentration in sample exceeds spike amount for soil matrix or exceeds 2x spike amount for water matrix or sample diluted due to high matrix or analyte content.

DHS ELAP Certification N° 1644

QA/QC Officer

McCampbell Analytical, Inc.
"When Quality Counts"

1534 Willow Pass Road, Pittsburg, CA 94565-1701
Web: www.mccampbell.com E-mail: main@mccampbell.com
Telephone: 877-252-9262 Fax: 925-252-9269

AEI Consultants	Client Project ID: #263903-B	Date Sampled:	01/30/07
2500 Camino Diablo, Ste. #200		Date Received:	01/31/07
Walnut Creek, CA 94597	Client Contact: Adrian Angel	Date Reported:	02/06/07
	Client P.O.:	Date Completed:	02/06/07

WorkOrder: 0701638

February 06, 2007

Dear Adrian:

Enclosed are:

1). the results of **3** analyzed samples from your **#263903-B project,**

2). a QC report for the above samples

3). a copy of the chain of custody, and

4). a bill for analytical services.

All analyses were completed satisfactorily and all QC samples were found to be within our control limits. If you have any questions please contact me. McCampbell Analytical Laboratories strives for excellence in quality, service and cost. Thank you for your business and I look forward to working with you again.

Best regards,

Angela Rydelius, Lab Manager

McCampbell Analytical, Inc.
1534 Willow Pass Rd
Pittsburg, CA 94565-1701
(925) 252-9262

CHAIN-OF-CUSTODY RECORD

WorkOrder: 0701638 **ClientID: AEL**

☐ EDF ☐ Fax ☑ Email ☐ HardCop ☐ ThirdPart

Report to:
Adrian Angel
AEI Consultants
2500 Camino Diablo, Ste. #200
Walnut Creek, CA 94597

Email: aangel@aeiconsultants.com
TEL: (925) 283-600 FAX: (925) 283-612
ProjectNo: #263903-B
PO:

Bill t
Denise Mockel
AEI Consultants
2500 Camino Diablo, Ste. #200
Walnut Creek, CA 94597
dmockel@aeiconsultants.com

Requested TAT: 5 days

Date Received **01/31/2007**
Date Printed: **01/31/2007**

Sample ID	ClientSampID	Matrix	Collection Date	Hold	Requested Tests (See legend below) 1	2	3	4	5	6	7	8	9	10	11	12
0701638-001	SB-1-W	Water	01/30/07	☐	A	A										
0701638-002	SB-2-W	Water	01/30/07	☐	A	A										
0701638-003	SB-3-W	Water	01/30/07	☐	A	A										

Test Legend:

1	8260B_W	2	G-MBTEX_W	3		4		5	
6		7		8		9		10	
11		12							

The following SampIDs: 0701638-001A, 0701638-002A, 0701638-003A contain testgroup. Please make sure all relevant testcodes are reported. Many thanks.

Prepared by: Sheli Cryderman

Comments:

NOTE: Samples are discarded 60 days after results are reported unless other arrangements are made. Hazardous samples will be returned to client or disposed of at client expense.

McCampbell Analytical, Inc.
"When Quality Counts"

1534 Willow Pass Road, Pittsburg, CA 94565-1701
Web: www.mccampbell.com E-mail: main@mccampbell.com
Telephone: 877-252-9262 Fax: 925-252-9269

AEI Consultants	Client Project ID: #263903-B	Date Sampled: 01/30/07
		Date Received: 01/31/07
2500 Camino Diablo, Ste. #200	Client Contact: Adrian Angel	Date Extracted: 02/02/07
Walnut Creek, CA 94597	Client P.O.:	Date Analyzed 02/02/07

Volatile Organics by P&T and GC/MS (Basic Target List)*

Extraction Method: SW5030B Analytical Method: SW8260B Work Order: 0701638

Lab ID	0701638-001A						
Client ID	SB-1-W						
Matrix	Water						
Compound	Concentration *	DF	Reporting Limit	Compound	Concentration *	DF	Reporting Limit
Acetone	ND	1.0	10	Acrolein (Propenal)	ND	1.0	5.0
Acrylonitrile	ND	1.0	2.0	tert-Amyl methyl ether (TAME)	ND	1.0	0.5
Benzene	ND	1.0	0.5	Bromobenzene	ND	1.0	0.5
Bromochloromethane	ND	1.0	0.5	Bromodichloromethane	ND	1.0	0.5
Bromoform	ND	1.0	0.5	Bromomethane	ND	1.0	0.5
2-Butanone (MEK)	ND	1.0	2.0	t-Butyl alcohol (TBA)	ND	1.0	5.0
n-Butyl benzene	ND	1.0	0.5	sec-Butyl benzene	ND	1.0	0.5
tert-Butyl benzene	ND	1.0	0.5	Carbon Disulfide	ND	1.0	0.5
Carbon Tetrachloride	ND	1.0	0.5	Chlorobenzene	ND	1.0	0.5
Chloroethane	ND	1.0	0.5	2-Chloroethyl Vinyl Ether	ND	1.0	1.0
Chloroform	ND	1.0	0.5	Chloromethane	ND	1.0	0.5
2-Chlorotoluene	ND	1.0	0.5	4-Chlorotoluene	ND	1.0	0.5
Dibromochloromethane	ND	1.0	0.5	1,2-Dibromo-3-chloropropane	ND	1.0	0.5
1,2-Dibromoethane (EDB)	ND	1.0	0.5	Dibromomethane	ND	1.0	0.5
1,2-Dichlorobenzene	ND	1.0	0.5	1,3-Dichlorobenzene	ND	1.0	0.5
1,4-Dichlorobenzene	ND	1.0	0.5	Dichlorodifluoromethane	ND	1.0	0.5
1,1-Dichloroethane	ND	1.0	0.5	1,2-Dichloroethane (1,2-DCA)	ND	1.0	0.5
1,1-Dichloroethene	ND	1.0	0.5	cis-1,2-Dichloroethene	ND	1.0	0.5
trans-1,2-Dichloroethene	ND	1.0	0.5	1,2-Dichloropropane	ND	1.0	0.5
1,3-Dichloropropane	ND	1.0	0.5	2,2-Dichloropropane	ND	1.0	0.5
1,1-Dichloropropene	ND	1.0	0.5	cis-1,3-Dichloropropene	ND	1.0	0.5
trans-1,3-Dichloropropene	ND	1.0	0.5	Diisopropyl ether (DIPE)	ND	1.0	0.5
Ethylbenzene	ND	1.0	0.5	Ethyl tert-butyl ether (ETBE)	ND	1.0	0.5
Freon 113	ND	1.0	10	Hexachlorobutadiene	ND	1.0	0.5
Hexachloroethane	ND	1.0	0.5	2-Hexanone	ND	1.0	0.5
Isopropylbenzene	ND	1.0	0.5	4-Isopropyl toluene	ND	1.0	0.5
Methyl-t-butyl ether (MTBE)	ND	1.0	0.5	Methylene chloride	ND	1.0	0.5
4-Methyl-2-pentanone (MIBK)	ND	1.0	0.5	Naphthalene	ND	1.0	0.5
Nitrobenzene	ND	1.0	10	n-Propyl benzene	ND	1.0	0.5
Styrene	ND	1.0	0.5	1,1,1,2-Tetrachloroethane	ND	1.0	0.5
1,1,2,2-Tetrachloroethane	ND	1.0	0.5	Tetrachloroethene	ND	1.0	0.5
Toluene	ND	1.0	0.5	1,2,3-Trichlorobenzene	ND	1.0	0.5
1,2,4-Trichlorobenzene	ND	1.0	0.5	1,1,1-Trichloroethane	ND	1.0	0.5
1,1,2-Trichloroethane	ND	1.0	0.5	Trichloroethene	ND	1.0	0.5
Trichlorofluoromethane	ND	1.0	0.5	1,2,3-Trichloropropane	ND	1.0	0.5
1,2,4-Trimethylbenzene	ND	1.0	0.5	1,3,5-Trimethylbenzene	ND	1.0	0.5
Vinyl Chloride	ND	1.0	0.5	Xylenes	ND	1.0	0.5

Surrogate Recoveries (%)

%SS1:	103	%SS2:	96
%SS3:	94		

Comments: i

* water and vapor samples are reported in µg/L, soil/sludge/solid samples in mg/kg, product/oil/non-aqueous liquid samples and all TCLP & SPLP extracts are reported in mg/L, wipe samples in µg/wipe.

ND means not detected above the reporting limit; N/A means analyte not applicable to this analysis.

surrogate diluted out of range or coelutes with another peak; &) low surrogate due to matrix interference.

h) lighter than water immiscible sheen/product is present; i) liquid sample that contains greater than ~1 vol. % sediment; j) sample diluted due to high organic content/matrix interference; k) reporting limit near, but not identical to our standard reporting limit due to variable Encore sample weight; m) reporting limit raised due to insufficient sample amount; n) results are reported on a dry weight basis; p) see attached narrative; q) reported in ppm

DHS ELAP Certification N° 1644

Angela Rydelius, Lab Manager

McCampbell Analytical, Inc.
"When Quality Counts"

1534 Willow Pass Road, Pittsburg, CA 94565-1701
Web: www.mccampbell.com E-mail: main@mccampbell.com
Telephone: 877-252-9262 Fax: 925-252-9269

AEI Consultants	Client Project ID: #263903-B	Date Sampled: 01/30/07
		Date Received: 01/31/07
2500 Camino Diablo, Ste. #200	Client Contact: Adrian Angel	Date Extracted: 02/01/07
Walnut Creek, CA 94597	Client P.O.:	Date Analyzed 02/01/07

Volatile Organics by P&T and GC/MS (Basic Target List)*

Extraction Method: SW5030B Analytical Method: SW8260B Work Order: 0701638

Lab ID	0701638-002A
Client ID	SB-2-W
Matrix	Water

Compound	Concentration *	DF	Reporting Limit	Compound	Concentration *	DF	Reporting Limit
Acetone	ND	1.0	10	Acrolein (Propenal)	ND	1.0	5.0
Acrylonitrile	ND	1.0	2.0	tert-Amyl methyl ether (TAME)	ND	1.0	0.5
Benzene	ND	1.0	0.5	Bromobenzene	ND	1.0	0.5
Bromochloromethane	ND	1.0	0.5	Bromodichloromethane	ND	1.0	0.5
Bromoform	ND	1.0	0.5	Bromomethane	ND	1.0	0.5
2-Butanone (MEK)	ND	1.0	2.0	t-Butyl alcohol (TBA)	ND	1.0	5.0
n-Butyl benzene	ND	1.0	0.5	sec-Butyl benzene	ND	1.0	0.5
tert-Butyl benzene	ND	1.0	0.5	Carbon Disulfide	ND	1.0	0.5
Carbon Tetrachloride	ND	1.0	0.5	Chlorobenzene	ND	1.0	0.5
Chloroethane	ND	1.0	0.5	2-Chloroethyl Vinyl Ether	ND	1.0	1.0
Chloroform	ND	1.0	0.5	Chloromethane	ND	1.0	0.5
2-Chlorotoluene	ND	1.0	0.5	4-Chlorotoluene	ND	1.0	0.5
Dibromochloromethane	ND	1.0	0.5	1,2-Dibromo-3-chloropropane	ND	1.0	0.5
1,2-Dibromoethane (EDB)	ND	1.0	0.5	Dibromomethane	ND	1.0	0.5
1,2-Dichlorobenzene	ND	1.0	0.5	1,3-Dichlorobenzene	ND	1.0	0.5
1,4-Dichlorobenzene	ND	1.0	0.5	Dichlorodifluoromethane	ND	1.0	0.5
1,1-Dichloroethane	ND	1.0	0.5	1,2-Dichloroethane (1,2-DCA)	ND	1.0	0.5
1,1-Dichloroethene	ND	1.0	0.5	cis-1,2-Dichloroethene	ND	1.0	0.5
trans-1,2-Dichloroethene	ND	1.0	0.5	1,2-Dichloropropane	ND	1.0	0.5
1,3-Dichloropropane	ND	1.0	0.5	2,2-Dichloropropane	ND	1.0	0.5
1,1-Dichloropropene	ND	1.0	0.5	cis-1,3-Dichloropropene	ND	1.0	0.5
trans-1,3-Dichloropropene	ND	1.0	0.5	Diisopropyl ether (DIPE)	ND	1.0	0.5
Ethylbenzene	ND	1.0	0.5	Ethyl tert-butyl ether (ETBE)	ND	1.0	0.5
Freon 113	ND	1.0	10	Hexachlorobutadiene	ND	1.0	0.5
Hexachloroethane	ND	1.0	0.5	2-Hexanone	ND	1.0	0.5
Isopropylbenzene	ND	1.0	0.5	4-Isopropyl toluene	ND	1.0	0.5
Methyl-t-butyl ether (MTBE)	ND	1.0	0.5	Methylene chloride	ND	1.0	0.5
4-Methyl-2-pentanone (MIBK)	ND	1.0	0.5	Naphthalene	ND	1.0	0.5
Nitrobenzene	ND	1.0	10	n-Propyl benzene	ND	1.0	0.5
Styrene	ND	1.0	0.5	1,1,1,2-Tetrachloroethane	ND	1.0	0.5
1,1,2,2-Tetrachloroethane	ND	1.0	0.5	Tetrachloroethene	ND	1.0	0.5
Toluene	ND	1.0	0.5	1,2,3-Trichlorobenzene	ND	1.0	0.5
1,2,4-Trichlorobenzene	ND	1.0	0.5	1,1,1-Trichloroethane	ND	1.0	0.5
1,1,2-Trichloroethane	ND	1.0	0.5	Trichloroethene	0.81	1.0	0.5
Trichlorofluoromethane	ND	1.0	0.5	1,2,3-Trichloropropane	ND	1.0	0.5
1,2,4-Trimethylbenzene	ND	1.0	0.5	1,3,5-Trimethylbenzene	ND	1.0	0.5
Vinyl Chloride	ND	1.0	0.5	Xylenes	ND	1.0	0.5

Surrogate Recoveries (%)

%SS1:	102	%SS2:	94
%SS3:	93		

Comments:

* water and vapor samples are reported in µg/L, soil/sludge/solid samples in mg/kg, product/oil/non-aqueous liquid samples and all TCLP & SPLP extracts are reported in mg/L, wipe samples in µg/wipe.

ND means not detected above the reporting limit; N/A means analyte not applicable to this analysis.

surrogate diluted out of range or coelutes with another peak; &) low surrogate due to matrix interference.

h) lighter than water immiscible sheen/product is present; i) liquid sample that contains greater than ~1 vol. % sediment; j) sample diluted due to high organic content/matrix interference; k) reporting limit near, but not identical to our standard reporting limit due to variable Encore sample weight; m) reporting limit raised due to insufficient sample amount; n) results are reported on a dry weight basis; p) see attached narrative; q) reported in ppm

McCampbell Analytical, Inc.
"When Quality Counts"

1534 Willow Pass Road, Pittsburg, CA 94565-1701
Web: www.mccampbell.com E-mail: main@mccampbell.com
Telephone: 877-252-9262 Fax: 925-252-9269

AEI Consultants	Client Project ID: #263903-B	Date Sampled: 01/30/07
		Date Received: 01/31/07
2500 Camino Diablo, Ste. #200	Client Contact: Adrian Angel	Date Extracted: 02/02/07
Walnut Creek, CA 94597	Client P.O.:	Date Analyzed 02/02/07

Volatile Organics by P&T and GC/MS (Basic Target List)*

Extraction Method: SW5030B Analytical Method: SW8260B Work Order: 0701638

Lab ID	0701638-003A
Client ID	SB-3-W
Matrix	Water

Compound	Concentration *	DF	Reporting Limit	Compound	Concentration *	DF	Reporting Limit
Acetone	ND	1.0	10	Acrolein (Propenal)	ND	1.0	5.0
Acrylonitrile	ND	1.0	2.0	tert-Amyl methyl ether (TAME)	ND	1.0	0.5
Benzene	ND	1.0	0.5	Bromobenzene	ND	1.0	0.5
Bromochloromethane	ND	1.0	0.5	Bromodichloromethane	ND	1.0	0.5
Bromoform	ND	1.0	0.5	Bromomethane	ND	1.0	0.5
2-Butanone (MEK)	ND	1.0	2.0	t-Butyl alcohol (TBA)	ND	1.0	5.0
n-Butyl benzene	ND	1.0	0.5	sec-Butyl benzene	ND	1.0	0.5
tert-Butyl benzene	ND	1.0	0.5	Carbon Disulfide	ND	1.0	0.5
Carbon Tetrachloride	ND	1.0	0.5	Chlorobenzene	ND	1.0	0.5
Chloroethane	ND	1.0	0.5	2-Chloroethyl Vinyl Ether	ND	1.0	1.0
Chloroform	ND	1.0	0.5	Chloromethane	ND	1.0	0.5
2-Chlorotoluene	ND	1.0	0.5	4-Chlorotoluene	ND	1.0	0.5
Dibromochloromethane	ND	1.0	0.5	1,2-Dibromo-3-chloropropane	ND	1.0	0.5
1,2-Dibromoethane (EDB)	ND	1.0	0.5	Dibromomethane	ND	1.0	0.5
1,2-Dichlorobenzene	ND	1.0	0.5	1,3-Dichlorobenzene	ND	1.0	0.5
1,4-Dichlorobenzene	ND	1.0	0.5	Dichlorodifluoromethane	ND	1.0	0.5
1,1-Dichloroethane	ND	1.0	0.5	1,2-Dichloroethane (1,2-DCA)	ND	1.0	0.5
1,1-Dichloroethene	ND	1.0	0.5	cis-1,2-Dichloroethene	ND	1.0	0.5
trans-1,2-Dichloroethene	ND	1.0	0.5	1,2-Dichloropropane	ND	1.0	0.5
1,3-Dichloropropane	ND	1.0	0.5	2,2-Dichloropropane	ND	1.0	0.5
1,1-Dichloropropene	ND	1.0	0.5	cis-1,3-Dichloropropene	ND	1.0	0.5
trans-1,3-Dichloropropene	ND	1.0	0.5	Diisopropyl ether (DIPE)	ND	1.0	0.5
Ethylbenzene	ND	1.0	0.5	Ethyl tert-butyl ether (ETBE)	ND	1.0	0.5
Freon 113	ND	1.0	10	Hexachlorobutadiene	ND	1.0	0.5
Hexachloroethane	ND	1.0	0.5	2-Hexanone	ND	1.0	0.5
Isopropylbenzene	ND	1.0	0.5	4-Isopropyl toluene	ND	1.0	0.5
Methyl-t-butyl ether (MTBE)	ND	1.0	0.5	Methylene chloride	ND	1.0	0.5
4-Methyl-2-pentanone (MIBK)	ND	1.0	0.5	Naphthalene	ND	1.0	0.5
Nitrobenzene	ND	1.0	10	n-Propyl benzene	ND	1.0	0.5
Styrene	ND	1.0	0.5	1,1,1,2-Tetrachloroethane	ND	1.0	0.5
1,1,2,2-Tetrachloroethane	ND	1.0	0.5	Tetrachloroethene	ND	1.0	0.5
Toluene	ND	1.0	0.5	1,2,3-Trichlorobenzene	ND	1.0	0.5
1,2,4-Trichlorobenzene	ND	1.0	0.5	1,1,1-Trichloroethane	ND	1.0	0.5
1,1,2-Trichloroethane	ND	1.0	0.5	Trichloroethene	0.69	1.0	0.5
Trichlorofluoromethane	ND	1.0	0.5	1,2,3-Trichloropropane	ND	1.0	0.5
1,2,4-Trimethylbenzene	ND	1.0	0.5	1,3,5-Trimethylbenzene	ND	1.0	0.5
Vinyl Chloride	ND	1.0	0.5	Xylenes	ND	1.0	0.5

Surrogate Recoveries (%)

%SS1:	102	%SS2:	93
%SS3:	92		

Comments:

* water and vapor samples are reported in µg/L, soil/sludge/solid samples in mg/kg, product/oil/non-aqueous liquid samples and all TCLP & SPLP extracts are reported in mg/L, wipe samples in µg/wipe.

ND means not detected above the reporting limit; N/A means analyte not applicable to this analysis.

surrogate diluted out of range or coelutes with another peak; &) low surrogate due to matrix interference.

h) lighter than water immiscible sheen/product is present; i) liquid sample that contains greater than ~1 vol. % sediment; j) sample diluted due to high organic content/matrix interference; k) reporting limit near, but not identical to our standard reporting limit due to variable Encore sample weight; m) reporting limit raised due to insufficient sample amount; n) results are reported on a dry weight basis; p) see attached narrative; q) reported in ppm

DHS ELAP Certification N° 1644

Angela Rydelius, Lab Manager

McCampbell Analytical, Inc.
"When Quality Counts"

1534 Willow Pass Road, Pittsburg, CA 94565-1701
Web: www.mccampbell.com E-mail: main@mccampbell.com
Telephone: 877-252-9262 Fax: 925-252-9269

AEI Consultants	Client Project ID: #263903-B	Date Sampled: 01/30/07
2500 Camino Diablo, Ste. #200		Date Received: 01/31/07
Walnut Creek, CA 94597	Client Contact: Adrian Angel	Date Extracted: 02/02/07
	Client P.O.:	Date Analyzed 02/02/07

Gasoline Range (C6-C12) Volatile Hydrocarbons as Gasoline *

Extraction method SW5030B Analytical methods SW8015Cm Work Order: 0701638

Lab ID	Client ID	Matrix	TPH(g)	DF	% SS
001A	SB-1-W	W	ND,i	1	103
002A	SB-2-W	W	ND	1	110
003A	SB-3-W	W	ND	1	107

Reporting Limit for DF =1; ND means not detected at or above the reporting limit	W	50	µg/L
	S	NA	NA

* water and vapor samples and all TCLP & SPLP extracts are reported in ug/L, soil/sludge/solid samples in mg/kg, wipe samples in µg/wipe, product/oil/non-aqueous liquid samples in mg/L.

cluttered chromatogram; sample peak coelutes with surrogate peak.

+The following descriptions of the TPH chromatogram are cursory in nature and McCampbell Analytical is not responsible for their interpretation: a) unmodified or weakly modified gasoline is significant; b) heavier gasoline range compounds are significant(aged gasoline?); c) lighter gasoline range compounds (the most mobile fraction) are significant; d) gasoline range compounds having broad chromatographic peaks are significant; biologically altered gasoline?; e) TPH pattern that does not appear to be derived from gasoline (stoddard solvent / mineral spirit?); f) one to a few isolated non-target peaks present; g) strongly aged gasoline or diesel range compounds are significant; h) lighter than water immiscible sheen/product is present; i) liquid sample that contains greater than ~1 vol. % sediment; j) reporting limit raised due to high MTBE content; k) TPH pattern that does not appear to be derived from gasoline (aviation gas). m) no recognizable pattern; n) TPH(g) range non-target isolated peaks subtracted out of the TPH(g) concentration at the client's request; p) see attached narrative.

DHS ELAP Certification N° 1644

Angela Rydelius, Lab Manager

McCampbell Analytical, Inc.
"When Quality Counts"

1534 Willow Pass Road, Pittsburg, CA 94565-1701
Web: www.mccampbell.com E-mail: main@mccampbell.com
Telephone: 877-252-9262 Fax: 925-252-9269

AEI Consultants	Client Project ID: #263903-B	Date Sampled: 01/30/07
2500 Camino Diablo, Ste. #200		Date Received: 01/31/07
Walnut Creek, CA 94597	Client Contact: Adrian Angel	Date Extracted: 01/31/07
	Client P.O.:	Date Analyzed 02/01/07

Diesel (C10-23) and Oil (C18+) Range Extractable Hydrocarbons as Diesel and Motor Oil*

Extraction method: SW3510C Analytical methods: SW8015C Work Order: 0701638

Lab ID	Client ID	Matrix	TPH(d)	TPH(mo)	DF	% SS
0701638-001A	SB-1-W	W	460,m,i	370	1	100
0701638-002A	SB-2-W	W	ND	ND	1	99
0701638-003A	SB-3-W	W	200,g,b	760	1	99

Reporting Limit for DF =1; ND means not detected at or above the reporting limit	W	50	250	µg/L
	S	NA	NA	mg/Kg

* water samples are reported in µg/L, wipe samples in µg/wipe, soil/solid/sludge samples in mg/kg, product/oil/non-aqueous liquid samples in mg/L, and all DISTLC / STLC / SPLP / TCLP extracts are reported in µg/L.

cluttered chromatogram resulting in coeluted surrogate and sample peaks, or; surrogate peak is on elevated baseline, or; surrogate has been diminished by dilution of original extract.

+The following descriptions of the TPH chromatogram are cursory in nature and McCampbell Analytical is not responsible for their interpretation: a) unmodified or weakly modified diesel is significant; b) diesel range compounds are significant; no recognizable pattern; c) aged diesel? is significant); d) gasoline range compounds are significant; e) unknown medium boiling point pattern that does not appear to be derived from diesel; f) one to a few isolated peaks present; g) oil range compounds are significant; h) lighter than water immiscible sheen/product is present; i) liquid sample that contains greater than ~1 vol. % sediment; k) kerosene/kerosene range; l) bunker oil; m) fuel oil; n) stoddard solvent/mineral spirits; p) see attached narrative.

DHS ELAP Certification N° 1644

Angela Rydelius, Lab Manager

McCampbell Analytical, Inc.
"When Quality Counts"

1534 Willow Pass Road, Pittsburg, CA 94565-1701
Web: www.mccampbell.com E-mail: main@mccampbell.com
Telephone: 877-252-9262 Fax: 925-252-9269

QC SUMMARY REPORT FOR SW8260B

W.O. Sample Matrix: Water QC Matrix: Water WorkOrder 0701638

EPA Method SW8260B	Extraction SW5030B				BatchID: 26015			Spiked Sample ID: 0701620-004B				
Analyte	Sample	Spiked	MS	MSD	MS-MSD	LCS	LCSD	LCS-LCSD	Acceptance Criteria (%)			
	µg/L	µg/L	% Rec.	% Rec.	% RPD	% Rec.	% Rec.	% RPD	MS / MSD	RPD	LCS/LCSD	RPD
tert-Amyl methyl ether (TAME)	ND	10	93.4	92.7	0.713	91	89.7	1.42	70 - 130	30	70 - 130	30
Benzene	ND	10	128	127	0.620	119	119	0	70 - 130	30	70 - 130	30
t-Butyl alcohol (TBA)	ND	50	111	118	6.40	111	102	8.73	70 - 130	30	70 - 130	30
Chlorobenzene	ND	10	101	101	0	100	101	0.159	70 - 130	30	70 - 130	30
1,2-Dibromoethane (EDB)	ND	10	98.7	101	2.25	98.4	101	2.52	70 - 130	30	70 - 130	30
1,2-Dichloroethane (1,2-DCA)	ND	10	97.6	96.5	1.19	85.9	87.7	2.06	70 - 130	30	70 - 130	30
1,1-Dichloroethene	ND	10	93.4	106	12.8	101	101	0	70 - 130	30	70 - 130	30
Diisopropyl ether (DIPE)	ND	10	112	112	0	98.1	101	2.92	70 - 130	30	70 - 130	30
Ethyl tert-butyl ether (ETBE)	ND	10	98.2	97.3	0.952	89.1	91.4	2.47	70 - 130	30	70 - 130	30
Methyl-t-butyl ether (MTBE)	ND	10	95.7	96.2	0.482	90.5	92.5	2.22	70 - 130	30	70 - 130	30
Toluene	ND	10	104	99.8	4.01	101	105	4.30	70 - 130	30	70 - 130	30
Trichloroethene	ND	10	80.8	80.7	0.165	77.2	78.2	1.31	70 - 130	30	70 - 130	30
%SS1:	107	10	106	106	0	100	102	2.06	70 - 130	30	70 - 130	30
%SS2:	95	10	87	87	0	94	98	4.47	70 - 130	30	70 - 130	30
%SS3:	102	10	101	102	0.554	95	98	3.18	70 - 130	30	70 - 130	30

All target compounds in the Method Blank of this extraction batch were ND less than the method RL with the following exceptions:

NONE

BATCH 26015 SUMMARY

Sample ID	Date Sampled	Date Extracted	Date Analyzed	Sample ID	Date Sampled	Date Extracted	Date Analyzed
0701638-001	1/30/07	2/02/07	2/02/07 6:19 PM	0701638-002	1/30/07	2/01/07	2/01/07 10:40 PM
0701638-003	1/30/07	2/02/07	2/02/07 7:49 PM				

MS = Matrix Spike; MSD = Matrix Spike Duplicate; LCS = Laboratory Control Sample; LCSD = Laboratory Control Sample Duplicate; RPD = Relative Percent Deviation.

% Recovery = 100 * (MS-Sample) / (Amount Spiked); RPD = 100 * (MS - MSD) / ((MS + MSD) / 2).

MS / MSD spike recoveries and / or %RPD may fall outside of laboratory acceptance criteria due to one or more of the following reasons: a) the sample is inhomogenous AND contains significant concentrations of analyte relative to the amount spiked, or b) the spiked sample's matrix interferes with the spike recovery.

N/A = not enough sample to perform matrix spike and matrix spike duplicate.

NR = analyte concentration in sample exceeds spike amount for soil matrix or exceeds 2x spike amount for water matrix or sample diluted due to high matrix or analyte content.

McCampbell Analytical, Inc.
"When Quality Counts"

1534 Willow Pass Road, Pittsburg, CA 94565-1701
Web: www.mccampbell.com E-mail: main@mccampbell.com
Telephone: 877-252-9262 Fax: 925-252-9269

QC SUMMARY REPORT FOR SW8021B/8015Cm

W.O. Sample Matrix: Water QC Matrix: Water WorkOrder 0701638

EPA Method SW8015Cm	Extraction SW5030B				BatchID: 26019				Spiked Sample ID: 0701484-013C			
Analyte	Sample	Spiked	MS	MSD	MS-MSD	LCS	LCSD	LCS-LCSD	Acceptance Criteria (%)			
	µg/L	µg/L	% Rec.	% Rec.	% RPD	% Rec.	% Rec.	% RPD	MS / MSD	RPD	LCS/LCSD	RPD
TPH(btex)£	ND	60	118	118	0	116	114	1.86	70 - 130	30	70 - 130	30
MTBE	ND	10	78.3	81.3	3.88	80.6	82.8	2.74	70 - 130	30	70 - 130	30
Benzene	ND	10	102	106	3.93	103	106	2.71	70 - 130	30	70 - 130	30
Toluene	ND	10	113	117	3.52	113	117	3.58	70 - 130	30	70 - 130	30
Ethylbenzene	ND	10	111	114	3.24	111	110	1.02	70 - 130	30	70 - 130	30
Xylenes	ND	30	123	127	2.67	123	123	0	70 - 130	30	70 - 130	30
%SS:	95	10	99	102	2.70	97	102	4.95	70 - 130	30	70 - 130	30

All target compounds in the Method Blank of this extraction batch were ND less than the method RL with the following exceptions:

NONE

BATCH 26019 SUMMARY

Sample ID	Date Sampled	Date Extracted	Date Analyzed	Sample ID	Date Sampled	Date Extracted	Date Analyzed
0701638-001	1/30/07	2/02/07	2/02/07 6:13 AM	0701638-002	1/30/07	2/02/07	2/02/07 7:12 AM
0701638-003	1/30/07	2/02/07	2/02/07 7:41 AM				

MS = Matrix Spike; MSD = Matrix Spike Duplicate; LCS = Laboratory Control Sample; LCSD = Laboratory Control Sample Duplicate; RPD = Relative Percent Deviation.

% Recovery = 100 * (MS-Sample) / (Amount Spiked); RPD = 100 * (MS - MSD) / ((MS + MSD) / 2).

MS / MSD spike recoveries and / or %RPD may fall outside of laboratory acceptance criteria due to one or more of the following reasons: a) the sample is inhomogenous AND contains significant concentrations of analyte relative to the amount spiked, or b) the spiked sample's matrix interferes with the spike recovery.

£ TPH(btex) = sum of BTEX areas from the FID.

cluttered chromatogram; sample peak coelutes with surrogate peak.

DHS ELAP Certification N° 1644

QA/QC Officer

McCampbell Analytical, Inc.
"When Quality Counts"

1534 Willow Pass Road, Pittsburg, CA 94565-1701
Web: www.mccampbell.com E-mail: main@mccampbell.com
Telephone: 877-252-9262 Fax: 925-252-9269

QC SUMMARY REPORT FOR SW8015C

W.O. Sample Matrix: Water QC Matrix: Water WorkOrder 0701638

EPA Method SW8015C **Extraction SW3510C** **BatchID: 26003** **Spiked Sample ID: N/A**

Analyte	Sample	Spiked	MS	MSD	MS-MSD	LCS	LCSD	LCS-LCSD	Acceptance Criteria (%)			
	µg/L	µg/L	% Rec.	% Rec.	% RPD	% Rec.	% Rec.	% RPD	MS / MSD	RPD	LCS/LCSD	RPD
TPH(d)	N/A	1000	N/A	N/A	N/A	99.1	98.3	0.802	N/A	N/A	70 - 130	30
%SS:	N/A	2500	N/A	N/A	N/A	102	102	0	N/A	N/A	70 - 130	30

All target compounds in the Method Blank of this extraction batch were ND less than the method RL with the following exceptions:

NONE

BATCH 26003 SUMMARY

Sample ID	Date Sampled	Date Extracted	Date Analyzed	Sample ID	Date Sampled	Date Extracted	Date Analyzed
0701638-001	1/30/07	1/31/07	2/01/07 12:31 AM	0701638-002	1/30/07	1/31/07	2/01/07 1:38 AM
0701638-003	1/30/07	1/31/07	2/01/07 2:46 AM				

MS = Matrix Spike; MSD = Matrix Spike Duplicate; LCS = Laboratory Control Sample; LCSD = Laboratory Control Sample Duplicate; RPD = Relative Percent Deviation.

% Recovery = 100 * (MS-Sample) / (Amount Spiked); RPD = 100 * (MS - MSD) / ((MS + MSD) / 2).

MS / MSD spike recoveries and / or %RPD may fall outside of laboratory acceptance criteria due to one or more of the following reasons: a) the sample is inhomogenous AND contains significant concentrations of analyte relative to the amount spiked, or b) the spiked sample's matrix interferes with the spike recovery.

N/A = not enough sample to perform matrix spike and matrix spike duplicate.

NR = analyte concentration in sample exceeds spike amount for soil matrix or exceeds 2x spike amount for water matrix or sample diluted due to high matrix or analyte content.

DHS ELAP Certification N° 1644

QA/QC Officer

APPENDIX E
HAZARDOUS MATERIALS USERS SURVEY AND MODELING REPORTS

ENVIRON

ADMINISTRATIVE DRAFT

April 28, 2007

Mr. Will Burns
David J. Powers & Associates
1885 The Alameda, Suite 204
San Jose, California 95126

Re: Refinements to Screening-Level Consequence Analysis of Potential Toxic and Flammable Substance Accidental Releases
Core Homes – San Jose, California Site

Dear Mr. Burns:

ENVIRON International Corporation (ENVIRON) prepared this letter report on the consequence analysis of potential toxic and flammable substance accidental releases from the commercial areas near to a redevelopment site located at North King Road and Dobbin Drive in San Jose, California (the "Site").

BACKGROUND

It is our understanding that David J. Powers & Associates is preparing an Environmental Impact Report (EIR) for Core Homes for a potential redevelopment property located at 670 and 686 North King Road and 1745, 1855, 1875, and 1893 Dobbin Drive in San Jose, California. Of concern at this site is the potential for "worst-case" accidental chemical releases from nearby commercial areas as identified in the August 2006 Draft EIR (identified in the Draft EIR as Impact Haz Mat-10). These worst case release scenarios were modeled using screening approaches as discussed in Appendix C of the Draft EIR ("Appendix C")[1]. The facilities, materials, and screening results presented in Appendix C are listed in Table 1.

There are seven toxic or flammable substances identified as chemicals of concern at commercial facilities in the vicinity of the Site that are regulated under the United States Environmental Protection Agency's (USEPA's) Risk Management Program (RMP)[2] and

1 Draft Environmental Impact Report (DEIR) for the North King Road and Dobbin Drive General Plan Amendment. City File No. GO06-03-01. Appendix C. Hazardous Materials Users Survey and Screening Level Chemical Risk Appraisal. 2006
2 USEPA. 1999. Risk Management Program Guidance for Off-site Consequence Analysis. April.

6001 Shellmound St., Suite 700 • Emeryville, California 94608-1954 • USA • Tel: (510) 655-7400 • Fax: (510) 655-9517

the California Accidental Release Prevention (CalARP)[3] program: nitric acid, hydrochloric acid, propane, naphtha, methylene chloride, acetylene, and hydrofluoric acid.[4] David J. Powers & Associates requested ENVIRON's assistance in evaluating potential acute health risks at the Site due to accidental releases of the seven substances in the vicinity of the Dobbin Drive project as discussed above, using refined modeling techniques. ENVIRON has evaluated potential refinements to the scenarios identified above as allowed under both the federal (RMP) and state (CalARP) programs that assess potential accidental releases.

SCOPE OF WORK

In accordance with ENVIRON's February 2, 2007 proposal, the scope of ENVIRON's work consisted of conducting a refined consequence analysis for the worst-case scenario releases of the seven toxic or flammable substances discussed above. The worst case scenarios analyzed are based on those previously determined in support of the draft EIR and described in Appendix C, Hazardous Material Users Survey and Screening Level Chemical Risk Appraisal.

ENVIRON performed refinements to the consequence analysis for worst-case accidental releases from sources in the vicinity of the Dobbin Drive project following USEPA guidelines established for toxic and flammable substances for the RMP ("RMP Guidance"[5]). ENVIRON's consequence analysis focused on the worst-case scenario as defined in USEPA's RMP Guidance and descriptions of scenarios in Appendix C. Model input data were determined based on Appendix C information in conjunction with the Vicinity Hazardous Materials Users Survey Appendices[6], publicly available aerial photographs of the facilities in question, and professional judgment and experience.

The RMP Guidance and CalARP have defined the worst-case release scenario as the release of the largest quantity of a regulated substance from a single vessel or process line failure that results in the greatest distance to an endpoint under conservative meteorological conditions. For worst-case release scenario analysis under these programs, the possible causes of the worst-case release or the probability that such a release might take place are not considered; the release is simply assumed to occur. Worst-case release scenarios represent the failure modes that would result in the worst possible off-site consequences, however unlikely, and not more likely smaller releases that would potentially result in smaller impacts. In contrast, an alternative release scenario is defined as a process that is more likely to occur than the worst-case scenario and may have an off-site impact.[7]

---

3 California Code of Regulations, Title 19, Division 2, Chapter 4.5: California Accidental Release Prevention (CalARP) Program. 2004
4 Appendix C. Hazardous Materials Users Survey and Screening Level Chemical Risk Appraisal. 2006.
5 USEPA. 1999.
6 Draft Environmental Impact Report (DEIR) for the North King Road and Dobbin Drive General Plan Amendment. City File No. GO06-03-01. Hazardous Materials Users Survey Appendix. 2006
7 USEPA. 1999.

The remainder of this letter report describes ENVIRON's technical approach and conclusions for the assessment of potential impact radii corresponding to toxic and explosion endpoints established under USEPA RMP guidelines and used in the screening assessment presented in Appendix C of the Draft EIR.

TECHNICAL APPROACH

This section describes the technical approach that ENVIRON used to perform the refined consequence analysis for the worst-case release scenario releases of nitric acid, hydrochloric acid, propane, naphtha, methylene chloride, acetylene, and hydrofluoric acid. It includes release rate estimation, dispersion and vapor cloud explosion (VCE) model selection, modeling parameters selected for dispersion and explosion modeling, and averaging times selected for modeling.

Estimation of Release Rates

ENVIRON's estimation of the worst-case scenario release rates for nitric acid, hydrochloric acid, naphtha, methylene chloride, and hydrofluoric acid following methodologies in USEPA Guidance.[8]

Non-Flammable Materials Stored as Liquids

Five of the materials of concern are stored as liquids and were modeled as evaporative releases from pools forming as a result of a liquid spill. These include hydrofluoric acid (50% solution of hydrogen fluoride and water), nitric acid (40% solution of nitric acid and water), naphtha, methylene chloride, and hydrochloric acid (34% solution). For these chemicals, ENVIRON followed the RMP Guidance method for determining the worst case release rate for a toxic liquid. The worst-case release rate was estimated based on the complete release of the quantities in the largest vessel into a liquid pool followed by the complete evaporation of that pool, as required by RMP guidance. ENVIRON used material properties as specified in the RMP Guidance, including Liquid Factor Ambient (LFA) and density factor (DF), to calculate the release rate for input into the air dispersion model. In this case, the release rate is considered to be the rate of evaporation from the pool resulting from the liquid spill. ENVIRON used information from the Appendix C to determine the largest quantities of each chemical stored in one vessel. Use of the release rate as calculated based on the RMP Guidance for worst case releases of the liquids described above results in a longer release duration than the defaults available in the simplified models used in the screening analysis. A summary of modeled release rates for non-flammable materials is shown in Table 2.

The LFA for the 40% nitric acid solution was not available in the RMP Guidance, which only identifies parameters for concentrations containing 80% or more nitric acid. ENVIRON followed the RMP Guidance for

8 USEPA. 1999

calculating the LFA for other acid/water mixtures based on the partial vapor pressure of the solution. In addition, an examination of the Vicinity Hazardous Materials User Survey Appendices indicated that the largest quantity of nitric acid stored at the Ecolab Site is 6,800 gallons, rather than the 2,000 gallons analyzed in Appendix C. Consequently, ENVIRON conducted an analysis of a worst case release of 6,800 gallons of nitric acid. In addition, the User Survey Appendices indicated that the nitric acid container had been relocated from the 125 square foot secondary containment area used in the Appendix C Analysis to a different secondary containment area. Based on the User Survey and aerial photographs of the facility, the nitric acid container could be located in one of two contained areas of 1,060 square feet or 537 square feet, respectively. As a conservative assumption, ENVIRON assumed the secondary containment area was the larger of the two.

The LFA and DF for naphtha and dichloromethane were also not available in the RMP Guidance or CalARP Guidance documents. ENVIRON calculated LFA and DF values for these chemicals based on methodology described in the RMP Guidance using the chemical properties of each material. In the case of the naphtha located at the Strongwell facility, Appendix C analyzed the release of an equal volume (400 gallons) of hexane. However, the 400 gallons of naphtha stored at the Strongwell facility are identified in the Hazardous Materials User Survey Appendix as having CAS No. 64742-47-8. This particular chemical is a mixture of C10-C14 naphthenes, iso- and n-paraffins which is identified by the National Institute of Health and Safety as having a concentration of neither aromatics nor hexane that is greater than 0.1 % by volume.[9] Consequently, ENVIRON used the chemical properties of naptha (CAS No. 64742-47-8) to calculate the release rate of the naptha vapor for this scenario and used this value as the release rate input into the SLAB model. In addition to the release rate input, several chemical properties that vary considerably depending on the specific composition of the chemical are needed to perform the air dispersion modeling using SLAB. However, naptha is not a part of the SLAB chemical database and the required chemical properties for naptha were not readily available for input into the model. Since hexane is more volatile than naphtha, ENVIRON conservatively used the chemical properties of hexane for these unavailable chemical properties in the dispersion modeling for this scenario.

The worst case release scenario defined in the RMP and CalARP Guidance documents allows for passive mitigation measures, including mitigation due to a release occurring inside an enclosed building. The release rate is taken to be ten percent of the calculated worst case scenario

9 National Institute of Health and Safety. International Chemical Safety Card. http://www.cdc.gov/niosh/ipcsneng/neng1379.html

evaporation rate.[10] Consequently, ENVIRON analyzed the information provided in Appendix C, the Hazardous Materials User Survey Appendix, and aerial photographs of the facilities to asses whether the chemicals were stored in an indoor location. The hydrofluoric acid at LSA-Cleanpart is stored inside based on discussions with San Jose Fire Department. The hydrochloric acid storage at Ecolab, Inc. was assumed to be located inside based on discussions with you. The nitric acid storage at Ecolab Inc. is stored outside, based on information provided in the User Survey and photographs of the facility. The naptha and methylene chloride scenarios were assumed to occur outside.

Flammable Releases

Propane and acetylene are flammable gases. Propane is stored as a liquid, but becomes gaseous on escape from the storage vessel. Acetylene is stored as a gas. ENVIRON assumed that the total quantity of flammable substance is released from one tank and forms a vapor cloud in which 10 percent of the flammable vapor in the cloud is assumed to participate in the explosion as recommended in the USEPA Guidance as presented in Table 6.[11]

Dispersion Models Selection

Dispersion modeling was used to evaluate the off-site consequences of each non-flammable release scenario, according to RMP Guidance.[12] ENVIRON first assessed the categorization of each gas as a dense or buoyant gas based on the Richardson number, which depends on the density of the gas relative to air, calculated release rate, the release type (continuous or instantaneous), the mass released, and several other parameters. The calculations of Richardson number are shown in Table 3. These values were compared to the categorization of the gases as dense or buoyant in the RMP Guidance and Appendix C. The Richardson numbers calculated for several gases which had been modeled as dense gases in the screening analysis showed that they might be buoyant in the scenarios under consideration, including naphtha, nitric acid, and hydrochloric acid. However, since treating the releases as a dense gas is more conservative and these gases are categorized as dense for worst case scenarios in the RMP Guidance, ENVIRON first conducted a dense gas analysis of these releases using the more refined models described below. Methylene chloride was confirmed to be dense by the Richardson number analysis and hydrofluoric acid was confirmed to be neutrally buoyant.

ENVIRON performed dense gas dispersion analysis using the SLAB dense gas dispersion model. The SLAB model was developed at Lawrence Livermore Laboratory with funding from the U.S. Air Force Engineering and Services

10 USEPA. 1999. p. 3-10
11 USEPA. 1999.
12 USEPA. 1999.

Center, the Department of Energy, and the American Petroleum Institute. SLAB was used for these scenarios since the accidental releases of the nitric acid, hydrochloric acid, methylene chloride, or naphtha would result in the formation of a vapor cloud that would be heaver than the surrounding air (i.e., a dense gas). ENVIRON also performed a neutrally buoyant gas analysis of the release of hydrofluoric acid using the USEPA's ISCST3 dispersion model. The ISCST3 Gaussian plume model was developed by the USEPA to model the dispersion of continuous releases of neutrally buoyant or buoyant gases and is currently a model accepted the Bay Area Air Quality Management District (BAAQMD).

SLAB Modeling

The distances to the endpoint criteria specified in the Draft EIR for hydrochloric acid, nitric acid, naptha, and methylene chloride for the worst-case release scenarios were determined using SLAB, as incorporated into the *BREEZE SLAB* model, Version 4.0.0. SLAB is an USEPA-recommended model applicable to various releases of dense gases, including single-phase liquid release, two-phase liquid release, ground-level area release and elevated stack jet releases. In addition, SLAB can be used to model 10-minute releases using a transient (puff) mode, as opposed to a continuous mode, which is conceptually similar to the type of release being modeled in the worst-case release scenarios. The inputs to worst-case scenario SLAB modeling are summarized in Table 4. The urban surface roughness of 1.0 meters was used, consistent with the parameters used in SLAB modeling conducted in the development of the RMP Guidance to construct toxic endpoint look-up tables[13]. Ambient temperatures of 25 °C were used, consistent with the screening modeling described in Appendix C. The pool surface area was the smaller of the surface area resulting from the full volume of liquid spilled forming a pool of 1 centimeter (cm) depth or the diked area (based on data in Appendix C), consistent with RMP Guidance.

ISCST3 Modeling

The most appropriate model for a buoyant gas release depends in part on the relationship between the duration of the release and the time required for the resulting plume or puff to reach the site boundary. If the duration of the release exceeds the time required to reach the site, and continuous model may be sufficient, while if the time required to reach the boundary is less than the release duration, a puff model may be more appropriate.[14] The release duration calculated for the worst case release scenario for hydrofluoric acid was compared with the estimated time required for the plume to reach the boundary of the Dobbin Drive Site. The release duration was several orders of magnitude larger than the time required to

13 USEPA 1999. Appendix D.
14 American Institute of Chemical Engineers, Center for Chemical Process Safety. 1999. Guidelines for Consequence Analysis of Chemical Releases.

reach the Site boundary, making a continuous release analysis with a plume based model more appropriate for this case.

The worst case scenario release of hydrofluoric acid was modeled as an area source with area equal to that of a pool forming from the spill of the entire contents of the vessel spreading to a depth of 1 centimeter (cm), following RMP Guidance. Meteorological data from the San Jose Airport Meteorology Station for the five year period from 1991 through 1995, as provided by the Bay Area Air Quality Management District, were used. Urban surface parameter settings were selected. A receptor grid including 25 meter spaced receptors near to the release location, 100 meter spaced receptors extending to the Dobbin Drive Site, and 50 meter spaced receptors along the boundary of the Dobbin Drive Site was defined. Model inputs for the ISCST3 buoyant gas dispersion modeling are provided in Table 5.

Explosion Model Selection

For flammable releases, the impact of a vapor cloud explosion (VCE) was estimated using the Baker-Strehlow VCE model. ENVIRON followed USEPA RMP Guidelines[15] on "worst-case" releases of flammable substances to estimate an impact radius due to a VCE of flammable gas release. We assumed that the total quantity of propane or acetylene is released from the storage vessel and forms a vapor cloud in which 10 percent is available to participate in an explosion, as discussed above.

Baker-Strehlow Modeling

ENVIRON used the Baker-Strehlow VCE model, as implemented in Breeze HazPro Version 4.0.0, to estimate the radius of impact to overpressure endpoint. The Baker-Strehlow model accounts for three important variables in estimating the potential impact of a VCE: material reactivity, potential flame speeds, and obstacle density.

Due to the limited amount of facility specific information available, assumptions regarding the Baker-Strehlow model inputs were made based on aerial photographs of the nearby facilities and the publicly available material collected for the EIR analysis: Appendix C and the Hazardous Materials User Survey Appendix. In the case of the propane release at the Strongwell facility, it was assumed that the 287 gallons of propane are stored in a free-standing above ground storage tank (AST) situated outdoors, as appears to be the case from aerial photographs. The subsequent assumed leaking of propane into the unconfined outdoor environment led to the use of 3-D flame expansion as model input. The presence of others tanks near the propane storage tank drove the input choice of medium obstacle density. Propane is classified as having a medium reactivity, and the release of the flammable gas into the outdoor

15 USEPA 1999.

environment bounds the possible values for the ground reflectivity factor to between 1.7 and 2.0, with 2.0 being the more health protective assumption.

In the case of the acetylene release at the California Department of Food and Agriculture facility, it was assumed that the 24 pounds of acetylene is stored indoors in a gas canister, based on information and drawings provided in the Hazardous Materials User Survey Appendix. However, little is known about the details of the indoor storage environment from which to accurately determine obstacle density. Therefore, both high and medium density obstacle conditions were evaluated in this assessment. The inputs to the Baker-Strehlow Model for acetylene and propane are summarized in Table 6.

The categorization of each release scenario and the model selected for this refined assessment of the consequences of worst case releases are summarized in Table 7. A comparison to the previously used screening models is also presented in this table.

RESULTS OF CONSEQUENCE ANALYSIS

This section describes the results of the consequence analysis performed by ENVIRON for the seven worst-case release scenarios. It includes the potential impact radii of the release scenarios discussed above.

Non-flammable Releases

The American Industrial Hygiene Association (AIHA) has developed criteria to determine what concentration of a released chemical will be of concern. These criteria are set in a series of Emergency Response Guidelines (ERPGs). The criteria used in the initial screening modeling to determine an acceptable chemical concentration at the Dobbin Drive Site boundary were the ERPG-2 concentrations for each chemical, defined as maximum concentration below which nearly all individuals could be exposed to for up to 1 hour without experiencing or developing irreversible or other serious side effects of symptoms that would prevent people from taking protective action. The only exception to the use of ERPG-2 in the screening modeling was for naptha, which does not have an established ERPG-2 concentration. For this chemical, one-tenth of the "Immediately Dangerous to Life and Health" (IDLH) threshold established by the National Institute of Occupational Health and Safety (NIOSH) was used. ENVIRON used the same concentrations of concern as were used in the screening modeling. Table 8 presents the endpoint criteria used for each non-flammable release and the related acceptable maximum concentration. The distance to these endpoints are presented in Tables 4 and 5 and shown in Figures 1 and 2 for the worst-case scenario.

Flammable Releases

The USEPA has established the overpressure endpoint of flammable substances to be 1 pound per square inch (psi) since "an overpressure of 1 psi is unlikely to

have serious direct effects on people"[16], but note that this level of overpressure would result in some window shattering and potential damage to structures. ENVIRON used the approach described in the previous section and the RMP overpressure end points for propane and acetylene to determine impact distances for our consequence analysis. The distance to the overpressure end point is presented in Table 6 and shown in Figure 2 for the worst-case scenario.

RESULTS SUMMARY

Following the methodologies outlined above, ENVIRON's offsite consequence analysis showed the following results, summarized in Table 9:

- Our analysis of the non-flammable worst-case dense gas release scenarios results in impact radii as shown in Table 4.
  - The proposed Site is within the impact radius for the methylene chloride release scenario identified for Clean Harbors Environmental as shown in Figure 1.
  - The proposed Site is not within the impact radius for the hydrochloric release scenario, assumed to be an indoor release, identified for Ecolab, Inc , as shown in Figure 2.
  - Dense gas release scenarios for nitric acid and naptha do not impact the proposed Site, as shown in Figure 2.
- Our analysis of the non-flammable worst-case neutrally-buoyant gas release scenario for hydrofluoric acid results in an impact radius that does not impact the proposed Site, as shown in Figure 2.
- Analysis of the flammable worst-case scenario results in an impact radius of 69 feet for propane, as shown in Table 6.
  - The proposed redevelopment area is not within this impact radius as shown in Figure 2.
- Analysis of the flammable worst-case scenario results in an impact radius of 17 and 133 feet for acetylene as shown in Table 6. The distance between the release location and the proposed Site boundary shown in Appendix C was revised based on the location of the room in which the acetylene is stored, as indicated in the Vicinity Hazardous Materials User Survey. A revised distance of 190 feet was measured from the estimated closest point in the storage room to the proposed Site boundary, based on aerial photographs.
  - The proposed redevelopment area is not within this impact radius as shown in Figure 2, regardless of whether the acetylene tank is

16 USEPA. 1998.

stored in an area of the Cal. DFA building with a high degree of obstacles or a medium degree of obstacles

CONCLUSIONS AND MITIGATION MEASURES

The results of a previous screening-level study indicated that 5 facilities in the vicinity of the proposed Dobbin Drive San Jose site store chemicals that could have off-site consequences if catastrophically released. The facilities and the toxic chemicals stored in quantities of concern are summarized below:

- Ecolab, Inc – nitric and hydrochloric acid;
- Strongwell – propane and naphtha;
- Clean Harbors Environmental – methylene chloride;
- California Department of Food and Agriculture – acetylene; and
- LSA-Cleanpart: hydrofluoric acid.

ENVIRON evaluated the potential risk posed by these chemicals at these 5 facilities by evaluating worst-case release scenarios as defined under RMP. For the evaluation of impacts from accidental releases, ENVIRON understands that the San Jose Fire Department requires the specified endpoints in Table 8 as used in Appendix C of the EIR for planning purposes. Our off-site consequence analysis using refined modeling showed that it is unlikely that a worst-case release (i.e., a catastrophic, instantaneous release) of the chemicals evaluated from these five facilities would have off-site consequences that would affect individuals at these criteria of concern at the proposed Dobbin Drive site, with the following exception:

- Clean Harbors Environmental – methylene chloride;

Note that in worst-case release scenario analysis under RMP/CalARP, the possible causes of the worst-case release or the probability that such a release might take place are not considered; the release is simply assumed to occur. Worst-case release scenarios represent the failure modes that would result in the worst possible off-site consequences, however unlikely, and not more likely smaller releases that would potentially result in smaller impacts. It should also be noted that the methylene chloride release scenario focused on a transportation (truck) tank release that could occur at any place along the truck's travel route. As chemicals in the quantities evaluated in this assessment can be transported on interstates, highways, and railroad right-of-ways like the ones which already exist within one mile from the site, including U.S. Highway 680 (approximately 1 mile east), Highway 101, and a railroad right-of-way (both approximately 0.6 miles

west), the potential risks faced by the Site are similar to potential risks and hazards faced by other sites in industrial/urban areas or located near transportation corridors.

Furthermore, one of the goals of the USEPA's RMP is to provide information to local emergency responders and communities near RMP facilities to prepare and respond to potential accidental releases (USEPA 2004).[17] Thus, notwithstanding the findings discussed above, but in accordance with the goals of USEPA's RMP, the City of San Jose should recognize the presence of these chemicals at the facilities evaluated above, which is in proximity to developed areas of San Jose, and consider the information presented in this report for emergency response planning purposes.

ENVIRON believes an emergency and protective action plan would aid the proposed Dobbin Drive site in developing mitigation measures for catastrophic off-site consequences from the Clean Harbors Environmental facility. Note there is no guarantee that any mitigation measure will fully protect occupants at the site under all release scenarios. The U.S. Army Corps of Engineers has developed a draft guideline document entitled "Protecting Buildings and Their Occupants from Airborne Hazards" that can provide Core Homes with good background information on the development of a protective action plan.[18] Specifically, Chapter 6 of this guideline discusses protective actions for perceptible hazards and includes discussion of the applicability, advantages, and disadvantages of evacuation, sheltering in-place, use of ventilation system and smoke purge fans, and use of protective masks. As discussed in this guideline, the effectiveness of protective action requires a protective action plan specific to each building, as well as training and familiarization for building occupants. Chapter 7 of this guideline discusses the four steps of developing a protective action plan, which includes the following:

- conducting a building survey to determine practical protective actions for the specific building;
- writing procedures for implementing emergency and protective action plans;
- designating and training protective action coordinators; and
- training of those who reside in the building on the steps to be taken during an emergency or implementation of protective actions.

As an emergency and protective action plan is to be tailored to individual buildings and coordinated with local planners and emergency response systems, the development of these plans require coordination between Core Homes, Clean Harbors Environmental, the San Jose Fire Department, and the San Jose Planning Department.

---

17 United States Environmental Protection Agency (USEPA). 2004. *General Guidance on Risk Management Programs for Chemical Accident Prevention.* Office of Solid Waste and Emergency Response. EPA-550-B-04-001. April.

18 U.S. Army Corps of Engineers (USACE). 2001. *Protecting Buildings and Their Occupants from Airborne Hazards*, Draft. Engineering and Construction Division. Washington, DC. October.

LIMITATIONS

This memorandum has been prepared exclusively for use by David J. Powers & Associates and the City of San Jose and contains information considered to be confidential information. This memorandum may not be relied upon by any other person or entity without ENVIRON's express written permission. The conclusions presented in this report represent ENVIRON's professional judgment based on the information available to us during the course of this assignment and on conditions that existed at the time of the assessment. ENVIRON made reasonable efforts to verify the information provided to us but did not perform an independent evaluation of David J. Powers and Associates Draft EIR information or other information provided by David J. Powers and Associates. Nonetheless, this report is accurate and complete only to the extent that information provided to ENVIRON was itself accurate and complete.

CLOSING

We appreciate the opportunity of providing our service to David J. Powers & Associates and the City of San Jose. Please call Douglas Daugherty at (510) 420-2513 if you have any questions or comments regarding this letter report.

Sincerely,

DRAFT

Loren F Bentley, Ph.D.
Senior Associate

DRAFT

Douglas Daugherty, Ph.D., P.E., C.I.H.
Principal

Attachments:
Tables
Figures
Modeling Output Files

TABLES

DRAFT

Table 1: Summary of Previous Screening Model Results
Core Homes Dobbin Drive Site
San Jose, California

Scenario	Facility	Chemical	Quantity Released	Units	Screening Model		
					Model[a]	Worst-Case Impact Radius (ft)	Distance of Release Location to Site Boundary (ft)
1	Ecolab, Inc.	Nitric Acid (>40%)	2,000	gal	ALOHA	807	625
2		Hydrochloric Acid (37%)	480	lbs	RMP Comp	2,640	625
3	Strongwell	Propane	1,374	lbs	RMP Comp	475	440
4		Naphtha[a]	400	gal	ALOHA	618	440
5	Clean Harbors Environmental	Methylene Chloride [b]	10,000	gal	ALOHA	789	440
6	California Department of Food and Agriculture	Acetylene	24	lbs	RMP Comp	105	75
7	LSA-Cleanpart	Hydrofluoric Acid (50%)	55	gal	RMP Comp	4,224	>2,640

Notes:

[a] Modeled as hexane

[b] Dichloromethane, representing mixed chlorinated solvents

Source:
Draft Environmental Impact Report (DEIR) for the North King Road and Dobbin Drive General Plan Amendment. City File No. GO06-03-01. Appendix C. Hazardous Materials Users Survey and Screening Level Chemical Risk Appraisal. 2006

DRAFT

Table 2: Release Rates and Release Durations for Worst Case Release Scenarios for Non- Flammable Materials
Offsite Consequence Analysis
Core Homes Dobbin Drive Site
San Jose, California

Material	Parameter	Units	Hydrochloric Acid[a]	Nitric Acid[b]	Naptha[b]	Methylene Chloride[b]	Hydrofluoric Acid[a]
			(34% by weight)	(40% by weight)			(reported as 50%)
Area	A	ft^2		1,060	1,000	5,000	
Liquid Factor Ambient[c]	LFA	-	0.0048				0.0014
Molecular Weight	MW	g/mol		63.0	174	84.93	
Vapor Pressure	VP	mmHg		0.12	0.45	349	
Calculated Liquid Factor Ambient[d]	LFA			2.2E-05	0.00016	0.078	
Density Factor	DF	-	0.42				0.41
Volume Released[e]		gal		6,800	400	10,000	55
Density		lb/gal		10.4	6.8	11.0	10.4
Quantity Released[f]	QS	lb	480	70,465	2,737	110,009	570
Indoor Mitigation Factor[g]		-	10%	-	-	-	10%
Release Rate	QR	lb/min	0.14	0.033	0.23	548	0.046
Release Duration	t	min	3543	2151433	12001	201	12444
		hr	59	35857	200	3.3	207

Notes:

[a] RMP Guidance - 3.2.2 Release Rate of Toxic Liquid Evaporating from pool with No Mitigation - QR = QS x 1.4 x LFA x DF

[b] RMP Guidance 3.2.3 Release Rate of Toxic Liquid Evaporating from pool with Passive Mitigation - QR = 1.4 x LFA x A
A = smaller of diked area or area of pool with 1 cm depth
Areas as reported in the Vicinity Hazardous Materials User Survey of Appendix C

[c] RMP Guidance. Exhibit B-2, Exhibit B-3, and Appendix D

[d] from RMP Guidance: LFA = 0.284 x MW^(2/3) x VP / 82.05 x 298

[e] as reported in Appendix C of DEIR

[f] as reported in Appendix C of DEIR or calculated using reported volume released and density of chemical

[g] RMP Guidance. p.3-10

Sources:

1. Draft Environmental Impact Report (DEIR) for the North King Road and Dobbin Drive General Plan Amendment. City File No. GO06-03-01. Appendix C. Hazardous Materials Users Survey and Screening Level Chemical Risk Appraisal. 2006
2. USEPA. 1999. Risk Management Program Guidance for Off-site Consequence Analysis. April.
3. For methylene chloride MW and VP: http://www.atsdr.cdc.gov/toxprofiles/tp14-c3.pdf
4. For Naptha (64742-47-8) MW: http://www.shellchemicals.com/chemicals/pdf/solvents/hydrocarbon/aliphatic/shellsol%20d70_eu_115.pdf?section=our_products
5. For Naptha (64742-47-8) VP: http://www.cdc.gov/niosh/ipcsneng/neng1379.html

DRAFT

Table 3: Richardson Numbers of Chemicals of Concern
Offsite Consequence Analysis
Core Homes Dobbin Drive Site
San Jose, California

Compound	Hydrochloric Acid[a]	Nitric Acid[a]	Naptha	Methelyne Chloride	Hydrofluoric Acid	Notes
Molecular Weight (g/mol)	36.5	63.0	174	84.9	20.0	
Ambient Temperature (K)	298	298	298	298	298	b
Release Temperature (K)	298	298	298	298	298	
Friction Velocity (m/s)	0.15	0.15	0.15	0.15	0.15	
Release Mass (kg)	218	31962	1242	49967	211	
Wind speed (m/s)	1.5	1.5	1.5	1.5	1.5	
Mass Release Rate (kg/s)	0.0102	0.0003	0.0017	4.14	0.0003	c
Richardson Number	**5**	**3**	**19**	**530**	**0**	d
Greater than Continuous Release Dense Gas Criterion (> 32)?	--	--	--	**Dense Gas**	--	

Notes:

[a] Unmitigated release scenario.

[b] Ambient temperature and release temperature were considered to be 25 °C, consistent with Appendix C.

[c] Mass release rates as calculated following RMP Guidance (see Table 2).

[d] Richardson numbers calculated with Breeze HAZ Professional Version 4.0.0 Oct. 2002. Trinity Consultants.

Sources:

1. Draft Environmental Impact Report (DEIR) for the North King Road and Dobbin Drive General Plan Amendment. City File No. GO06-03-01. Appendix C. Hazardous Materials Users Survey and Screening Level Chemical Risk
2. USEPA. 1999. Risk Management Program Guidance for Off-site Consequence Analysis. April.

Conversions:

1 pound (lb) = 0.45359 kilogram (kg)

DRAFT

Table 4: SLAB Dense Gas Dispersion Model Inputs and Results
Offsite Consequence Analysis
Core Homes Dobbin Drive Site
San Jose, California

	Parameters	Ecolab	Ecolab	Strongwell	Clean Harbors/ Safety Clean	Notes
Process Chemical		Hydrochloric Acid	Nitric Acid	Naptha	Methylene Chloride	
Location		Indoor	Outdoor	Outdoor	Outdoor	
Meteorological Inputs	Temperature	25	25	25	25	a
	Surface Roughness	1	1	1	1	b
Release Inputs	Total Quantity Onsite (gal)		6,800	400	10,000	a
	Total Quantity Onsite (lb)	480				
	Emission Rate (kg/s)	0.0010	0.00025	0.0017	4.14	Table 2
SLAB Model Inputs	Source Area (m^2)	18.8	99.3	94	465	c
	Averaging Period (sec)	1800	1800	1800	1800	b
Results	Endpoint (mg/m^3)	30.0	15.5	388	2602	a
	Impact Radius (meters)	67.5	21.7	0.0	281.5	
	Impact Radius (feet)	221	71	0	924	

Notes:
[a] Appendix C
[b] RMP Guidance. Appendix D
[c] See Table 2

Sources:
1. Draft Environmental Impact Report (DEIR) for the North King Road and Dobbin Drive General Plan Amendment. City File No. GO06-03-01. Appendix C. Hazardous Materials Users Survey and Screening Level Chemical Risk Appraisal.
2. USEPA. 1999. Risk Management Program Guidance for Off-site Consequence Analysis. April.

Conversions:
1 pound (lb) = 0.45359 kilogram (kg)
1 meter = 3.28083 feet

DRAFT

Table 5: Buoyant Gas Dispersion Modeling Inputs and Results
Offsite Consequence Analysis
Core Homes Dobbin Drive Site
San Jose, California

	Parameters	LSA - Cleanpart
Scenario Parameters	Process Chemical	Hydrofluoric Acid
	Coordinates - UTMx	599594
	Coordinates - UTMy	4136666
	Location	Indoor
Meteorological Inputs [a]	Met Station	San Jose Airport
	Modeled Years	1991 - 1995
	Surface Roughness	Urban
ISC Modeled Inputs	Total Quantity Onsite[b] (gal)	55
	Total Quantity Onsite (m^3)	0.208
	Source Area[c] (m^2)	20.8
	Evaporation Rate[d] (g/s)	0.346
	Modeled Emission Rate (g/s-m^2)	1.66E-02
	Averaging Period	1 hr
Results	Endpoint (mg/m^3)	16.0
	Impact Radius (meters)	27.3
	Impact Radius (feet)	89.4

Notes:

[a] From Bay Area Air Quality Management District

[b] As reported in Appendix C

[c] Assuming 1 centimeter depth as per RMP Guidance.

[d] From Table 2

Sources:

1. Draft Environmental Impact Report (DEIR) for the North King Road and Dobbin Drive General Plan Amendment. City File No. GO06-03-01. Appendix C. Hazardous Materials Users Survey and Screening Level Chemical Risk Appraisal. 2006
2. USEPA. 1999. Risk Management Program Guidance for Off-site Consequence Analysis. April.

DRAFT

Table 6: Worst-Case Release Scenarios for Flammable Releases
Vapor Cloud Explosion (VCE) Model Inputs and Results
Offsite Consequence Analysis
Core Homes Dobbin Drive Site
San Jose, California

	Parameters	Strongwell	Cal DFA		Note
Release Rate Inputs	Process Chemical	Propane	Acetylene		
	Total Quantity Onsite (lb)	1,374	24	24	a
	Percentage of Release Available for VCE	10%	10%	10%	b
	Release Quantity Participating in VCE (lb)	137	2.4	2.4	b,c
	Release Quantity (kg)	62	1.1	1.1	
Baker-Strehlow Model Inputs	Material Reactivity	Medium	High	High	b
	Ground Reflection	2	2	2	d
	Flame Expansion	3-D	3-D	3-D	b,e,f
	Obstacle Density	Medium	High	Medium	b
Results	Impact Radius (meters)	21	40	5	
	Impact Radius (feet)	69	133	17	

Notes:

[a] as reported in Appendix C

[b] USEPA 1999, Section 5

[c] Consistent with worst-case scenario guidance that total quantity is released

[d] Conservative assumption of high end of range

[e] Propane tank was assumed to be outside

[f] Location within a warehouse does not accelerate the flame in any one direction

Sources:

1. Draft Environmental Impact Report (DEIR) for the North King Road and Dobbin Drive General Plan Amendment. City File No. GO06-03-01. Appendix C. Hazardous Materials Users Survey and Screening Level Chemical Risk Appraisal. 2006
2. USEPA. 1999. Risk Management Program Guidance for Off-site Consequence Analysis. April.

Conversions:

1 pound (lb) = 0.45359 kilogram (kg)
1 meter = 3.28083 feet

Table 7: Comparison of Refined Modeling Approach with Screening Modeling
Offsite Consequence Analysis
Core Homes Dobbin Drive Site
San Jose, California

Scenario	Chemical	Analysis Type	Model	
			Screening Modeling	Refined Modeling
1	Nitric Acid	Dense Gas	ALOHA	SLAB
2	Hydrochloric Acid	Dense Gas	RMP Comp	SLAB
3	Propane	Vapor Cloud Explosion	RMP Comp	Baker-Strehlow
4	Naphtha[a]	Dense Gas	ALOHA	SLAB
5	Methylene Chloride [b]	Dense Gas	ALOHA	SLAB
6	Acetylene	Vapor Cloud Explosion	RMP Comp	Baker-Strehlow
7	Hydrofluoric Acid	Buoyant Gas	RMP Comp	ISC

Notes:

[a] Modeled as hexane in screening analysis.

[b] Dichloromethane, representing mixed chlorinated solvents

DRAFT

Table 8: Endpoint Criteria for Non-Flammable Releases
Offsite Consequence Analysis
Core Homes Dobbin Drive Site
San Jose, California

Chemical	Concern Criterion	Concentration	
		ppm	mg/m^3
Nitric Acid	ERPG-2	6	15.46
Hydrochloric Acid	ERPG-2	20	30
Naptha (hexane)	1/10 IDLH	110	-
Methylene Chloride	ERPG-2	750	2602
Hydrofluoric Acid	ERPG-2	20	16.0

Source:
Draft Environmental Impact Report (DEIR) for the North King Road and Dobbin Drive General Plan Amendment. City File No. GO06-03-01. Appendix C. Hazardous Materials Users Survey and Screening Level Chemical Risk Appraisal. 2006

DRAFT

Table 9: Summary of Refined Modeling Results
Offsite Consequence Analysis
Core Homes Dobbin Drive Site
San Jose, California

Scenario	Facility	Chemical	Distance from Site Boundary (ft)[a]	Worst-Case Impact Radius (ft)
Scenarios Not Impacting the Site:				
1	Ecolab, Inc - Unmitigated	Nitric Acid - Outdoor release	1019	71
2	Ecolab, Inc.	Hydrochloric Acid - Indoor release	648	221
3	Strongwell	Propane	397	69
4	Strongwell	Naphtha[b]	392	0
6	Cal. DFA	Acetylene - Medium Obstacle Density	190	17
		Acetylene - High Obstacle Density		133
7	LSA-Cleanpart	Hydrofluoric Acid	2696	89
Scenarios Impacting the Site:				
5	Clean Harbors Environmental	Methylene Chloride[c]	521	924

[a] Distances measured based on aerial photographs in Geographical Information Systems software

[b] Modeled as hexane in SLAB with release rate calculated for naphtha

[c] Dichloromethane, representing mixed chlorinated solvents

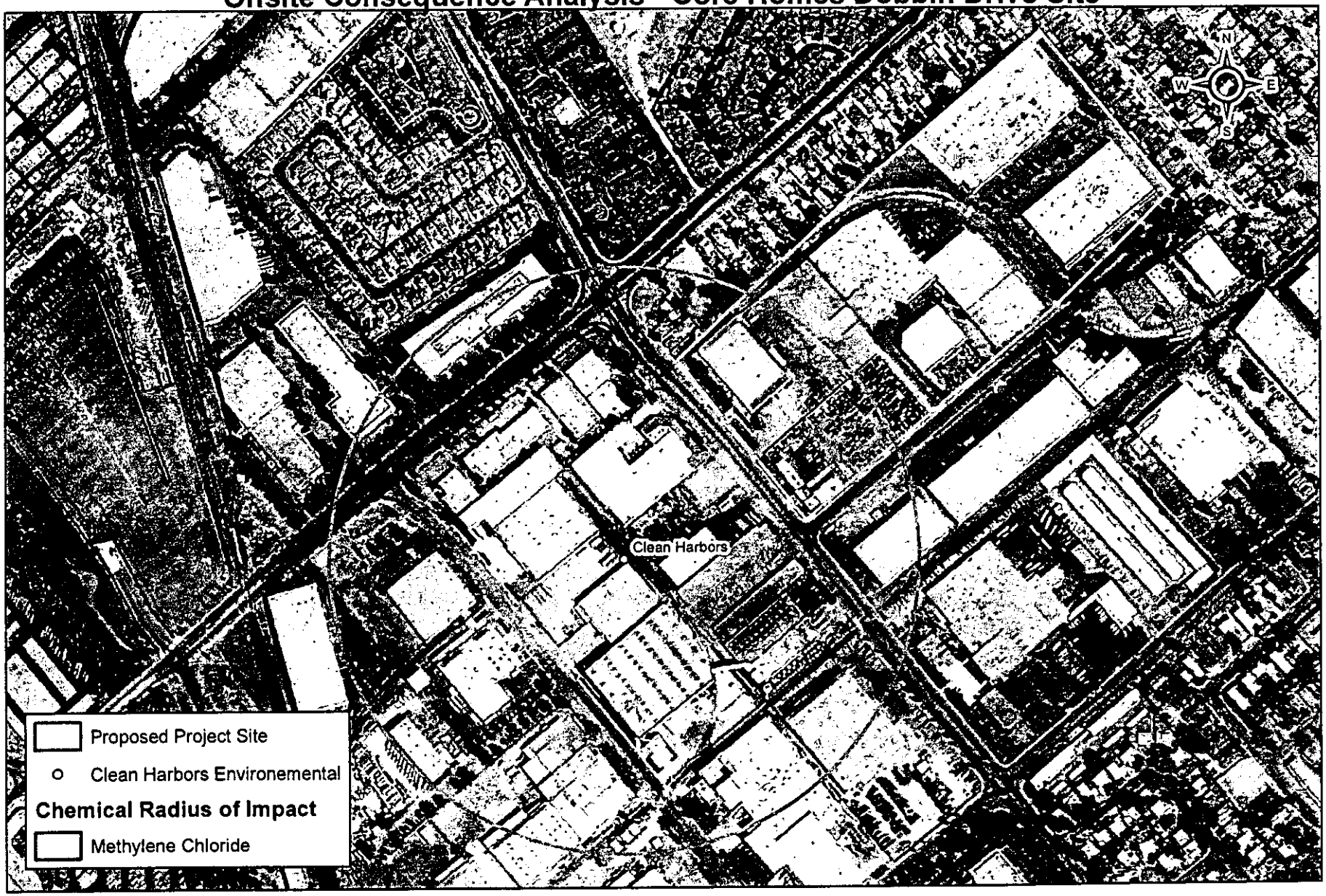
Sources:

1. Draft Environmental Impact Report (DEIR) for the North King Road and Dobbin Drive General Plan Amendment. City File No. GO06-03-01. Appendix C. Hazardous Materials Users Survey and Screening Level Chemical Risk Appraisal. 2006
2. ArcMap version 9.2, Environmental Systems Research Institute, Inc

FIGURES

Draft

Figure 1 - Locations and Impact Radii for Scenarios Impacting the Site
Offsite Consequence Analysis - Core Homes Dobbin Drive Site

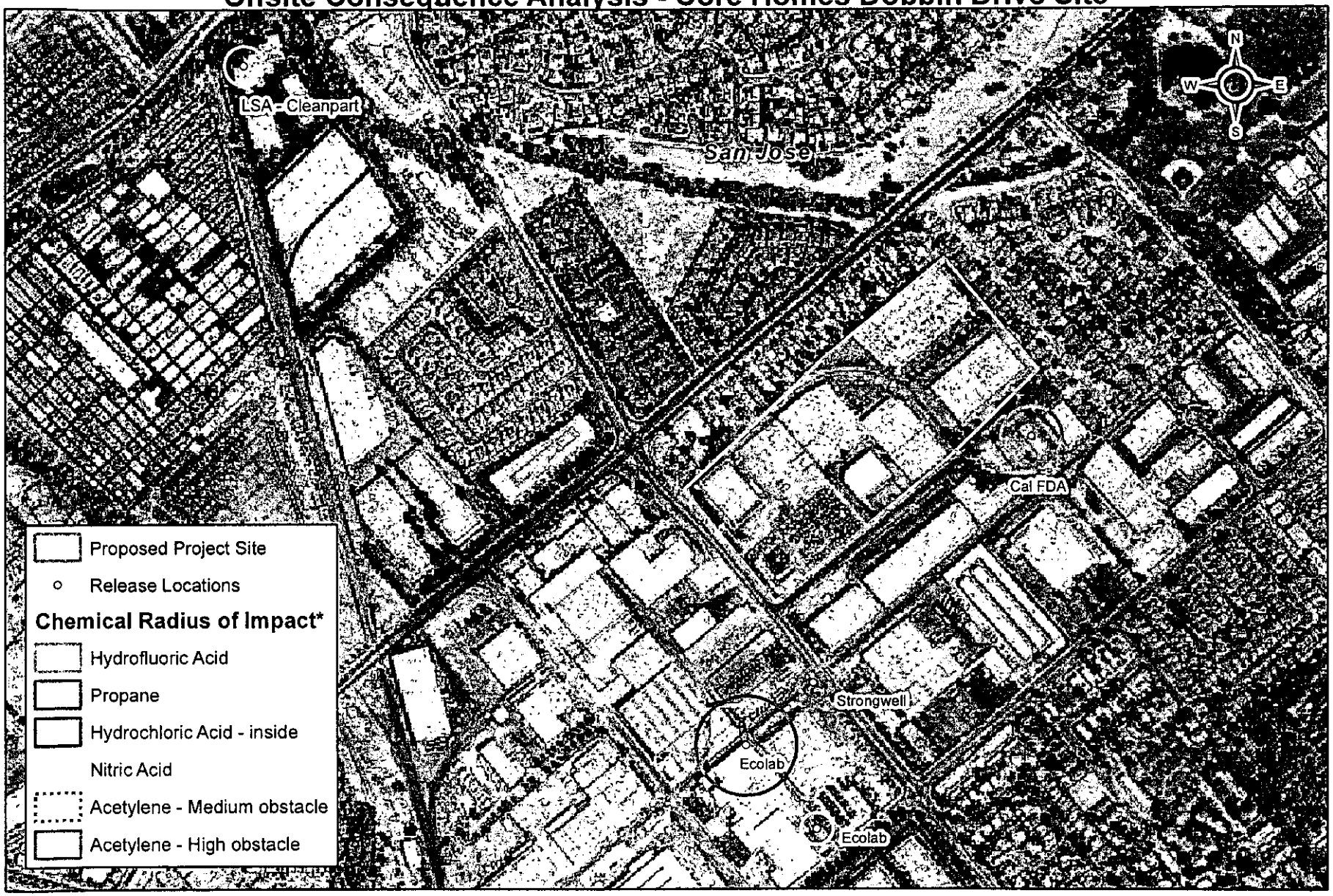


Feet
0 125 250 500 750 1,000

ENVIRON

Draft

Figure 2 - Locations and Impact Radii for Scenarios Not Impacting the Site
Offsite Consequence Analysis - Core Homes Dobbin Drive Site



The modeled impact radius of the release of naphtha at the Strongwell facility is zero.

Feet
0 187.5 375 750 1,125 1,500

ENVIRON

April 7, 2006

Mr. Will Burns
DAVID J. POWERS AND ASSOCIATES
1885 The Alameda, Suite 204
San Jose, California 95126

Re: Vicinity Hazardous Materials Users Survey, Proposed Dobbin Drive/North King Road Residential Development, San Jose, California

Dear Mr. Burns:

This vicinity hazardous materials users survey was performed for David J. Powers and Associates, who is preparing an Initial Study for the proposed residential redevelopment of the property located at 670 and 686 North King Road and 1745, 1855, 1875, and 1893 Dobbin Drive in San Jose, California.

Purpose
The purpose of this study was to identify facilities in the vicinity of the project site having reported hazardous substance usage, and to evaluate the significance of the identified hazardous substances to the proposed residential development if an accidental release were to occur. This letter was prepared in accordance with our agreement dated April 3, 2006.

Scope of Work
The scope of work performed for this study was the following.

- Performed a visual survey of the site vicinity to identify readily observable names and addresses of businesses, railroad tracks, and hazardous materials/waste pipelines located within a ½ -mile radius of the project site (adjacent to site for pipelines), and appearing to have the potential to use, handle, and/or store significant quantities of toxic or hazardous materials and/or wastes (hazardous substances).

- Reviewed the list of registered hazardous gas facilities within the City of San Jose provided by the San Jose Fire Department (SJFD), to identify which are located within a 1-mile radius of the project site.

- Reviewed available hazardous materials files for the facilities identified through the first two tasks at the SJFD and Santa Clara County Environmental Health Department (SCCEHD).

- Obtained and reviewed a regulatory agency database report to identify government agency-recorded facilities having significant hazardous substance usage or having significant reported air emissions or hazardous substance releases.

BELINDA P. BLACKIE, P.E., R.E.A.
1355 POE LANE
SAN JOSE, CA 95130
PHONE/FAX: (408) 260-8627

Observed Vicinity Hazardous Materials Facilities

On March 29 and April 5, 2006, a visual survey of the businesses within approximately ½-mile of the project site was performed, in an attempt to identify those currently appearing likely to use, handle, and/or store significant quantities of hazardous substances. A summary of the businesses identified is presented in the following table.

OBSERVED BUSINESSES WITH POTENTIALLY SIGNIFICANT QUANTITIES OF HAZARDOUS SUBSTANCES

Facility Name	Facility Address	Observations
Independence Adult Center	625 Giguere Ct.	Multi-building educational facility
Nick's Dance Studio No business names visible American Precision Dicing, Inc.	630 Giguere Ct. 632 through 652 (even) Giguere Ct. 642 Giguere Ct.	Moderate-size light industrial/commercial building with multiple tenant suites; one of three buildings in business park
United Marble and Granite Corporation/ Lucas Technologies, Inc.	631 Giguere Ct.	Moderate-size light industrial/commercial building
Blackwell Homes/ McCutcheon Integrated Direct Mail Services Silicon Valley Glass Advanced Dealer Services	633 Giguere Ct. 645 Giguere Ct. 651 Giguere Ct.	Multi-tenant office/commercial building
Telewave Technology	660 Giguere Ct.	Moderate-size light industrial building
The Closet and Office Factory/ Prime Image / Proven Termite Solutions	662 Giguere Ct.	Multi-tenant, light industrial building
Cal Wine Cellars	1550 Las Plumas Ave.	Moderate-size commercial/light industrial building
San Jose Family Shelter/ American Indian Education Center/ Senator John Vasconcellos Education and Technology Center	1590 Las Plumas Ave.	Institutional-style residential facility with office/commercial space
Therma/ Energy Logics	1601 Las Plumas Ave.	Large warehouse/industrial/light industrial building with what appeared to be a large aboveground water storage tank (AST) and fuel pumps with adjacent underground storage tanks (USTs); hazardous materials placarding visible
City of San Jose Purchasing Division	1608 Las Plumas Ave.	Moderate-size warehouse/industrial/light industrial building; appeared to be vacant
Las Plumas Mental Health, County of Santa Clara/ HVAC Sales/ Justo Blanket Wrap Delivery/ Employment Connection/ Arrow Recovery Group/ Cerambus Technology Group/ eContinuum, Inc./ Bargain King	1650 Las Plumas Ave.	Moderate-sized office/commercial/light industrial building; one of three buildings in Las Plumas Business Park

(continued)

OBSERVED BUSINESSES WITH POTENTIALLY SIGNIFICANT QUANTITIES OF HAZARDOUS SUBSTANCES (CONTINUED)

Facility Name	Facility Address	Observations
County of Santa Clara Social Services Agency/ Solutions Office Interiors/ Western MacArthur Co./ Guicho's Produce/ Laird Plastics/ Cal Snax/ Department of Aging and Adult Services, Senior Nutrition Program/ County of Santa Clara CalWORKS Employment Services Program	1670 Las Plumas Ave.	Moderate-size office/commercial/light industrial building; one of three buildings in Las Plumas Business Park
Silicon Valley Self Storage	1865 Las Plumas Ave.	Multi-building self-storage facility
Fresh Point	1885 Las Plumas Ave.	Large light industrial/warehouse/industrial building
Vitron/ DC Valve Manufacturing and Precision Machining/ Wyzen Foods, Inc./ HiTech Precision Machining/ Silicon Valley Textiles, Inc./ Regent Toys, Inc./ Valley Oak Furniture Manufacturer	1901 Las Plumas Ave.	Multi-tenant high tech/light industrial building
No business names visible Divine Love Christian Fellowship Mesa[1]	1921, 1931, and 1935 Las Plumas Ave. 1941 Las Plumas Ave. 1945 Las Plumas Ave.	Moderate-size commercial building with multiple tenant suites; one of three buildings in business park
Harper Medical Group No business name visible Californians for Justice Chapel of the Most Holy Trinity ACI Alloys	1961 Las Plumas Ave. 1965 Las Plumas Ave. 1971 Las Plumas Ave. 1975 Las Plumas Ave. 1981 and 1985 Las Plumas Ave.	Moderate-size commercial/light industrial building; one of three buildings in business park
Odwalla	Las Plumas Ave.	Small warehouse/light industrial building
County of Santa Clara Social Services	591 North King Rd.	Small commercial/light industrial building; one of three buildings in Las Plumas Business Park
Strongwell	615 North King Rd.	Large warehouse/industrial/light industrial building
Frank Lin	625 North King Rd.	Moderate-size industrial/light industrial building with multiple large ASTs present in a tank farm adjacent to the building as well as within the building. One interior AST labeled "flammable". Several railroad tank cars observed on spur line adjacent to rear of building.

(continued)

OBSERVED BUSINESSES WITH POTENTIALLY SIGNIFICANT QUANTITIES OF HAZARDOUS SUBSTANCES (CONTINUED)

Facility Name	Facility Address	Observations
Vacant	646 North King Rd.	Small office/commercial building
American Business College No business name visible All Star Plumbing	650 and 652 North King Rd. 654 North King Rd. 656 North King Rd.	Large warehouse-type building currently occupied primarily by the college, with other small tenant spaces appearing to have light industrial/warehouse use
East West Natural Herbal, Inc./ Domestic and International Groceries Wholesale	660 North King Rd.	Large warehouse/industrial building
D.K. Wholesale/ Roby Hardware/ M&M Upholstery/ Star Neon Signs/ Silicon Valley Textiles/ RJ Rugs/ Apollo Clothing/ Q-Tronics/ Melody Productions/ Custom Design Cabinets/ Yuco Import Wholesale/ Regent Toys	663 North King Rd.	Two small buildings with multiple commercial/wholesale and light industrial businesses
Good Year Truck Center/ Wing Foot Commercial Tire	665 North King Rd.	Small tire/truck repair building with numerous large tires stored in adjacent yard area
Frank Lin	675 North King Rd.	Moderate-size warehouse/industrial/light industrial building
Silicon Valley Fasteners and Components No business name visible Zephyr Self Help Center United Printing Co., Inc.	681 North King Rd. 683 North King Rd. 687 North King Rd. 699 North King Rd.	One small multi-tenant light industrial/office building; one of two similar buildings comprising a small business park
North American Van Lines	1800 Dobbin Dr.	Large warehouse/industrial building
Chong's Produce, Inc.	1860 Dobbin Dr.	Moderate-sized warehouse/light industrial building
Spectrum Industrial Finishing	1880 Dobbin Dr.	Small light industrial building
State of California Department of Food and Agriculture	1890 Dobbin Dr.	Small office/light industrial building
Steel Tile Distributing	1900 Dobbin Dr.	Small warehouse/light industrial building
Eco Lab	640 Lenfest Rd.	Large warehouse/industrial/light industrial building with multiple large ASTs and associated piping, as well as hazardous materials placarding, tank trucks, and an adjacent railroad spur

(continued)

OBSERVED BUSINESSES WITH POTENTIALLY SIGNIFICANT QUANTITIES OF HAZARDOUS SUBSTANCES (CONTINUED)

Facility Name	Facility Address	Observations
No business name visible	650 Lenfest Rd.	Large warehouse/industrial/light industrial building with no sign. Appeared occupied and was connected to building at 625 North King Road by an elevated walkway
Clean Harbors Environmental Services, Inc.	660 Lenfest Rd.	Moderate-size warehouse/industrial/light industrial building; several railroad tank cars observed on a railroad spur behind the building
Bill's Graphics/ NG Express/ National Preserve Co.	665 Lenfest Rd.	Moderate to large warehouse/light industrial building with visible hazardous materials placarding; National Preserve Co. did not appear to be a current tenant
Universal Sweeping Service	681 Lenfest Rd.	Moderate-size light industrial building
Frank Lin	682 and 684 Lenfest Rd.	Large warehouse/industrial/light industrial building
Fox Furniture, Inc.	690 and 698 Lenfest Rd.	Small commercial/light industrial building
Jalimex Foods Corporation/ Red Dragon Recycling Corporation	697 Lenfest Rd.	Moderate-size warehouse/manufacturing/ light industrial building
Public Storage	1395 Mabury Rd.	Multi-building self-storage facility
City of San Jose Mabury Service Yard	1404 Mabury Rd.	Corporation yard
San Jose Flea Market	1411 Mabury Rd.	Parking lot
Orco Construction Supply	1460 Mabury Rd.	Large warehouse/light industrial building
Adaptive Circuits/ Excel MSO/ Riverview Systems Group	1565 Mabury Rd.	Moderate-size multi-tenant commercial/light industrial building; one of three buildings in business park
Bangkok Market II/ Creative Solutions/ Ryan's Express Freight/ Westside Produce/ Montrose Moving Systems	1585 Mabury Rd.	Moderate-size multi-tenant commercial/light industrial building; one of three buildings in business park
Adaptive Electronics (ASEC)/ Select Computers/ Kaeser Compressors	1605 Mabury Rd.	Moderate-size multi-tenant commercial/light industrial building; one of three buildings in business park
Elite Custom Windows and Floors Kerry's Kustoms, Inc. Ricardo's Custom Upholstery and Home Decorating	1640 Mabury Rd. 1642 Mabury Rd. 1648 Mabury Rd.	Moderate-size multi-tenant commercial/light industrial building
Weldon Works Acme Design Hytec Precision	1650 Mabury Rd. 1654 Mabury Rd. 1658 Mabury Rd.	Small multi-tenant light industrial/office building

(continued)

OBSERVED BUSINESSES WITH POTENTIALLY SIGNIFICANT QUANTITIES OF HAZARDOUS SUBSTANCES (CONTINUED)

Facility Name	Facility Address	Observations
L & B Laboratories Aserta Sports Spintek Machining, Inc. 2000 Precision Sheet Metal	1660 Mabury Rd. 1664 Mabury Rd. 1666 Mabury Rd. 1668 Mabury Rd.	One small multi-tenant light industrial/office building; one of two similar buildings comprising a small business park
Butler-Johnson Corporation	1480 Nicora Ave.	Large warehouse/industrial/light industrial building with visible hazardous materials placarding
Bestt Impex Metal Brokers	1505 Nicora Ave. 1505 A&B Nicora Ave.	Moderate-size industrial/light industrial building Storage yard
No business name visible	545 Nipper Ave.	Small office/light industrial building
Educational Park Branch Library	1770 Educational Park Dr.	Public library
Independence High School	1776 Educational Park Dr.	High school
San Jose Flea Market	1590 Berryessa Rd.	Permanent flea market facility
Recortec/ HTA Enterprises/ UBC Lighting Company	1620 Berryessa Rd.	Moderate-size multi-tenant commercial/light industrial building; one of four buildings in business park
Vacant/ Andrews Air Corp/ Progressive Van Lines	1630 Berryessa Rd.	Moderate-size multi-tenant commercial/ light industrial building; one of four buildings in business park
On Time Delivery/ KB Homes/ Monster Magic/ Outsource Logistics	1640 Berryessa Rd.	Moderate-size multi-tenant commercial/ light industrial building; one of four buildings in business park
Housecall Tires	1650 Berryessa Rd.	Moderate-size commercial /light industrial building; one of four buildings in business park

Vicinity Railroad Tracks

Numerous railroad spurs and one railroad main line were observed within ½ mile of the project site at the time of this study. Spur lines were observed to run between many of the vicinity buildings, and rail tank cars were observed on tracks adjacent to the Clean Harbors Environmental, Inc. facility at 640 Lenfest Road and the Frank Lin Distillery facility at 625 North King Road. The railroad lines appeared to be operated by Union Pacific Railroad. According to Mr. Dave Peterson of Union Pacific Railroad, Union Pacific rail lines are common carriers of freight and any form of freight, including hazardous materials, could be transported on any rail line. Additional information on freight types reportedly was not available for security reasons.

Adjacent Hazardous Materials/Waste Pipelines

To obtain information on the presence of hazardous materials/waste pipelines adjacent to the project site at the time of this study, Mr. Andrew Dyer of the SJFD was interviewed. Mr. Dyer was unaware of hazardous waste pipelines within the City of San Jose. To the knowledge of Mr. Dyer, the only hazardous materials pipeline that would transverse property lines in the City of San Jose would be the Kinder Morgan San Jose Pipeline. The San Jose Pipeline reportedly is a 10-inch diameter pipeline which transports gasoline, jet fuel, and diesel from Concord to the San

Jose terminal located at 2150 Kruse Drive, approximately 3.12 miles northwest of the site. A detailed map of the San Jose Pipeline, showing its pathway through San Jose, was not able to be obtained by the time this study was completed; an attempt to contact Kinder Morgan was unsuccessful.

Registered Vicinity Hazardous Gas Facilities

A list of registered hazardous gas facilities located within the City of San Jose was obtained from Mr. Mike Murtiff of the SJFD. Based on the recorded addresses of the registered facilities, two appeared to be located within 1 mile of the project site at the time of this study. These facilities were S.J. Tallow Co., Inc. at 11740 Berryessa Road (approximately ¾ mile to the west) and Bianchi G Construction at 775 Mabury Road (approximately 9/10 mile to the west).

Based on information provided in the most recent hazardous materials business plan (HMBP) for S.J. Tallow Co., Inc. (dated 6/3/99, re-certified 7/8/02), hazardous gas usage/storage was limited to a maximum of 500 cubic feet of acetylene, 270 cubic feet of oxygen, and 5 gallons of LPG.

Information available in the most recent HMBP for George Bianchi Construction, Inc. (dated 5/25/99, re-certified 7/11/01), hazardous gas usage/storage was limited to 272 cubic feet of acetylene. A September 25, 1990 toxic gas questionnaire for the facility stated that regulated gases were not used, stored, or handled by the business.

Review of Available SJFD and SCCEHD Files

To evaluate the potential significance of the businesses identified during the visual survey discussed above, readily available information on hazardous materials usage and storage for the observed businesses was reviewed at the SJFD and SCCEHD. Information for previous businesses in the site vicinity was not reviewed, except in the case where the business type appeared similar to that of the current business and no information on the current business was available. Data on the chemical/waste inventories provided in the most recent HMBPs and most recent hazardous materials inspection reports primarily was reviewed. Many of the identified facilities had no hazardous materials files on record at either the SJFD or SCCEHD, and these facilities were thereby discounted as posing a potentially significant hazardous materials threat to the proposed development. The information available for the remaining facilities is summarized in the table below; key documents are included in an appendix to this letter.

AVAILABLE FILE REVIEW INFORMATION

Agency	Document Date	Business Name	Document Type	Information Obtained
631 Giquere Court				
SJFD	4/15/02	Lucas Technologies, Inc.	Hazardous Materials/Waste Registration Form	Business reportedly consisted of manufacturing and support services. Isopropanol was the only hazardous material listed, at 8 gallons; 30 gallons waste hydrocarbon oil and 4 gallons waste Safety Kleen solvent were listed as hazardous wastes.

(continued)

AVAILABLE FILE REVIEW INFORMATION
(CONTINUED)

Agency	Document Date	Business Name	Document Type	Information Obtained
648, 650, 652 Giguere Court				
SJFD	7/15/97	Stauffer Enterprises***	HMBP	Business reportedly was a machine shop. The maximum quantities of hazardous materials listed on the inventory included 55 gallons Safety Kleen solvent, 55 gallons swiss lube, 110 cubic feet acetylene, 230 cubic feet argon, 230 cubic feet oxygen, and 291 cubic feet helium. The hazardous waste listed was 55 gallons waste oil. Hazardous materials reportedly were stored within the building.
660 Giguere Court				
SJFD	5/22/01	---*	Building Occupancy Classification Form	The maximum quantity of hazardous materials listed on the inventory included 3 gallons reducer, 25 gallons polyurethane paints, 5 gallons lacquer wash, 5 gallons paint catalyst, 5 gallons wash primer activator, 5 gallons waterborne pretreatment primer, 35 gallons cutting oils, 10 gallons acetone, 15 to 45 gallons each of several assorted basic and caustic solutions, 55 gallons Scott's Super Solvent, 1,220 cubic feet helium/argon, 305 cubic feet air/carbon dioxide, and 610 cubic feet helium/argon. Hazardous waste included was 8 gallons waste parts cleaner solvent/mineral spirits.
SJFD	6/20/01	Telewave	Hazardous Materials Plan Check	Plan check noted that the facility would have a plating line and storage area, and utilize sodium hydroxide and compressed gasses and flammable/combustible materials.
SJFD	6/26/01	Telewave, Inc.	Hazardous Storage System Installation Application	The application was for installation of a polyethylene plating line (volume indicated as 55 gallons x 3) with secondary containment.
662 Giguere Court				
SJFD	3/25/02	The Closet Office Factory	Hazardous Materials/Waste Registration Form	Business reportedly was a woodworking shop. The maximum quantities of hazardous materials listed on the inventory included 152 cubic feet of acetylene, 3 gallons of acetone, and 3 gallons of spray adhesive. No hazardous wastes were listed.
1590 Las Plumas Avenue				
SJFD	6/5/03	E2C, Inc.	Hazardous Materials Storage System Permit	Permit for installation of one temporary 265-gallon diesel AST associated with a soil vapor extraction unit operating at the San Jose Family Shelter facility.
SJFD	7/21/03	E2C Mobile Remediation Unit	HMBP	HMBP stated that hazardous materials above 55 gallons/500 pounds/200 cubic feet were present at the facility. A maximum volume of 265 gallons of diesel were maintained at the mobile remediation unit.
SJFD	9/22/04	E2C Mobile Remediation Unit	HMBP Certification Form	Form certified that 7/21/03 HMBP was complete and accurate.

(continued)

AVAILABLE FILE REVIEW INFORMATION
(CONTINUED)

Agency	Document Date	Business Name	Document Type	Information Obtained
SJFD	3/16/05	E2C, Inc.	Record of Inspection	No significant hazardous materials violations were noted. The diesel tank reportedly was moved on and off the property periodically.
1601 Las Plumas Avenue				
SJFD	1998	Therma Corporation	HMBP	Business reportedly a mechanical contractor. The maximum quantities of hazardous materials listed on the inventory included 4 cubic feet ammonium hydroxide, 7,240 cubic feet oxygen, 300 cubic feet MAPP gas, 4,100 cubic feet acetylene, 5 gallons cleaning agent, 5 gallons concrete degreaser, 500 gallons Freon 22 Recycle, 90 gallons A/C Cleaner, 3 gallons organic peroxide, 70 gallons duct seal, 64 gallons spray paint, 10 gallons aliphatic hydrocarbon solvent, 75 gallons Safety Clean solvent, 40 gallons PVC glue, 4 gallons flux, 55 gallons antifreeze, 5 gallon reducer, 110 gallons diesel, 125 gallons hydraulic oil, 600 cubic feet oxygen/argon, 1,180 gallons assorted microbiocides, 860 gallons cooling water treatment, 210 gallons boiler water treatment, 196 gallons cleaner, 20 gallons hydrochloric acid, 8,100 cubic feet argon/carbon dioxide, 900 cubic feet argon, 8 gallons propanol, 55 gallons cutting oil, 60 gallons carbon dioxide, 288 gallons propane, 1 gallon acetone, and 625 gallons liquid argon. The maximum quantities of waste listed included 55 gallons waste antifreeze and 910 gallons waste oil.
SJFD	8/28/01	Therma, Inc.	Hazardous Materials Storage System Installation Application	Application for permit to alter/repair piping systems/ASTs for nitrogen and oxygen.
SJFD	1/18/02	Therma, Inc.	Hazardous Materials Storage System Installation Application	Application for permit to install one 20,000-gallon fiberglass unleaded gasoline UST, one 15,000-gallon fiberglass unleaded gasoline UST, and one 6,000-gallon fiberglass diesel UST; all USTs to have fiberglass secondary containment.
SJFD	1/22/04	Therma	Hazardous Materials Storage System Permit Application	Application to remove one 250-gallon diesel AST.

(continued)

AVAILABLE FILE REVIEW INFORMATION
(CONTINUED)

Agency	Document Date	Business Name	Document Type	Information Obtained
SJFD	4/7/04	Therma	Record of Inspection	Inspection noted that fill sumps associated with the facility USTs needed to be cleaned, flammable cabinets needed to be self-closing, flammable gas was stored in an inert storage area, oil and spill containment needed to be cleaned, compressed gas cylinders needed to be chained, and there was a quantity of hydrogen in a clean room over the exempt amount. Compressed gasses, cryogens, flammable/combustible liquids, hazardous materials reportedly present; facility noted to be a hot works and repair garage.
SJFD	7/16/04	Therma Corporation	HMBP Certification Form	Form certified that 7/16/04 HMBP was complete and accurate, although 7/16/04 HMBP was not present in file.
1650 Las Plumas Avenue				
SJFD	9/8/04	Justo Blanket Wrap Delivery Service	Record of Inspection	Inspection noted no hazardous materials violations. Oil and waste oil reported at facility.
1885 Las Plumas Avenue				
SJFD	6/13/01	Royal Foods, Inc.*	HMBP	Business reportedly was wholesale produce. The maximum quantities of hazardous materials listed on the inventory included 275 gallons motor oil, 300 cubic feet oxygen, 40 gallons ethyne, 250 cubic feet carbon dioxide/argon, 165 gallons ethylene glycol, 115 gallons Stoddard Solvent, 1,300 gallons tetrasodium disinfectant, 110 gallons ethylene floor scrub, 400 gallons bleach, 400 gallons D-Limonene, 200 pounds Freon, 160 gallons fruit ripening agent, 165 gallons solvent de-waxed light paraffinic distillate hydraulic oil, and 110 gallons propylene glycol. The maximum quantity of hazardous waste listed on the inventory included 240 gallons waste oil. The materials listed in the HMBP reportedly were stored in four primary areas, an outdoor maintenance area, an outdoor storage cage, an interior compressor room, and an outdoor dock; materials reportedly were stored in drums, bulk tanks, and pressure vessels. The maintenance area reportedly has a bermed and coated floor and the north dock had a tank vault; underground storage tanks reportedly were not present. The HMBP included a spill/release response plan and a fire/explosion response plan.

(continued)

AVAILABLE FILE REVIEW INFORMATION
(CONTINUED)

Agency	Document Date	Business Name	Document Type	Information Obtained
SJFD	2/25/04	Royal Foods Co., Inc.*	Hazardous Waste Generator Permit Application	Business type indicated as wholesale fresh produce. The hazardous waste inventory included 200 gallons waste oil, 100 gallons waste antifreeze, and 500 pounds filters generated annually.
SJFD	10/5/05	Fresh Point Value Added Services	Notice of Inspection	The facility was under new ownership at the time of the inspection and, due to changes in operation, hazardous waste quantities reportedly slightly decreased.
SJFD	11/3005	Fresh Point Value Added Services	Notice of Inspection	The inspection was a follow up to the previous inspection with regards to the vegetable washing process. Sodium hypochlorite reportedly was used to wash vegetables and then was discharged to the sanitary sewer as non-hazardous waste.
1901 Las Plumas Avenue				
SJFD	10/9/02	DC Valve Manufacturing and Precision Machining	Business Activities Form	Form stated that hazardous materials above 55 gallons, 500 pounds, and/or 200 cubic feet were used at the facility and that hazardous waste was generated; no USTs or ASTs were reported to be present. The maximum quantities of hazardous materials listed on the inventory included 110 gallons lube oil, 15 gallons coolant, and 3 gallons isopropanol stored in the warehouse. The maximum quantity of hazardous waste listed on the inventory included 110 gallons of waste coolant stored in the warehouse.
SCCEHD	2/26/04	Vitron	Hazardous Waste Generator Permit Application	Business type indicated as manufacturing and services. The hazardous waste inventory included 100 gallons of flux and 20 gallons of methanol generated annually.
SCCEHD	2/26/04	DC Valve Manufacturing and Precision Machining	Hazardous Waste Generator Permit Application	Business type indicated as machine shop. Hazardous waste inventory included 300 gallons of waste oil and coolant generated annually.
SCCEHD	2/26/04	DC Valve Manufacturing and Precision Machining	Notice of Inspection	Inspection notice stated that the business generated hazardous waste but did not have a generator permit; a permit application was completed at the time of the inspection. In addition, two 55-gallon drums of waste oil were not properly labeled.
SCCEHD	4/20/05	DC Valve Manufacturing and Precision Machining	Notice of Inspection	No hazardous materials violations noted at time of inspection.
SCCEHD	4/20/05	Vitron	Notice of Inspection	Inspection notice stated that two waste drums were not marked with an accumulation date and one other drum of an unknown chemical was imprecisely labeled as "chemical liquid".

(continued)

AVAILABLE FILE REVIEW INFORMATION
(CONTINUED)

Agency	Document Date	Business Name	Document Type	Information Obtained
1985 Las Plumas Avenue				
SJFD	5/30/02	ACI Alloys, Inc.	HMBP	The maximum quantities of hazardous materials listed on the inventory included 1 to 25 pounds of assorted metals, including lead, mercury and other toxic metals, 5 gallons vacuum pump oil, 5 gallons machining oil, 5 gallons mineral oil, 5 gallons paint thinner, 5 gallons hydraulic fluid, 25 gallons EDM oil, 1,680 cubic feet argon, 251 cubic feet oxygen, 132 cubic feet acetylene, and 251 cubic feet hydrogen.
SJFD	8/5/03	ACI Alloys	Record of Inspection	Inspection noted that gas lines and hydrogen cylinder needed to be labeled; no other hazardous materials violations noted. Compressed gas and hazardous materials reportedly present at the facility, as was a hot works.
SJFD	8/30/05	ACI Alloys, Inc.	HMBP Certification Form	Form certified that 5/30/02 HMBP was complete and accurate. Other pages mentioned hazardous materials mentioned at the facility to include gas cylinders, barium, calcium, lithium, cerium, selenium, beryllium, paint thinner, isopropanol, epoxies, and solvents.
615 North King Road				
SCCEHD	3/1604	Strongwell	Notice of Inspection	Inspection notice stated that several drums of waste adhesive had either improper labeling or were at the facility for longer than the allowable accumulation period. Some record-keeping violations were also noted.
SCCEHD	7/12/04	Strongwell	Notice of Inspection	Inspection notice stated that eleven 55-gallon drums of hazardous waste were stored at the facility and must be shipped away, as some exceeded the allowable accumulation time.
SCCEHD	2/17/05	Strongwell	Hazardous Waste Generator Self-Audit Checklist	Business type indicated as polymer concrete. The facility reportedly generated less than 5 tons of hazardous waste (other than waste oil) annually.
SJFD	3/17/05	Strongwell	Business Activities Form	Form stated that hazardous materials above 55 gallons, 500 pounds, and/or 200 cubic feet were used at the facility and that hazardous waste was generated; no USTs or ASTs were reported to be present. The maximum quantities of hazardous materials listed on the inventory included 1,225 gallons of assorted catalysts (primary chemical components being

(continued)

AVAILABLE FILE REVIEW INFORMATION
(CONTINUED)

Agency	Document Date	Business Name	Document Type	Information Obtained
				MEK peroxide, phthalates, diisobutyrate, and DMP) stored in the catalyst storage area; 60 gallons spray paint, 10 gallons hardener, 275 gallons paste concentrate pigment, 10 gallons diethylaniline, 5 gallons acetone, and 1,630 gallons of what appeared to be assorted resins and related chemicals stored in the chemical storage area; 660 gallons resins, 150 gallons organic peroxide, 330 gallons hydrocarbon naphtha, 45 gallons honey wax, and 5 gallons miscellaneous aerosols stored on the plant floor; 520 cubic feet and 245 gallons acetylene, 260 cubic feet argon, 520 cubic feet oxygen, 260 cubic feet stargon, 55 gallons hydraulic oil, and 50 gallons miscellaneous flammables stored in the maintenance area; 1,800 gallons resin and 55 gallons pigment paste concentrate in the resin blending room; 16,000 gallons resin in resin ASTs; 245 cubic feet acetylene in an acetylene tank; and 287 gallons propane in a propane AST. The maximum quantities of hazardous wastes listed on the inventory included 330 gallons waste resin with solids and 55 gallons waste hydraulic oil.
SCCEHD	4/25/05	Strongwell	Notice of Inspection	No hazardous materials violations noted.
SCCEHD	2/22/06	Strongwell	Business Owner/Operator Identification	Form stated that hazardous materials above 55 gallons, 500 pounds, and/or 200 cubic feet were used at the facility and that hazardous waste was generated; no USTs or petroleum ASTs were reported to be present. Maximum quantities of hazardous waste listed on the inventory included 330 pounds "filled resin catalyst" and 55 gallons hydraulic oil.
625 North King Road				
SJFD	8/20/99	Franklin Distillers	Hazardous Materials Storage System Installation Application	Application indicated that one 185-gallon diesel AST with a concrete secondary containment structure was to be installed at the facility.
SJFD	11/7/03	Frank Lin Distillers	Record of Inspection	Inspection covered production facilities only; no hazardous materials violations noted. Categories of hazardous materials listed as being present at facility included flammable/combustible liquids, hazardous materials, and liquid petroleum gas. Facility was also listed as a "hot works".

(continued)

AVAILABLE FILE REVIEW INFORMATION
(CONTINUED)

Agency	Document Date	Business Name	Document Type	Information Obtained
SJFD	11/21/03	Frank-Lin Distillers Products, Ltd.	HMBP Certification Form	Form stated that the 8/1/01 HMBP was complete and accurate; no further information provided and 8/1/01 HMBP not found in available SJFD files.
663 North King Road				
SJFD	6/5/99	Custom Design Cabinets	Hazardous Material/Waste Registration Form	Hazardous materials inventory limited to a maximum volume of 4 gallons of paint products stored within the facility building. No wastes reportedly were generated by facility.
SJFD	6/17/02	Q-Tronics	Hazardous Material/Waste Registration Form	The maximum quantities of hazardous materials listed on the inventory included 2 gallons alcohol, 5 gallons coolant, 5 gallons gear oil, and 10 gallons solvent (appearing to be kerosene) stored within the facility building. No wastes reportedly were generated by the facility.
665 North King Road				
SJFD	5/7/02	Wingfoot Commercial Tire	Hazardous Material/Waste Registration Form	The maximum quantities of hazardous materials listed on the inventory included 750 gallons catalyst "A", 75 gallons pre-polymer "B", 55 gallons motor oil, and 55 gallons isopropyl (alcohol). No wastes reportedly were generated by the facility.
681 North King Road				
SJFD	1/18/02	Electronic Manufacturing Group, Inc.*	HMBP	Facility reportedly was an electronic manufacturing business. The maximum quantities of hazardous materials listed on the inventory included 10 gallons isopropyl alcohol, 25 gallons flux, 5 gallons cleaner, 15 gallons Bio-Kleen, 45 gallons thinner, and 5 gallons soldering flux. The maximum quantities of hazardous wastes listed on the inventory included 1,000 pounds of waste solder dross containing tin and lead.
699 North King Road				
SJFD	12/15/97	United Printing	Hazardous Material/Waste Registration Form	The maximum quantities of hazardous materials listed on the inventory included 10 gallons A-240 wash, 20 gallons corrosive developer, and 1 gallon isopropyl alcohol. No wastes reportedly were generated by the facility.
SJFD	5/7/02	United Printing Co.	Record of Inspection	No hazardous materials violations noted. Categories of hazardous materials listed as being present at facility included flammable/combustible liquids and hazardous materials.

(continued)

AVAILABLE FILE REVIEW INFORMATION
(CONTINUED)

Agency	Document Date	Business Name	Document Type	Information Obtained
1860 Dobbin Drive				
SJFD	8/14/01	Chong's Produce, Inc.	Record of Inspection	Inspection report mentioned the need to secure propane bottle. No other reference to the presence of hazardous materials was made.
1880 Dobbin Drive				
SJFD	8/20/98	Spectrum Industrial Finishing	HMBP	Business type indicated as industrial spray painting. The maximum quantities of hazardous materials listed on the inventory included 225 gallons assorted paint and 55 gallons of solvent (containing acetone, aliphatic petroleum, isopropanol, toluene, and butyl acetate). The maximum quantities of hazardous waste listed on the inventory included 55 gallons paint waste.
SCCEHD	10/2/01	Spectrum Industrial Finishing	HMBP	Business type indicated as industrial spray painting. Maximum quantities of hazardous materials listed on inventory included 50 gallons paint and 55 gallons solvent (acetone, aliphatic petroleum distillates, isopropanol). The maximum quantity of hazardous waste listed was 55 gallons paint waste.
SJFD	9/16/02	Spectrum Ind. Finishing	Record of Inspection	No hazardous materials violations noted. Categories of hazardous materials listed as being present at facility included flammable/combustible liquids, hazardous materials, spraying/dipping, and the facility was listed as having industrial ovens.
SJFD	9/18/02	Spectrum Industrial Finishing	HMBP Certification Form	Form stated that the 10/21/01 HMBP was complete and accurate; no further information provided and 10/21/01 HMBP not found in available SJFD files.
SCCEHD	6/30/05	Spectrum Industrial Finishing	Notice of Inspection	Inspection noted violations including an invalid EPA ID number, unlabeled drums, and the presence of three drums of unknown materials. Corrective actions regarding violations noted during the previous inspection reportedly had not been taken.
1890 Dobbin Drive				
SJFD	7/10/92	California Department of Food and Agriculture (Division of Plant Industry)	Hazardous Materials Management Plan (HMMP)	Facility reportedly was a State pest control facility-the division of plant industry pest detection/emergency projects. The maximum quantities of hazardous materials listed on the inventory included quantities ranging in volume from ½ to 30 gallons and 2½ to 15 pounds each of numerous assorted pesticides/insecticides, including d-phenothrin, Malathion, Diazinon, Cythion, Dibrom, Naled+methyl eugenol, Surfix,

(continued)

AVAILABLE FILE REVIEW INFORMATION
(CONTINUED)

Agency	Document Date	Business Name	Document Type	Information Obtained
SJFD	7/10/92	California Department of Food and Agriculture (Division of Plant Industry)	Hazardous Materials Management Plan (HMMP)	hydrated zinc chloride, Imidan 50-WP, Weedar 64, Princep Caliber 90, Balan 2.5 G, Surflan A.S., and Dibron+cuelure. Other hazardous materials listed on the inventory included 4 gallons muriatic acid, 3 gallons isopropanol, 88 gallons phosphoric acid, 40 gallons Thuricide 32LV, 350 cubic feet of acetylene and 250 cubic feet of oxygen. USTs reportedly were not present on-site. Hazardous materials appeared to be stored within the on-site building.
SJFD	7/24/92	California Department of Food and Agriculture	Pesticide Storage Room Calculations	The pesticide storage room reportedly had an 8-inch, epoxy-coated berm to contain spillage. An epoxy-coated trench for containment was also present. Within the pesticide storage room were to be stored 178 gallons of chemicals on open shelving or the floor, two 55-gallon drums of waste materials (primarily contaminated cotton swabs), and a self-closing cabinet containing formaldehyde, Dibrom 14, muriatic acid, Dibrom 8, Dibrom 8E, isopropanol, Malathion 8, and Diazinon 4E.
SCCEHD	2/26/04	California Department of Food and Agriculture	Hazardous Waste Generator Permit Application	Business type indicated as pest detection and eradication. Hazardous waste inventory information included 600 pounds of dibrom solid-contaminated wicks generated annually. All waste reportedly was stored within approved containers within a bermed storage room.
1900 Dobbin Drive				
SJFD	7/7/04	Steel Tile Distributing	Record of Inspection	Inspection noted no hazardous materials violations. The business reportedly had combustible storage and hazardous materials permits.
SJFD	7/28/04	Steel Tile Distributing, Inc.	Hazardous Material/Waste Registration Form	The maximum quantities of hazardous materials listed on the inventory included 60 gallons propane and 2.5 gallons of gasoline. No wastes reportedly were generated by the facility.

(continued)

AVAILABLE FILE REVIEW INFORMATION
(CONTINUED)

Agency	Document Date	Business Name	Document Type	Information Obtained
640 Lenfest Road				
SJFD	7/25/88	Ecolab, Inc.	Hazardous Materials Plan Check	Site plans included in plan check documents depicted one 10,000-gallon AST of what was labeled NoKOH, one 10,000-gallon AST of surfactant, one 10,000-gallon AST of phosphoric acid, one 10,000-gallon AST of sodium hydroxide, one 10,000-gallon AST of potassium hydroxide, one 6,350-gallon AST of ethylene glycol/N-butyl ether, one 2,000-gallon AST of nitric acid, and two 6,000-gallon ASTs labeled "neutralization". The ASTs appeared to be located within secondary containment berms.
SCCEHD	3/29/00	Ecolab	Notice of Inspection	Inspection notice stated that Ecolab had been treating hazardous waste by pH adjustment without property notification to the appropriate regulatory agencies. In addition, labeling of each treatment unit had not been performed. Ecolab needed to have a professional engineer assess whether the secondary containment present at the facility was designed and constructed properly. Other hazardous material labeling, record keeping and minor violations also were noted.
SCCEHD	4/11/00	Ecolab	Notice of Inspection	Inspection notice stated that Ecolab was accepting 55-, 30-, and 15-gallon containers of hazardous waste without proper authorization.
SJFD	4/4/01	Ecolab, Inc.	Record of Inspection	Inspection noted that four tanks in the liquid goods area needed to be labeled, piping needed to be cleaned or relabeled, and documentation of training in spill control, evacuation, and chemical awareness was needed. The business reportedly had flammable/combustible liquids, hazardous materials combustible storage, and a hot works. All violations reportedly were corrected.
SJFD	4/24/02	Ecolab, Inc.	HMBP	The facility appeared to deal with large quantities of commercial cleaning supplies. The maximum quantities of hazardous materials listed on the hazardous materials inventory were stated to be in pounds, and included 99,960 pounds C-78 wash water, 350 pounds acetylene, 350 pounds o-dichlorobenzene, 500 pounds oxygen, 175 pounds oil, 150 pounds waste oil, 100 pounds waste paint thinner, 200 pounds assorted

(continued)

AVAILABLE FILE REVIEW INFORMATION
(CONTINUED)

Agency	Document Date	Business Name	Document Type	Information Obtained
				paints, 350 pounds argon, and assorted quantities, ranging from 300 to 808,000 pounds each, of approximately 1,100 different soaps, detergents, cleaners, degreasers, polishers, sanitizers, including chemicals composed of acids (among them sulfuric, hydrochloric, phosphoric), caustics (among them sodium hypochlorite, sodium hydroxide, and ammonium hydroxide), alcohols, non-chlorinated hydrocarbons, and other organic and inorganic compounds.
SJFD	4/12/05	Ecolab	Hazardous Materials Storage System Permit Application	Application for installation of a 6,800-gallon stainless steel nitric acid AST and one 11,500-gallon fiberglass wastewater AST. Both ASTs reportedly were to be within a concrete secondary containment area.
SCCEHD	3/25/05	Ecolab, Inc.	Business Owner/Operator Identification	Form stated that hazardous materials above 55 gallons, 500 pounds, and/or 200 cubic feet were used at the facility and that hazardous waste was generated and treated at the facility; USTs and petroleum hydrocarbon ASTs were reported not to be present.
SJFD	1/6/06	—	Fire Prevention Inspections	Nitric acid tank installation complete.
660 Lenfest Road				
SJFD	10/28/87	Solvent Services, Inc.**	Request for Variance	The letter was a request to the California Department of Health Services (DHS) for a variance to transfer wastes from the facility to railcars adjacent to the building. The DHS granted the variance, stating the operation would present "an insignificant potential hazard to human health, domestic livestock, or wildlife" provided the wastes were appropriately handled.
SJFD	8/31/93	Solvent Services**	Memorandum	Memorandum from City of San Jose stated that Solvent Services utilized a 20,000- to 23,000-gallon railroad tanker car at their facility, into which waste materials (either mixed flammable oxygenated and/or chlorinated solvents or a solvent and water mix) were placed. The tank cars reportedly were removed from the facility the day they are filled.

(continued)

AVAILABLE FILE REVIEW INFORMATION
(CONTINUED)

Agency	Document Date	Business Name	Document Type	Information Obtained
665 Lenfest Road				
SCCEHD	11/30/05	NG Press	Hazardous Waste Generator Permit Application	Business type indicated as commercial printing. Hazardous waste inventory included 2,000 gallons of used fixer and developer generated annually.
SCCEHD	11/29/05	NG Press	Assistance Request Complaint	Complaint lodged by SJFD stating that no hazardous waste labeling, accumulation start date, or containment was present at facility.
SCCEHD	12/1/05	NG Press	Notice of Inspection	Inspection revealed no hazardous waste generator permit existed for the business, so one was applied for at time of inspection. Also, hazardous waste labels were not affixed to the two containers.
681 Lenfest Road				
SJFD	1/25/05	Universal Sweeping Services	Business Activities Form	Form stated that hazardous materials above 55 gallons, 500 pounds, and/or 200 cubic feet were used at the facility and that hazardous waste was generated; no USTs or petroleum ASTs were reported to be present. The maximum quantities of hazardous materials listed on the inventory included 55 gallons motor oil, 55 gallons transmission fluid, 55 gallons hydraulic fluid, 55 gallons rear end oil, 55 gallons parts cleaner solvent, 528 cubic feet acetylene, 336 cubic feet oxygen, 438 cubic feet carbon dioxide, 990 cubic feet propane, 85 gallons assorted soap/surfactant, and 15 gallons of grease. The maximum quantities of hazardous wastes listed included 35 gallons used motor oil, 15 gallons waste solvent, and 20 pounds used oil filters.
1404 Mabury Road				
SJFD	4/19/04	City of San Jose Mabury Yard	HMBP	Form stated that hazardous materials above 55 gallons, 500 pounds, and/or 200 cubic feet were used at the facility and that hazardous waste was generated; USTs were reported to be present. The maximum quantities of hazardous materials listed on the inventory included 12,020 gallons gasoline, 24,000 gallons diesel, 70 gallons miscellaneous paints and solvents, 221 gallons engine oil, 55 gallons automatic transmission fluid, 55 gallons gear oil, 120 gallons ethylene glycol, 55 gallons grease, 120 gallons ethylene glycol, 288 cubic feet dissolved acetylene, 248 cubic feet oxygen, 500 cubic feet propane, 100 gallons diesel for emergency generator, from 1 to 150 gallons each of assorted pesticides and herbicides, ¼ gallon pesticide equipment cleaner, 12½ gallons dye, 50 gallons cable cleaner, 200 gallons All Crete, and 2 gallons bleach.

(continued)

AVAILABLE FILE REVIEW INFORMATION
(CONTINUED)

Agency	Document Date	Business Name	Document Type	Information Obtained
				The maximum quantities of hazardous wastes listed included 305 gallons waste motor oil, 55 gallons crushed oil filters, 55 gallons contaminated absorbent, 100 gallons waste anti-freeze, 20 auto batteries, and 10 gallons waste solvent. The listed materials are stored both indoors and outside and reportedly are secondarily contained or in approved cabinets.
SJFD	2/23/05	Mabury Service Yard	Record of Inspection	Inspection noted no hazardous materials violations, including no reportable/recordable spills.
1460 Mabury Road				
SJFD	1/30/01	Orco Construction Supply	HMBP	500 gallons liquid propane gas included on hazardous materials inventory
1565 Mabury Road				
SJFD	10/30/95	Adaptive Circuits	Record of Inspection	Inspection noted the need to separate potassium cyanide from acids and separate hydrogen peroxide from organic materials. Caustic and nitric acid AST reportedly present. The business reportedly had welding/cutting, hazardous materials storage, and flammable/combustible liquid tanks. Observation notes indicated that the plating shop appeared to be free of any standing liquid but that significant discoloration of the floor behind the etches was present. No leaks or spills reportedly noted in previous monitoring records.
SCCEHD	5/25/04	Adaptive Circuits	Notice of Inspection	Inspection notice stated that treatment units were present at the facility and were not labeled with the EPA ID number. Sludge also reportedly was dried in a drier at the facility and the sludge bin was not labeled as hazardous waste. The violations reportedly were corrected.
SCCEHD	2/4/05	Adaptive Circuits	Business Owner/Operator Identification	Form stated that hazardous materials above 55 gallons, 500 pounds, and/or 200 cubic feet were used at the facility and that hazardous waste was generated and treated at the facility; USTs reportedly were present but no petroleum ASTs were reported to be present.
1585 Mabury Road				
SCCEHD	5/6/99	Creative Solutions	Hazardous Waste Generator Permit Application	Business type indicated as furniture refinisher. Application listed 20 gallons of paint and 5 gallons of cleaning solvent generated annually by the facility.
SCCEHD	10/6/03	Creative Solutions	Notice of Inspection	Inspection notice indicated no hazardous waste was stored at facility.

(continued)

AVAILABLE FILE REVIEW INFORMATION
(CONTINUED)

Agency	Document Date	Business Name	Document Type	Information Obtained
1605 Mabury Road				
SJFD	2/13/03	Kaeser Compressors, Inc.	Business Activities Form	Form stated that hazardous materials above 55 gallons, 500 pounds, and/or 200 cubic feet were used at the facility and that hazardous waste was generated; no USTs or petroleum ASTs were reported to be present. The maximum quantities of hazardous materials listed on the inventory included 1,200 gallons compressor oil, 8 gallons propane, 312 cubic feet oxygen, 261 cubic feet acetylene, and 551 cubic feet nitrogen. The maximum quantities of hazardous wastes listed included 250 gallons used compressor oil and 110 gallons used oil filters.
1650 Mabury Road				
SJFD	8/8/95	Weldon Works Plastic Products	Record of Inspection	Inspection noted no hazardous materials violations. The business reportedly had welding/cutting and hazardous materials storage.
SJFD	8/9/99	Weldon Works Products	Hazardous Material/Waste Registration Form	The maximum quantities of hazardous materials listed on the inventory included 195 cubic feet of oxygen and 195 cubic feet of hydrogen. No wastes reportedly were generated by the facility.
1480 Nicora Avenue				
SJFD	3/24/92	Butler-Johnson Corporation	HMMP	The maximum quantities of hazardous materials listed on the inventory included less than 200 cubic feet acetylene, less than 500 pounds grease, less than 500 pounds gear lube, less than 1,000 pounds aerosols, less than 55 gallons concrete sealer, less than 55 gallons enamel reducer, less than 55 gallons "Nalcool 3000", less than 50 gallons liquid latex, 1,140 pounds underlayment powder, 275+ gallons seam sealer, less than 55 gallons embossing leveler, 100 gallons cleaner, less than 55 gallons polish, less than 55 gallons stripper, less than 55 gallons and 200 pounds patching compounds, 7,670+ gallons of assorted adhesives, less than 55 gallons caulk, and +/- 300 gallons assorted stains, strippers, and finishes. Hazardous materials storage was reportedly all within the warehouse and maintenance shop buildings. Maximum quantities of hazardous waste included less than 55 gallons solvent and 385 gallons waste oil.

(continued)

AVAILABLE FILE REVIEW INFORMATION
(CONTINUED)

Agency	Document Date	Business Name	Document Type	Information Obtained
SJFD	5/3/94	Butler-Johnson Corporation	Record of Inspection	Inspection noted no significant hazardous materials violations. The business reportedly had combustible materials storage, a flammable/combustible liquids tank, liquid petroleum gas, hazardous materials, and welding/cutting.
SCCEHD	3/8/04	Butler Johnson Corp.	Notice of Inspection	Inspection notice stated that business generated hazardous waste but did not have a permit from the SCCEHD. An application was completed at the time of the inspection.
SCCEHD	3/8/04	Butler-Johnson Corporation	Hazardous Waste Generator Permit Application	Business type indicated as wholesale distribution. Hazardous waste inventory included 55 gallons waste motor oil and 110 gallons non-RCRA liquid generated annually.
545 Nipper Avenue				
SJFD	8/27/01	Bay Area Asphalt***	HMBP Certification Form	Form stated that the 10/19/99 HMBP was complete and accurate; no further information provided and 10/19/99 HMBP not found in available SJFD files.
SJFD	8/27/01	DRT Grading and Paving, Inc.***	HMBP Certification Form	Form stated that the 9/13/99 HMBP was complete and accurate; no further information provided and 9/13/99 HMBP not found in available SJFD files.
SCCEHD	3/3/04	Bay Area Asphalt and Cement Works, Inc.	Notice of Inspection	Inspection notice indicated the facility generated hazardous waste but did not have a permit from the SCCEHD. A permit application was completed at the time of the inspection.
SCCEHD	3/3/04	Bay Area Asphalt and Cement Works, Inc.	Hazardous Waste Generator Permit Application	Type of business indicated as asphalt/concrete construction. Hazardous waste inventory included 200 gallons of waste oil generated annually.
SCCEHD	3/3/04	DRT Grading and Paving	Hazardous Waste Generator Permit Application	Type of business at facility was reported to be auto repair. Hazardous waste inventory included 200 gallons waste oil, 50 gallons waste antifreeze, and 400 pounds of used oil filters generated annually.
SCCEHD	3/3/04	DRT Grading and Paving	Notice of Inspection	Inspection notice indicated the facility generated hazardous waste but did not have a permit from the SCCEHD. A permit application was completed at the time of the inspection. One 55-gallon drum of waste and one 55-gallon drum of waste antifreeze were not labeled as hazardous waste.

(continued)

AVAILABLE FILE REVIEW INFORMATION
(CONTINUED)

Agency	Document Date	Business Name	Document Type	Information Obtained
1776 Educational Park Drive				
SJFD	3/29/2000	Independence High School	HMBP	The maximum quantities of hazardous materials listed on the inventory included those stored in chemical prep rooms, art/photography/jewelry rooms, chemical storage rooms, kitchen, gas cylinder closet, paint spray booth room, wood shop, pool storage room, auto shop, and assorted other locations. The reported hazardous materials included 10 gallons paint thinner, <10 gallons each of assorted photochemicals, 120 gallons fixer and developer, 180 cubic feet oxygen, assorted quantities (5 to 35 pounds each) of typical chemistry lab reagents and chemicals, 10 gallons isopropanol, 8 gallons bleach, 110 cubic feet helium, 1,068 cubic feet acetylene, 810 cubic feet argon, 310 cubic feet carbon dioxide, 1,098 cubic feet oxygen, 10 gallons lacquer remover, 11 gallons sanding scaler, 31 pounds toner, 39 gallons and 50 pounds assorted printing inks and thinners, 100 pounds aluminum, 900 pounds Petrobond, 10 gallons gasoline, 20 gallons mineral spirits, 45 gallons hydraulic oil, 780 cubic feet argon/carbon dioxide, 135 gallons miscellaneous paints, 100 pounds cyanuric acid, 200 pounds diatomaceous earth, 65 gallons muriatic acid, 28 gallons calcium hypochlorite/hydrochloric acid, 2,037 cubic feet helium. Hazardous wastes included 15 gallons waste science chemicals (lab pack), 45 gallons waste photochemicals, and 165 gallons waste motor oil.
SJFD	9/29/03	East Side Union High School District	Record of Inspection	Record stated that no hazardous materials permits were needed; no hazardous materials violations noted.
1590 Berryessa Road				
SJFD	5/15/02	San Jose Flea Market	Business Activities Form	Form stated that hazardous materials above 55 gallons, 500 pounds, and/or 200 cubic feet were used at the facility and that hazardous waste was generated. The maximum quantities of hazardous materials listed on the inventory included 4,200 gallons diesel, 4,025-gallons gasoline, 61 gallons lacquer thinner, 116 gallons paint thinner, 940 gallons assorted oil and latex paints, 80 gallons varnish, 2 gallons acetone, 11 gallons vandalism remover, 2 gallons solvent V-

(continued)

AVAILABLE FILE REVIEW INFORMATION
(CONTINUED)

Agency	Document Date	Business Name	Document Type	Information Obtained
				39195, 1 gallon Stoddard solvent, 2 gallon isopropanol (IPA), 10 gallons petroleum naptha/dipropylene glycol, 1 gallon phosphoric acid, 1 gallon methanol, 127 gallon ethylene glycol, 1 gallon developing gum, 1 gallon glaze remover, 1 gallon Release Away, 1 gallon 1,1,1-trichloroethane (TCA), 1 gallon carbon tetrachloride, 1 gallon stabilizer, 1 gallon potassium hydroxide, 55 gallons heating fuel, 503 gallons propane, 180 gallons motor oil, 160 gallons transmission fluid, 20 gallons gear oil, 120 gallons hydraulic oil, 2 gallons ceiling tile adhesive, 15 gallons adhesive containing perchloroethylene (TCE), 7.5 gallons Super Bond, 14.5 gallons floor and floor tile adhesive, 64 gallons Safety Kleen solvent, 10 gallons D. Bl. Handica, 6 pounds carburetor cleaner, 4 pounds brake cleaner, 14 pounds Brakleen, 64 ounces gumout carburetor cleaner, 39 gallons WD-40, 9 pounds asphalt base, 60 ounces sealant, 36 ounces Bostik Seal, 6 gallons Zep Formula 50, 10 gallons Zep 45, 6 gallons rust arrester, 8 gallons Zep Reach, 6 gallons Zep cleaner, 250 pounds of welding rods, 2 pounds nozzle gel, 255 cubic feel acetylene, 1,260 cubic feel oxygen, 580 cubic feet argon, 762 cubic feet shielding gas, 40,000 cubic feet carbon dioxide, 120 pounds freon R-12, 90 pounds freon-22, 30 pounds freon R-134A, 30 pounds freon SUVA HP 62, 110 gallons kerosene ("Jet A"), 6 gallons sewer degreaser, 6 gallons Water B insecticide, 60 gallons Citrusolv, 60 gallons Reoderant, and 60 gallons Jettacin. Hazardous wastes generated were listed as 220 gallons waste motor oil, 55 gallons waste point, 120 gallons safety clean parts cleaner solvent, 110 gallons oil saturated absorbent, 15 gallons printer waste, and 55 gallons waste ethylene glycol.
SCCEHD	10/6/03	San Jose Flea Market	Notice of Inspection	Inspection noted minor hazardous materials violations including an open container of waste oil and improper labeling of hazardous waste.
1620 Berryessa Road				
SJFD	4/12/02	HTA Enterprises	Letter to SJFD	Letter stated that HTA Enterprises had discontinued use of chemical products at the facility and had reduced the chemical inventory to less than 50 gallons.

(continued)

VAILABLE FILE REVIEW INFORMATION
(CONTINUED)

Agency	Document Date	Business Name	Document Type	Information Obtained
SJFD	5/13/03	HTA Enterprises	Closure Application for Aboveground Hazardous Materials Storage Facilities	Facility operations shut down. Chemicals and assets sold. No further closure activities to be required by SJFD.

* Business for which document was available did not appear to be current business, but no records were available for the current business. The previous business type appeared similar to the current however, and therefore hazardous materials usage may have been similar.
** Solvent Services, Inc. is no longer the facility tenant, but the information appeared pertinent as railcars were observed on a spur line adjacent to the facility.
*** Unconfirmed as current tenant due to lack of signage on building.

Regulatory Agency Database Review

A summary of the reported facilities identified in the regulatory agency database report appearing to be potentially significant to the project site, with respect to hazardous materials usage/hazardous waste generation, chemical releases to the environment, or significant air emissions, is presented in the following table. The complete regulatory agency database report, including a list of the databases reviewed, the search distances, and a figure showing the business locations with respect to the project site (identified by map ID number), is included in an appendix to this letter.

POTENTIALLY SIGNIFICANT FACILITIES IDENTIFIED IN REGULATORY AGENCY DATABASE REPORT

Facility	Map ID No.	Address	Pertinent Information
Stauffer Enterprises	K47	648 Giguere Ct.	Listed on Haznet database as generating 1.41 tons hydrocarbon solvents and 0.16 tons aqueous solution with greater than 10% organic residues.
San Jose Family Shelter	V110	1590 Las Plumas Ave.	Listed on California WDS database for waste water discharge from a treatment system; risk to impact to biota listed as moderate if release were to occur. Listed on Haznet database as generating 0.459 tons unspecified solvent mixture waste and as an historic leaking UST facility in 1992. Listed on EMI emissions inventory database as emitting 1 ton reactive organics in 2003 (most recent year data was available).

(continued)

POTENTIALLY SIGNIFICANT FACILITIES IDENTIFIED IN REGULATORY AGENCY DATABASE REPORT (CONTINUED)

Facility	Map ID No.	Address	Pertinent Information
Royal Foods*	J39	1885 Las Plumas Ave.	Listed on Haznet database as generating 1.42 tons waste oil, 0.125 tons adhesives, 0.025 tons lab waste chemicals, and 0.2 tons polymeric resin waste; also listed as disposing liquid or semi-solid organic waste.
Valley Oak Furniture	J46	1901 Las Plumas Ave.	No emissions reported for 2003 (most recent year data was available) on EMI emissions inventory database.
Vitron	orphan	1901 Las Plumas Ave.	Listed on Haznet database as generating 0.41 tons other inorganic solid waste.
The Fab Center	55	1931 Las Plumas Ave.	Listed on Haznet database as generating 0.34 tons aqueous solution with less than 10% organic residue.
ACI Alloys	87	1985 Las Plumas Ave.	Listed on San Jose Hazardous Materials database with no additional information provided.
Strongwell	M53	615 N. King Rd.	RCRA small quantity generator of hazardous waste with no violations noted; also listed on TRIS database as a facility having had a release of toxics to air, water, or land with no additional information provided.
Frank-Lin Distillers	I36	625 N. King Rd.	A release of grain alcohol occurred from a rail car.
Frank-Lin Distillers	I37	625 N. King Rd.	Listed on Haznet database as generating 0.33 tons liquids with halogenated organic compounds and 0.04 tons liquids with less than 10% organic residues.
---	I35	625 N. King Rd.	A tank car derailed at the adjacent Frank-Lin Distillery facility, but no release reportedly occurred.
United Printing Co.	18	699 N. King Rd.	Listed on Haznet database as generating 0.51 tons liquids with halogenated organic compounds and 0.0625 tons photochemicals/photo processing waste.
Spectrum Industrial Finishing	B9	1880 Dobbin Dr.	Listed on EMI emissions inventory database as emitting 3 tons total organic hydrocarbons and 3 tons reactive organics in 2003 (most recent year data was available). Also listed as RCRA small quantity generator with no violations noted .

(continued)

POTENTIALLY SIGNIFICANT FACILITIES IDENTIFIED IN REGULATORY AGENCY DATABASE REPORT (CONTINUED)

Facility	Map ID No.	Address	Pertinent Information
California Department of Food and Agriculture	A8	1890 Dobbin Dr.	Listed on Haznet database as generating 0.2293 tons paint sludge, 0.375 tons oxygenated solvents, 0.135 tons organic solids, 0.1750 tons pesticides and/or pesticide producing waste, and 0.4250 tons other organic solids.
Eco Lab, Inc./Economics Laboratory	Q73 – Q83	640 Lenfest Road	Listed on San Jose Hazardous Materials database as a chemical warehouse and on the SSTS database as producing pesticides. Listed as a RCRA small quantity generator with two violations of the permit conditions having occurred in 1986. A release from a UST resulted in a listing on the SLIC database in 1990. Ten USTs reported at the facility, including one 10,000-gallon diesel, two 8,000-gallon gasoline, two 1,000-gallon chemical product, one 4,200-gallon chemical product, two 2,350 chemical product, one 2,000-gallon chemical product, and one 2,150-gallon chemical product. Listed on EMI emissions inventory database as emitting 10 tons total organic hydrocarbons and 8 tons reactive organics in 2003 (most recent year data was available). Listed on Haznet database as generating 0.25 tons unspecified organic liquids and 1.2 tons alkaline solution without metals. Facility has a waste discharge permit as a facility with no waste water treatment system; threat to environment from a release reported as low. Facility has numerous reported chemical releases, including 5.6 gallons of sodium hydroxide discharged to the ground from a truck in 2004, 3,000 gallons of dilute industrial cleanser discharged to the storm drain from a failed waste line on the facility roof in 1995, 5 gallons of caustic alkali liquid discharged to the ground from a truck in 2004, 2 gallons of caustic soda discharged to the ground from a truck in 1990, and 20 gallons of iodine discharged to the ground from a truck at an unreported time.

(continued)

POTENTIALLY SIGNIFICANT FACILITIES IDENTIFIED IN REGULATORY AGENCY DATABASE REPORT (CONTINUED)

Facility	Map ID No.	Address	Pertinent Information
Clean Harbors San Jose, Rail Spur	N56	660 Lenfest Road	Listed as a commercial laundry/dry cleaning facility on the Cleaners database; listed on Haznet database of hazardous waste generators as generating 0.75 tons unspecified oil-containing waste and also listed as a facility that disposes of liquid or semi-solid waste.
---	N57	660 Lenfest Road	Reported release of oil water from a truck at the facility in 1999.
Public Storage	U105	1395 Mabury Road	Listed on Haznet database as generating 0.2 tons of unreported waste.
City of San Jose Mabury Yard	U103	1404 Mabury Road	Listed on EMI emissions inventory database as having no emissions in 1997 (most recent year data was available). Also listed as RCRA small quantity generator with no violations noted, on San Jose Hazardous Materials database with no additional information provided, and on Haznet database as generating 0.343 tons lab waste chemicals, 0.45 tons liquid with halogenated organic compounds, and 0.23 tons unspecified aqueous solutions.
Orco Tool	96	1460 Mabury Road	Listed on San Jose Hazardous Materials database with no additional information provided.
Creative Solutions	L54	1585 Mabury Road	Listed on EMI emissions inventory database as having no emissions in 2003 (most recent year data was available).
Vilco Tech, Inc./Adaptive Circuits Division	P70	1565 Mabury	Listed on TRIS database as a facility having had a release of toxics to air, water, or land with no additional information provided.
Kaeser Compressor	L49	1605 Mabury	Listed on San Jose Hazardous Materials database with no additional information provided.
Weldon Works Plastic Products	H34	1650 Mabury Road	Listed on San Jose Hazardous Materials database with no additional information provided.

(continued)

POTENTIALLY SIGNIFICANT FACILITIES IDENTIFIED IN REGULATORY AGENCY DATABASE REPORT (CONTINUED)

Facility	Map ID No.	Address	Pertinent Information
Butler Johnson Corp.	R95	1480 Nicora Ave.	Listed on San Jose Hazardous Materials database with no additional information provided. Listed on Haznet database of as generating 0.54 tons mixed/waste oil, 5 tons empty containers, 13.55 tons unspecified oil-containing waste, 1.54 tons unspecified organic liquid mixture, and 0.37 tons adhesives. Also listed as an historic leaking UST facility.
Eastside Independence High School	69	1776 Educational Park Drive	Listed on Haznet database of hazardous waste generators as disposing assorted asbestos-containing materials, polychlorinated biphenyls, and other inorganic solid waste.

* Business for which document was available did not appear to be current business, but no records were available for the current business. The previous business type appeared similar to the current however, and therefore hazardous materials usage may have been similar.

Conclusions

Railroad Tracks – According to a representative of Union Pacific Railroad, any form of freight, including hazardous materials, could be transported on any rail line. Numerous rail spurs and one main line were observed within ½ mile of the site; rail tank cars were observed adjacent to two facilities (660 Lenfest Road and 625 North King Road) at the time of the reconnaissance. Information obtained from the SJFD indicated that the previous occupant of the 660 Lenfest Road facility, Solvent Services, transferred hazardous wastes (including solvents) from the facility to adjacent railcars and it is unknown if this process has been continued by the current facility operator, Clean Harbors Environmental, Inc.

Based on the information available for this study, it appears that large quantities of hazardous materials could be transported in rail tank cars traveling within a ½-mile radius of the project site. An accident involving such cars could result in a significant release of hazardous materials and, depending on the materials released, conditions created could potentially impact residents of a vicinity residential development. To further assess potential risks and evaluate if mitigation may be needed, consideration should be given to performing a hazardous materials risk assessment.

Hazardous Materials/Waste Pipelines – Based on the data available for this study, there do not appear to be hazardous materials/waste pipelines adjacent to the project site. The Kinder Morgan San Jose Pipeline reportedly terminates at the San Jose Terminal, located approximately 3.1 miles northwest of the site. Based on the location of the terminal, it appears unlikely that the pipeline would be present adjacent to the site; we recommend that follow-up with Kinder Morgan be performed to confirm the location of the San Jose Pipeline.

Hazardous Gas Facilities – Based on the type and volume of gasses used/stored by the two registered hazardous gas facilities located within 1 mile of the project site (as included in the list

provided by the SJFD), it does not appear that either facility likely would pose a significant threat to residents of the site if a release were to occur.

Significant Hazardous Substance Facilities – Of the facilities observed within an approximately ½-mile radius of the project site, 35 reportedly use/handle/store quantities of hazardous substances requiring hazardous materials/waste oversight by the SJFD and/or SCCEHD. Based on the volume, type, and storage locations of materials reportedly present at these 35 facilities, 22 appear unlikely to pose a significant threat to residents of the site if a release were to occur. Based on HMBPs more than five years old (the most recent versions available in SJFD/SCCEHD files), eight additional facilities also appear unlikely to pose a significant threat to residents of the site if a release were to occur; however, more current versions of hazardous materials/waste inventories for these facilities should be obtained and reviewed to confirm hazardous materials usage/waste generation has remained consistent. Finally, five facilities located within ½ mile of the site appear to use/handle/store volumes and types of chemicals that, if a release were to occur, could pose a significant threat to residents of the site. In addition, several of these facilities previously have had reported release(s) of hazardous substances to the environment. To further assess the potential risk from these facilities and evaluate if mitigation may be needed, discussion with SJFD and/or SCCEHD hazardous materials specialists is recommended and consideration should be given to performing hazardous materials risk assessments for the facilities.

A summary of the facilities for which review of updated hazardous materials/waste inventories and/or the performance of risk assessments is recommended is presented in the following table.

VICINITY FACILITIES FOR WHICH ADDITIONAL EVALUATION IS RECOMMENDED

Facility Name	Facility Address	Review Current Hazardous Materials/Waste Inventory	Discuss Risk with SJFD/SCCEHD and/or Perform Risk Assessment
Stauffer Enterprises (or current tenant)	648, 650, 652 Giguere Court	✓	
Therma Corporation	1601 Las Plumas Avenue	✓	
Fresh Point	1885 Las Plumas Avenue	✓	
Strongwell	615 North King Road		✓
Frank-Lin Distillers Products, Ltd.	625 North King Road	✓	✓
United Printing	699 North King Road	✓	
State of California Department of Food and Agriculture	1890 Dobbin Drive	✓	✓*
Ecolab, Inc.	640 Lenfest Road	✓	✓
Clean Harbors Environmental	660 Lenfest Road	✓	✓*

(continued)

VICINITY FACILITIES FOR WHICH ADDITIONAL EVALUATION IS RECOMMENDED (CONTINUED)

Facility Name	Facility Address	Review Current Hazardous Materials/Waste Inventory	Discuss Risk with SJFD/SCCEHD and/or Perform Risk Assessment
NG Press	665 Lenfest Road	✓	
Adaptive Circuits	1565 Mabury Road	✓	
Weldon Works Plastic Products	1650 Mabury Road	✓	
Bay Area Asphalt/DRT Grading and Paving (or current tenant)	545 Nipper Avenue	✓	

* If review of current hazardous materials/waste inventory reveals significant reduction in volume or change in type of hazardous substances present at facility, this task might not be warranted.

Limitations

The conclusions and recommendations made in this letter regarding potentially significant hazardous substance users within the site vicinity were based on business names/addresses readily observable from accessible public right-of-ways and review of readily available documents containing data collected and/or reported by others at the time this study was performed. Other businesses using hazardous materials may have been located within ½ mile of the site but were not observable or readily identifiable at the time this study was performed; data collected and/or reported by others may or may not have been accurate. The accuracy and completeness of hazardous materials information included in the available regulatory agency files is unknown; more accurate information on types, quantities, and storage conditions of hazardous materials used at vicinity facilities could be obtained through performance of a site reconnaissance and/or interview with the business operators.

The data and conclusions presented in this letter are applicable only to the time this study was performed. Businesses within the site vicinity likely will change over time and this study should be updated as appropriate, to ensure that the most currently available data has been included. As with all hazardous materials surveys, the extent of information obtained was a function of client demands, time limitations, access limitations, and budgetary constraints.

This letter was prepared for the sole use of David J. Powers and Associates. No warranty, expressed or implied, has been made, except that the services have been performed in accordance with environmental principles generally accepted at this time and location.

Thank you for allowing me to assist you with this project. If you have any questions please do not hesitate to call me.

Sincerely,

Belinda P. Blackie, P.E., R.E.A.
P.E. Number C56448
R.E.A. Number REA-06746

Copies of the appendices for this report are on file with City of San José Department of Planning, Building, and Code Enforcement.

June 21, 2006

Mr. Will Burns
DAVID J. POWERS AND ASSOCIATES
1885 The Alameda, Suite 204
San Jose, California 95126

Re: Screening Level Chemical Risk Appraisal, Proposed Dobbin Drive/North King Road Residential Development, San Jose, California

Dear Mr. Burns:

This screening level chemical risk appraisal was performed for David J. Powers and Associates, who is preparing an Initial Study for the proposed residential redevelopment of the property located at 670 and 686 North King Road and 1745, 1855, 1875, and 1893 Dobbin Drive in San Jose, California. This letter is a summary of the information and data presented in the screening level chemical risk appraisal report prepared by Daniel W Hernandez, MPH, CIH of Toxichem Management Systems, Inc. A copy of the complete report is attached to this letter.

Purpose
A vicinity hazardous materials users survey previously was performed for the site vicinity, and the results presented in the report titled *Vicinity Hazardous Materials Users Survey, Proposed Dobbin Drive/North King Road Residential Development, San Jose, California,* dated April 7, 2006. Based on the data compiled in the hazardous materials users survey, David J. Powers and Associates selected seven vicinity facilities identified to have potential chemicals of concern for further evaluation. The purpose of this study was to identify which of the chemicals at the identified facilities may adversely impact future residents of the proposed Dobbin Drive/North King Road development, if catastrophically released.

Chemical releases can result from multiple situations, including tank rupture, equipment failure, mixing of incompatible chemicals, fire, earthquake, and flood. For the purpose of this study, possible worst-case chemical releases were evaluated per the City of San Jose Fire Department *Draft Guideline for Preparation of Risk Assessments* (included as an attachment to this letter). This worst-case scenario modeling does not consider engineering controls in place at the facilities that likely would reduce the severity of a worst-case release.

Scope of Work
This letter was prepared in accordance with our agreement dated April 25, 2006 and e-mail dated May 21, 2006. The scope of work performed by Toxichem Management Systems, Inc. for this study was the following.

- Selected chemicals from the seven identified facilities that may have off-site consequences if released or spilled through review of hazardous materials inventories available from the San Jose Fire Department.

- Established ten worst-case release scenarios for the chemicals determined most likely to have off-site consequences if catastrophically released.

- Performed a screening level evaluation of potential impacts from the release scenarios to

BELINDA P. BLACKIE, P.E., R.E.A.
1355 POE LANE
SAN JOSE, CA 95130
PHONE/FAX: (408) 260-8627

the site using computer modeling.

- Qualitatively assessed potential impacts of the worst-case release scenarios on the site.

Worst-Case Release Scenarios

The facilities selected for further evaluation by David J. Powers and Associates, based on the conclusions of the vicinity hazardous materials users survey, were: Ecolab, Inc.[1] (640 Lenfest Road), Frank-Lin Distillery (625 North King Road), Telewave (660 Giguere Court), Strongwell (615 North King Road), Clean Harbors Environmental (formerly Safety Clean; 660 Lenfest Road), State of California Department of Food and Agriculture (1890 Dobbin Drive), and Adaptive Circuits (1565 Mabury Road).

Based on review of the most-recently available hazardous materials inventories for these seven facilities, Mr. Hernandez identified ten possible worst-case release scenarios. Other chemicals than those in the following scenarios were listed in hazardous materials inventories for the seven identified facilities; although not directly evaluated, risk appraisal of these chemicals was generally covered by the ten identified worst-case release scenarios.

Ecolab, Inc.:	2,000-gallon nitric acid release, 375-pound ammonium hydroxide spill; 480-pound hydrochloric acid release, and 50-gallon chloroform release
Frank-Lin Distillery:	17,000-gallon ethyl alcohol release
Strongwell:	10,000-gallon styrene release, 1,374-pound (287-gallon liquid) propane release, and 400-gallon naphtha (hexane) release
Clean Harbors Environmental:	10,000-gallon mixed chlorinated solvent (methylene chloride) release
California Dept. of Food and Agriculture:	24-pound (350 cubic feet) acetylene release
Adaptive Circuits:	Potential worst-case release scenarios from facility were covered by modeling of other facility scenarios
Telewave:	Potential worst-case release scenario for Super Solvent was covered by modeling of other solvent scenarios; diglycidyl ether of bisphenol A has low vapor pressure making potential worst-case release insignificant

[1] Ecolab, Inc. is listed as a California Accidental Release Prevention (CalARP) Program facility at the Santa Clara County Environmental Health Department. Facilities that are required to participate in the CalARP Program use or store specified quantities of toxic and flammable substances that can have off-site consequences if accidentally released. Ecolab, Inc. stores 1,000 pounds or more of nitric acid, which is the threshold quantity for the CalARP Program. The Dobbin Drive site is within the distance to the toxic endpoint (radius of impact) for nitric acid for the Ecolab, Inc. facility, based upon results of worst case modeling using federal Risk Management Plan (RMP) methodology in Santa Clara County Department of Environmental Health files. The toxic endpoint is a concentration defined in federal and state regulations and represents a concentration where serious injuries from short-term exposures will no longer occur. Under the CalARP program, toxic endpoints are provided by the Office of Environmental Health Hazard Assessment (OEHHA) and are based on preexisting toxicity values, including ERPG-2 (Emergency Response Planning Guideline developed by the American Industrial Hygiene Association and one-tenth (1/10) the IDLH (Immediately Dangerous to Life and Health), developed by the National Institute for Occupational Safety and Health. [Source: Appendix B in www.oes.ca.gov/Operational/OESHome.nsf /PDF/CalARP%20Guidance%201-31-05/$file/CalARPGuid1-05.doc]

Results
The results of the modeling performed are summarized in the following table.

SCREENING LEVEL CHEMICAL RISK APPRAISAL RESULTS

Release Scenario	Potential to Impact Site?
Ecolab, Inc.	
Nitric acid release	**Yes**
Ammonium hydroxide release	No
Hydrochloric acid release	**Yes**
Chloroform release	No
Frank-Lin Distillery	
Ethyl alcohol release	No
Strongwell	
Styrene release	No
Propane release	**Yes**
Naphtha release	**Yes**
Clean Harbors Environmental	
Mixed chlorinated solvent (methylene chloride) release	**Yes**
California Department of Food and Agriculture	
Acetylene release	**Yes**
Adaptive Circuits	
Nitric acid release	No
Ammonium hydroxide release	No
Acetylene release	No
Telewave	
Super Solvent release	No

Limitations
The results of this appraisal are limited by uncertainties associated with the completeness of the hazardous materials inventories available at the San Jose Fire Department, the selection of chemicals for evaluation, the size of each release, assumptions concerning release location, vapor pressures of released liquids, assumed area of liquid spills, surrogate use, and atmospheric conditions during the release. All release scenarios assumed that the site was located plume centerline, down wind at the time of the release; wind speed and wind direction vary over time. Chemicals were selected based on reported volume, recognized toxicity and/or flammability, and were judged to be representative of the potential release risks posed by each facility. As with all hazardous materials-related studies, the extent of information obtained was a function of client demands, time limitations, and budgetary constraints.

This letter was prepared for the sole use of David J. Powers and Associates. No warranty, expressed or implied, has been made, except that the services have been performed in accordance with environmental principles generally accepted at this time and location.

Thank you for allowing Toxichem Management Systems, Inc. and myself to assist you with this project. If you have any questions please do not hesitate to call and I will be glad to discuss them with you.

Sincerely,

Belinda P. Blackie, P.E., R.E.A.
P.E. Number C56448
R.E.A. Number REA-06746

July 24, 2006

Belinda P. Blackie P.E. REA
1355 Poe Lane
San Jose, CA 95130

Re: Screening Level Chemical Risk Appraisal
Selected Hazardous Materials Inventories

Dear Ms. Blackie:

At your request, Toxichem Management Systems, Inc. has reviewed the chemical inventories that you provided for selected facilities in the vicinity of your project site (Project). The purpose of our review was to identify chemicals that may have offsite consequences if released or spilled, and to provide a qualitative assessment of potential impacts of the released chemicals at the Project. As we understand, the Project may involve the conversion of light industrial/commercial property to residential use.

Potential Chemicals of Concern

From a risk assessment perspective, the primary concern is to identify chemicals that are likely to have offsite consequences if catastrophically released. Generally, chemicals that are acutely toxic, exist in a form that readily allows offsite transport (after release), and are used/stored in sufficient quantities are assumed to represent chemicals of potential concern for risk assessment purposes. The primary chemicals of concern identified in the chemical inventories reviewed are summarized below.

ECOLAB, Inc.

Located approximately 625 feet south-southwest of the site, this facility reported a voluminous chemical inventory. The primary chemicals of concern (largest container sizes) include nitric acid (2200 gallons), 32% hydrochloric acid (480 pounds), dichlorbenzene (200 pounds), 400-600 pound containers of various solvents, chloroform - nitric acid – methyl alcohol mixture (400 pounds), naphtha (400 pounds), 25% ammonium hydroxide (375 pounds), and an 88,300 pound quantity of a polymeric compound containing methyl oxirane (1,2 propylene oxide).

The latter chemical product was reported as "oxirane, methyl, polymer with oxirane, mono (nonylphenol) ether, branched" with a chemical abstract number of 68891-11-2. A search of the Hazardous Substance Database yielded no information for this compound.

Franklin Distillery

Located approximately 300 feet south-southwest of the property, this facility reported ethyl alcohol in a 175,000-gallon container.

Telewave

Approximately 785 feet east-northeast of the property, this facility reported diglycidyl ether of bisphenol A (55 gallons), and super solvent (55 gallons)

Strongwell

Located approximately 440 feet south-southwest of the site, this facility reported numerous chemicals. The primary chemicals of concern (largest container sizes) include a naphtha solvent formulation (400 gallons), an approximate 50% styrene and resin mixture (10,000 gallons), and 287 gallons of propane.

Safety Clean

This facility is located approximately 440 feet southwest of the project site. Safety Clean reports 20,000 – 23,000 gallon rail tankers that receive oxygenated and chlorinated solvent wastes. Reportedly, the rail tankers are removed daily as they are filled.

California Department of Food and Agriculture

This facility, located directly across the street (50 – 75 feet) reported small quantities of pesticide and related compounds, and 350 cubic feet of acetylene.

Adaptive Circuits

Adaptive Circuits is approximately 1100 feet west –northwest of the site. Although this facility reports numerous chemicals (dilute solutions of acids/bases) the primary chemicals of concern include: 55-gallon quantities of nitric acid (30%) and ammonium hydroxide (22%), 55 gallons of 2-aminoethanol, and 350 cubic feet of acetylene.

Risk Appraisal

The ALOHA CAMEO and RMPComp programs were used to conduct a screening level evaluation of potential impacts to the Project given a catastrophic release of a hazardous substance from nearby facilities. To estimate potential risks, conservative worst-case hypothetical chemical releases, judged to be representative of operations conducted nearby, were used to evaluate potential impacts to the Project. All releases were modeled using conservative (health protective) assumptions. As an example, the worst-case release rates assumed were based on U.S. EPA Risk Management Program (RMP) and the California Accidental Release

Prevention (CalARP) Program guidance. Specifically, the RMP and CalARP worst-case release assumes that the largest container of a substance releases its entire contents over a 10-minute period. EPA/CalARP consider this a health protective assumption.

With respect to the meteorology assumed for the hazard assessment, the assumptions used are also considered health protective since they result in higher predicted downwind concentrations. During stable meteorological conditions and low wind speed, the vertical and horizontal dispersivity of a release is minimized, thus predicted downwind concentrations higher.

The ALOHA and RMPComp Models were selected for ease of use, large databases of chemicals, and their utility to quickly accommodate a variety of release scenarios. In addition, the ALOHA algorithm includes the capabilities for both gaussian and dense gas dispersion. The dense gas dispersion algorithm in ALOHA is a computationally simplified version of the powerful and more complex Dense Gas Dispersion (DEGADIS) algorithm

For the screening level evaluation, releases were initially examined to evaluate if the release could produce a chemical concentration of concern at the Project's exterior. The criteria to establish or define "chemical concentration of concern" are drawn from the American Industrial Hygiene Association's (AIHA) Emergency Response Guidelines (ERPGs), and the National Institute of Occupational Safety and Health (NIOSH) Immediately Dangerous to Life and Health Concentrations (IDLHs). ERPGs and IDLH are further defined below.

ERPG and IDLH Definitions

In the development of ERPGs, the AIHA recognized the variability of human responses over a wide range of concentrations and therefore cautions that ERPGs should not be expected to protect everyone, but should be applicable to most individuals in the general public. The AIHA also recognizes that in all populations, there are hypersensitive individuals who will show adverse responses at exposure concentrations far below levels at which most individuals normally would respond. ERPGs are defined below:

<u>ERPG-1</u>

The ERPG exposure level 1 is defined as the maximum airborne concentration, which is believed that nearly all individuals could be exposed to for up to 1 hour without experiencing more than mild, transient adverse health effects or without perceiving a clearly defined objectionable odor.

<u>ERPG-2</u>

The ERPG exposure level 2 is defined as the maximum airborne concentration, which is believed that nearly all individuals could be exposed to for up to 1 hour without experiencing or developing irreversible or other serious side effects of symptoms that could impair an individual's ability to take protective action.

<u>ERPG-3</u>

The ERPG exposure level 3 is defined as the maximum airborne concentration, which is believed that nearly all individuals could be exposed to for up to 1 hour without experiencing or developing life-threatening health effects.

IDLH

Immediately dangerous to life and health concentrations represent maximum concentrations from which, in the event of a respirator failure, one could escape within 30 minutes without a respirator and without experiencing an escape impairing or irreversible health effects. IDLHs are assumed to be applicable to healthy adult workers in the work place and do not take into account exposure of more sensitive individuals.

With respect to agency use of concentration criteria, the Bay Area Air Quality Management District (BAAQMD) recommends the use of Emergency Response Planning Guidelines exposure level 2 (ERPG-2) as criteria for evaluating significant impacts. In addition, the U.S EPA generally defines "distance to toxic endpoint" in the Risk Management Program (RMP) for offsite consequent analysis as the ERPG-2 concentration. In the absence of ERPG guidelines, the U.S. EPA has recommended 1/10 of the Immediately Dangerous to Life and Health (IDLH) concentrations for planning purposes.

Release Scenarios

Ten release scenarios were chosen for the nearby facility assessment. The scenarios are deemed improbable but should be considered possible. All release scenarios assumed conservative dispersion conditions that are described below in the release scenario descriptions. Releases were assumed to occur outside and were modeled assuming urban dispersion coefficients, wind speed of 1.5 meters per second, atmospheric stability class F (stable conditions), and an outside temperature of 80 degrees F. In addition, the scenarios selected were also deemed representative the potential risks posed by facility chemicals not included. As and example, the priority chemical compounds identified for Telewave (bisphenol A and supper solvent) are not included since Telewave is 785 feet from the site, bisphenol A has a very low vapor pressure, and since the solvent releases (chloroform, ethyl alcohol, naphtha, methylene chloride, and styrene) adequately approximate solvent category releases at larger quantities and closer distances than those materials reported at Telewave.

The nearby facility release scenarios are described below. Attachment A presents screening level modeling output.

ECOLAB Inc.

Four worst-case release scenarios involving ECOLAB chemicals were examined for potential Project impacts. These releases include:

1. Nitric Acid Release. This release assumes that 2000 gallons of nitric acid is released into a diked area (reported as 11.6 square meters in size) forming an evaporating pool. The release was modeled in ALOHA assuming greater than 40% concentration, and an ALOHA limited duration of one hour.
2. Ammonium Hydroxide Release. This release assumes that 375 pounds of ammonium hydroxide is spilled forming an evaporating pool. The release was modeled in RMPComp as a worst-case release assuming 30% water solution and an RMPComp limited duration of 10 minutes.
3. Hydrochloric Acid Release. This release assumes that 480 pounds of hydrochloric acid is spilled forming an evaporating pool. The release was modeled in RMPComp as a worst-

case release assuming 37% water solution and an RMPComp limited duration of 10 minutes.

4. Chloroform Release. This release assumes that 50 gallons of chloroform is spilled forming an evaporating pool. The release was modeled in ALOHA assuming an evaporating pool area of 100 square feet and an ALOHA limited duration of one hour. This release conservatively simulates the potential impacts of the chloroform - nitric acid – methyl alcohol mixture, and other solvents including naphtha.

Franklin Distillers.

One worst-case release scenario involving a Franklin Distiller chemical was examined for potential Project impacts. This release includes:

5. Ethyl Alcohol Release. This release assumes that 17,000 gallons of ethyl alcohol is spilled forming an evaporating pool. The release was modeled in ALOHA assuming an evaporating pool area of 10,000 square feet and an ALOHA limited duration of one hour.

Strongwell.

Two worst-case release scenarios involving Strongwell chemicals were examined for potential Project impacts. These releases include:

6. Styrene Release. This release assumes that 10,000 gallons of styrene is spilled forming an evaporating pool. The release was modeled in ALOHA assuming an evaporating pool of pure styrene monomer with an area of 5,000 square feet and an ALOHA limited duration of one hour.
7. Propane Release. The release was modeled in RMPComp as a worst-case release assuming 1374 pounds (287 gallons liquefied propane) of gas released, with the distance to a one-pound per square inch over pressure (vapor cloud explosion) computed by RMPComp.
8. Naptha Release. This release assumes that 400 gallons of naphtha is spilled forming an evaporating pool. The release was modeled in ALOHA assuming an evaporating pool area of 1,000 square feet and an ALOHA limited duration of one hour. In addition, naphtha (typically C5-C6 hydrocarbons) was modeled as hexane.

Safety Clean.

One worst-case release scenario involving a Safety Clean/Solvent Services chemical was examined for potential Project impacts. This release includes:

9. Solvent Release (methylene chloride). This release assumes that a 10,000-gallon tanker truck filling a rail tanker with mixed chlorinated solvents spills its entire contents during loading. This scenario was conservatively modeled assuming methylene chloride (high vapor pressure, high toxicity) is spilled forming an evaporating pool. The release was modeled in ALOHA assuming an evaporating pool area of 5,000 square feet and an ALOHA limited duration of one hour.

California Department of Food and Agriculture

One worst-case release scenario involving this facility was examined for potential Project impacts. This release includes:

10. Acetylene Release. The release was modeled in RMPComp as a worst-case release assuming 24 pounds (350 cubic feet) of gas released, with the distance to a one-pound per square inch over pressure (vapor cloud explosion) computed by RMPComp. Table 1 below summarizes the results of the screening level modeling and compares results to IDLH, ERPG-2, and EPPG-3 guideline concentrations.

Table 1. Screening Level Evaluation Results

Concentrations / Release Location	Maximum Threat Zone (LOC = ERPG-2 or 1/10 IDLH)	Maximum Project Outdoor Concentration[c]	Emergency Planning Guidelines
ECOLAB (625 feet from Project)			
1. Nitric Acid Release	807 feet (ERPG-2)	10 ppm	IDLH = 25 ERPG2 = 6 ERPG3 = 78
2. Ammonium Hydroxide Release	528 feet (TE)[b]	NC[d]	IDLH = 300 ERPG2 = 150 ERPG3 = 750
3. Hydrochloric Acid	2,640 feet (ERPG-2)	NC[d]	IDLH = 50 ERPG2 = 20 ERPG3 = 150
4. Chloroform Release	357 feet (ERPG-2)	22 ppm	IDLH = 500 ERPG2 = 50 ERPG3 = 5000
Franklin Distillers (300 feet from Project)			
5. Ethyl Alcohol Release	150 feet (IDLH)	1,190 ppm	IDLH = 3,300[a] ERPG2 = NE ERPG3 = NE
Strongwell (440 feet upwind)			
6. Styrene Release	42 feet (ERPG-2)	31 ppm	IDLH = 700 ERPG2 = 250 ERPG3 = 1000
7. Propane Release (vapor cloud explosion)	475 feet (1 psi overpressure)	NC[e]	IDLH = 2,100[a] ERPG2 = NE ERPG3 = NE
8. Naphtha Release	618 feet (1/10 IDLH)	186 ppm	IDLH = 1,100[a] ERPG2 = NE ERPG3 = NE
SafetyClean (440 feet from Project)			
9. Bulk Solvent Release: Methylene Chloride	789 feet (ERPG-2)	2,210 ppm	IDLH = 2,300 ERPG2 = 750 ERPG3 = 4000
California Dept. Food & Agriculture (adjacent 75 feet)			
10. Acetylene Release (vapor cloud explosion)	105 feet (1 psi overpressure)	NC[e]	IDLH = NE ERPG2 = NE ERPG3 = NE

Table notes. NC = not calculated.
LEL = lower explosive limit
NE = Not Established
a. IDLH is based on 10% of the LEL
b. The RMPComp calculated toxic endpoint (TE) of 14mg/L is approximately 200 ppm. Note that the ERPG-2 is 150 ppm.
c. The maximum outdoor concentration is the concentration predicted at the project exterior after the plume reaches the Project (ALOHA model).
d. Release modeled using RMPComp (chemical not in ALOHA database). RMPComp does not calculate concentrations at specified distances, only the distance to the toxic endpoint.

e. Propane and acetylene releases represent physical (not toxic) hazards offsite. These releases were modeled using RMPComp (ALOHA does not predict vapor cloud explosions). RMPComp does not calculate concentrations at specified distances, only the distance to the toxic endpoint and/or distance downwind where the physical hazard is significant.

The results of this screening level evaluation indicate that it is possible that worst-case releases during worst-case atmospheric conditions could potentially have significant impacts at the Project exterior. The facilities that could have potential impact at the Project include ECOLAB Inc., Strongwell, Solvent Services, and the Department of Food and Agriculture.

Uncertainty

The primary uncertainties associated with this assessment included the selection of chemicals for evaluation, the size of each release, assumptions concerning release location, vapor pressures of released liquids, assumed area of liquid spills, and atmospheric conditions during the release.

With respect to chemical selection, chemicals were selected based on volumes, recognized toxicity and/or flammability, and were judged to be representative of the potential release risks posed by each facility. However, the ECOLAB inventory of chemicals was difficult to evaluate due to the great number of chemicals reported, and the lack of information concerning some of the chemicals reported. As an example, the 88,300-pound quantity of the substance containing methyl oxirane (1,2 propylene oxide) was assumed to be a low vapor pressure polymeric compound that included a methyl oxirane substitution. However, if this material were a solution with a substantial free concentration of methyl oxirane (a high vapor pressure, high toxicity, flammable compound), then an exterior release of a large quantity of this material could have serious offsite consequences. The hazard class of this material was not reported in the facility hazardous materials business plan and were not able to find information concerning this material in the hazardous substance database (HSDB) using the chemical abstract number provided.

Other sources of uncertainty include the assumptions concerning the areas of various spilled liquids and the use of surrogates to simulate chemicals spilled. In general, the greater the area of an evaporating pool, the greater the emission rate of the substance, and the greater the distance of offsite impacts. As an example, a 1000 square foot area of naphtha (as hexane), under the temperature conditions assumed, evaporates at a rate of 34 pound per minute. In contrast, a 100 square foot area of naphtha evaporates at a rate of 4 pounds per minute under the same conditions considered. This assessment included conservative (health protective) release assumptions. In addition, with respect to the naphtha release, the release was modeled using hexane as a surrogate for naphtha. According to the HSDB naphtha is considered to be a hydrocarbon formulation with hydrocarbons in the C5- C6 hydrocarbon range. Hexane is a C6 compound with a high degree of toxicity. The use of hexane is considered conservative, i.e., probably resulting in an overestimation of risk.

Similarly, methylene chloride was chosen as a surrogate for tanker truck quantities of spilled materials at the Solvent Services facility. The use of methylene chloride is extremely conservative due to high vapor pressure and toxicity. Precise chemical identification was not provided for this facility.

Finally, atmospheric conditions considered assumed worst-case conditions. The conditions modeled generally represent nighttime or dark cloudy conditions during periods of calm during which vertical and horizontal dispersion of the contaminant plume is minimized. These conditions generally occur at a low percentage of the time over any yearly time period. Further, all releases assumed that the Project was located plume centerline, down wind, at the time of the release. Wind speed and wind direction vary over time.

Please call me at (408) 292-3266 with questions concerning this report.

Sincerely,

Toxichem Management Systems, Inc.

Daniel W Hernandez MPH, CIH
President

Attachment A
Screening Level Model Output

ECCO HNO_3

Text Summary

ALOHA® 5.2.3

SITE DATA INFORMATION:
Location: SAN JOSE, CALIFORNIA
Building Air Exchanges Per Hour: 0.828 (user specified)
Time: May 25, 2006 1216 hours PDT (using computer's clock)

CHEMICAL INFORMATION:
Chemical Name: NITRIC ACID, [> 40%]
Molecular Weight: 63.01 kg/kmol
TLV-TWA: -unavail- IDLH: 25 ppm
Footprint Level of Concern: 6 ppm
Boiling Point: 181.40° F
Vapor Pressure at Ambient Temperature: 0.091 atm
Ambient Saturation Concentration: 90,962 ppm or 9.10%

ATMOSPHERIC INFORMATION: (MANUAL INPUT OF DATA)
Wind: 1.5 meters/sec from 0° true at 3 meters
No Inversion Height
Stability Class: F (user override)
Air Temperature: 80° F
Relative Humidity: 50% Ground Roughness: urban or forest
Cloud Cover: 5 tenths

SOURCE STRENGTH INFORMATION:
Puddle Area: 11.61 square meters
Puddle Volume: 7.8 cubic meters
Soil Type: Concrete Ground Temperature: 80° F
Initial Puddle Temperature: Ground temperature
Release Duration: ALOHA limited the duration to 1 hour
Max Computed Release Rate: 1.59 pounds/min
Max Average Sustained Release Rate: 1.59 pounds/min
(averaged over a minute or more)
Total Amount Released: 95.0 pounds

FOOTPRINT INFORMATION:
Dispersion Module: Gaussian
User-specified LOC: 6 ppm
Max Threat Zone for LOC: 269 yards
Max Threat Zone for IDLH: 124 yards

TIME DEPENDENT INFORMATION:
Concentration Estimates at the point:
Downwind: 625 feet
Off Centerline: 0 feet
Max Concentration:
Outdoor: 9.64 ppm
Indoor: 5.29 ppm
Note: Indoor graph is shown with a dotted line.

Concentration Window

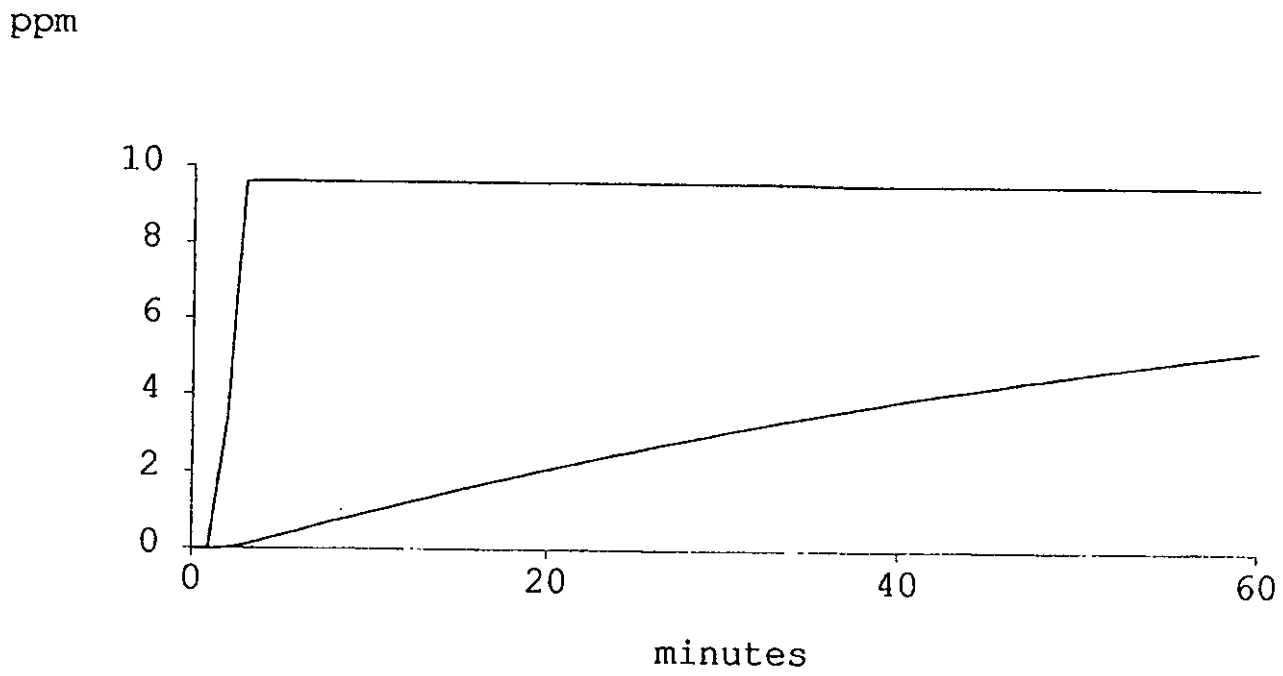
ALOHA® 5.2.3

Time: May 25, 2006 1216 hours PDT (using computer's clock)

Chemical Name: NITRIC ACID, [> 40%]

Building Air Exchanges Per Hour: 0.828 (user specified)

TIME DEPENDENT INFORMATION:
Model Run: Gaussian
Concentration Estimates at the point:
Downwind: 625 feet
Off Centerline: 0 feet
Max Concentration:
Outdoor: 9.64 ppm
Indoor: 5.29 ppm
Note: Indoor graph is shown with a dotted line.



```
SITE DATA INFORMATION:
  Location: SAN JOSE, CALIFORNIA
  Building Air Exchanges Per Hour: 0.828 (user specified)
  Time: May 25, 2006  1216 hours PDT (using computer's clock)

CHEMICAL INFORMATION:
  Chemical Name: NITRIC ACID, [> 40%]
  Molecular Weight: 63.01 kg/kmol
  TLV-TWA: -unavail-            IDLH: 25 ppm
  Footprint Level of Concern: 25 ppm
  Boiling Point: 181.40° F
  Vapor Pressure at Ambient Temperature: 0.091 atm
  Ambient Saturation Concentration: 90,962 ppm or 9.10%

ATMOSPHERIC INFORMATION: (MANUAL INPUT OF DATA)
  Wind: 1.5 meters/sec from 0° true at 3 meters
  No Inversion Height
  Stability Class: F (user override)
  Air Temperature: 80° F
  Relative Humidity: 50%       Ground Roughness: urban or forest
  Cloud Cover: 5 tenths

SOURCE STRENGTH INFORMATION:
  Puddle Area: 11.61 square meters
  Puddle Volume: 7.8 cubic meters
  Soil Type: Concrete          Ground Temperature: 80° F
  Initial Puddle Temperature: Ground temperature
  Release Duration: ALOHA limited the duration to 1 hour
  Max Computed Release Rate: 1.59 pounds/min
  Max Average Sustained Release Rate: 1.59 pounds/min
     (averaged over a minute or more)
  Total Amount Released: 95.0 pounds

TIME DEPENDENT INFORMATION:
  Concentration Estimates at the point:
  Downwind:        625 feet
  Off Centerline: 0 feet
  Max Concentration:
     Outdoor: 9.64 ppm
     Indoor:  5.29 ppm
  Note: Indoor graph is shown with a dotted line.
```

emical: Nitric acid (water solution) 80%
S #: 7697-37-2
tegory: Toxic Liquid
enario: Worst-case
antity Released: 2000 gallons
uid Temperature: 80 F

igation Measures:
ed area: 11.61 square meters
e height: 3.21 feet

ease Rate to Outside Air: 2.73 pounds per minute
ography: Urban surroundings (many obstacles in the immediate area)
ic Endpoint: 0.026 mg/L; basis: EHS-LOC (IDLH)
imated Distance to Toxic Endpoint: 0.3 miles (0.5 kilometers)

----Assumptions About This Scenario---------
d Speed: 1.5 meters/second (3.4 miles/hour)
bility Class: F
Temperature: 77 degrees F (25 degrees C)
[redacted]

ECCO Labs
NH_4OH

emical: Ammonia (water solution) 30%
S #: 7664-41-7
tegory: Toxic Liquid
enario: Worst-case
antity Released: 375 pounds
ease Duration: 10 min
ease Rate: 11.3 pounds per min
uid Temperature: 80 F

igation Measures: NONE
ography: Urban surroundings (many obstacles in the immediate area)
xic Endpoint: 0.14 mg/L; basis: ERPG-2
imated Distance to Toxic Endpoint: 0.1 miles (0.2 kilometers)

----Assumptions About This Scenario---------
nd Speed: 1.5 meters/second (3.4 miles/hour)
ability Class: F
Temperature: 77 degrees F (25 degrees C)
[redacted]

ECEO
HCL

emical: Hydrochloric acid 37%
S #: 7647-01-0
tegory: Toxic Liquid
enario: Worst-case
antity Released: 480 pounds
ease Duration: 10 min
ease Rate: 17.8 pounds per min
uid Temperature: 80 F

igation Measures: NONE
ography: Urban surroundings (many obstacles in the immediate area)
xic Endpoint: 0.030 mg/L; basis: ERPG-2
imated Distance to Toxic Endpoint: 0.5 miles (0.8 kilometers)

----Assumptions About This Scenario--------
nd Speed: 1.5 meters/second (3.4 miles/hour)
ability Class: F
Temperature: 77 degrees F (25 degrees C)
[redacted]

ELCO LAB
Chloroform

Text Summary

ALOHA® 5.2.3

SITE DATA INFORMATION:
Location: SAN JOSE, CALIFORNIA
Building Air Exchanges Per Hour: 0.828 (user specified)
Time: May 25, 2006 1303 hours PDT (using computer's clock)

CHEMICAL INFORMATION:
Chemical Name: CHLOROFORM Molecular Weight: 119.38 kg/kmol
TLV-TWA: 10 ppm IDLH: 500 ppm
Warning: Potential or confirmed human carcinogen.
Footprint Level of Concern: 50 ppm
Boiling Point: 142.12° F
Vapor Pressure at Ambient Temperature: 0.28 atm
Ambient Saturation Concentration: 278,473 ppm or 27.8%

ATMOSPHERIC INFORMATION: (MANUAL INPUT OF DATA)
Wind: 1.5 meters/sec from 0° true at 3 meters
No Inversion Height
Stability Class: F (user override)
Air Temperature: 80° F
Relative Humidity: 50% Ground Roughness: urban or forest
Cloud Cover: 5 tenths

SOURCE STRENGTH INFORMATION:
Puddle Area: 100 square feet
Puddle Volume: 50 gallons
Soil Type: Concrete Ground Temperature: 80° F
Initial Puddle Temperature: Ground temperature
Release Duration: ALOHA limited the duration to 1 hour
Max Computed Release Rate: 7.15 pounds/min
Max Average Sustained Release Rate: 6.33 pounds/min
(averaged over a minute or more)
Total Amount Released: 339 pounds

FOOTPRINT INFORMATION:
Model Run: Heavy Gas
User-specified LOC: 50 ppm
Max Threat Zone for LOC: 119 yards

TIME DEPENDENT INFORMATION:
Concentration Estimates at the point:
Downwind: 625 feet
Off Centerline: 0 feet
Max Concentration:
Outdoor: 22.2 ppm
Indoor: 11 ppm
Note: Indoor graph is shown with a dotted line.

Concentration Window

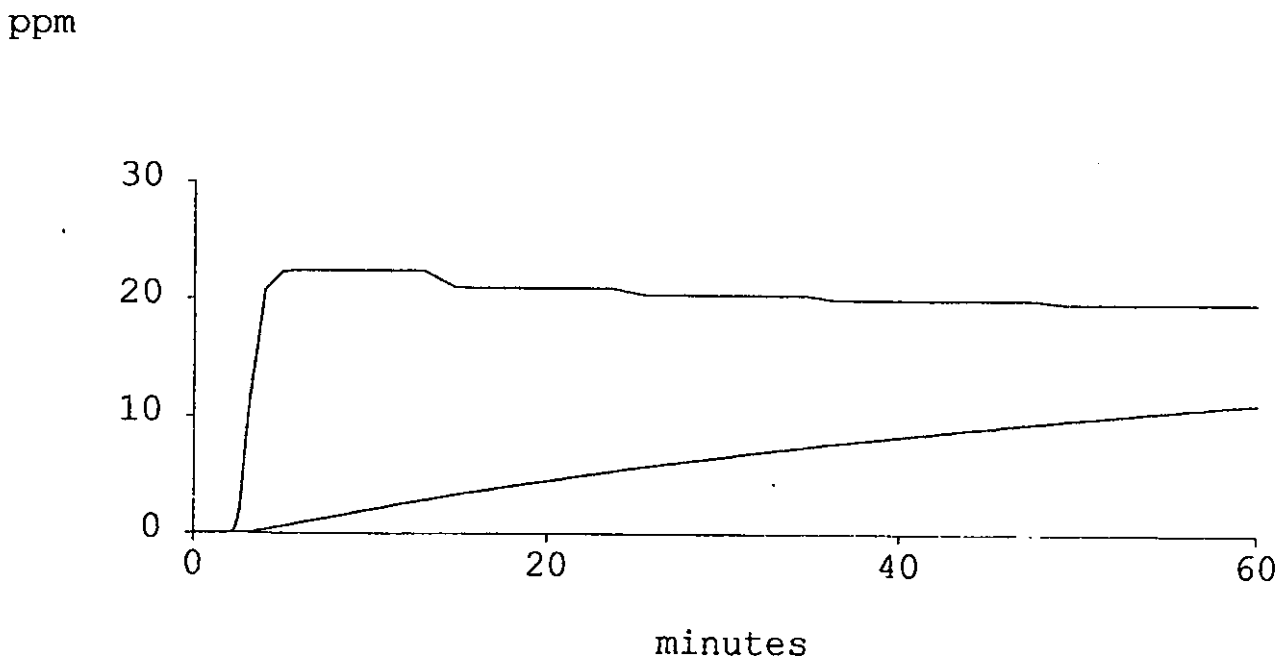
ALOHA® 5.2.3

Time: May 25, 2006 1303 hours PDT (using computer's clock)

Chemical Name: CHLOROFORM
Warning: Potential or confirmed human carcinogen.

Building Air Exchanges Per Hour: 0.828 (user specified)

TIME DEPENDENT INFORMATION:
Model Run: Heavy Gas
Concentration Estimates at the point:
Downwind: 625 feet
Off Centerline: 0 feet
Max Concentration:
Outdoor: 22.2 ppm
Indoor: 11 ppm
Note: Indoor graph is shown with a dotted line.



Franklin Dist.
Gilroy

Text Summary

ALOHA® 5.2.3

```
SITE DATA INFORMATION:
  Location: SAN JOSE, CALIFORNIA
  Building Air Exchanges Per Hour: 0.828 (user specified)
  Time: May 25, 2006  1358 hours PDT (using computer's clock)

CHEMICAL INFORMATION:
  Chemical Name: ETHANOL        Molecular Weight: 46.07 kg/kmol
  TLV-TWA: 1000 ppm             IDLH: 3300 ppm
  Footprint Level of Concern: 3300 ppm
  Boiling Point: 172.92° F
  Vapor Pressure at Ambient Temperature: 0.086 atm
  Ambient Saturation Concentration: 86,439 ppm or 8.64%

ATMOSPHERIC INFORMATION: (MANUAL INPUT OF DATA)
  Wind: 1.5 meters/sec from 0° true at 3 meters
  No Inversion Height
  Stability Class: F (user override)
  Air Temperature: 80° F
  Relative Humidity: 50%        Ground Roughness: urban or forest
  Cloud Cover: 5 tenths

SOURCE STRENGTH INFORMATION:
  Puddle Area: 10000 square feet
  Puddle Volume: 175000 gallons
  Soil Type: Concrete           Ground Temperature: 80° F
  Initial Puddle Temperature: Ground temperature
  Release Duration: ALOHA limited the duration to 1 hour
  Max Computed Release Rate: 75.6 pounds/min
  Max Average Sustained Release Rate: 75.5 pounds/min
     (averaged over a minute or more)
  Total Amount Released: 4,504 pounds

FOOTPRINT INFORMATION:
  Model Run: Heavy Gas
  User-specified LOC: equals IDLH (3300 ppm)
  Max Threat Zone for LOC: 50 yards
  Note: Footprint was not drawn because effects of
    near-field patchiness make dispersion predictions
    unreliable for short distances.

TIME DEPENDENT INFORMATION:
  Concentration Estimates at the point:
  Downwind:        300 feet
  Off Centerline: 0 feet
  Max Concentration:
     Outdoor: 1,190 ppm
     Indoor:  652 ppm
  Note: Indoor graph is shown with a dotted line.
```

Concentration Window

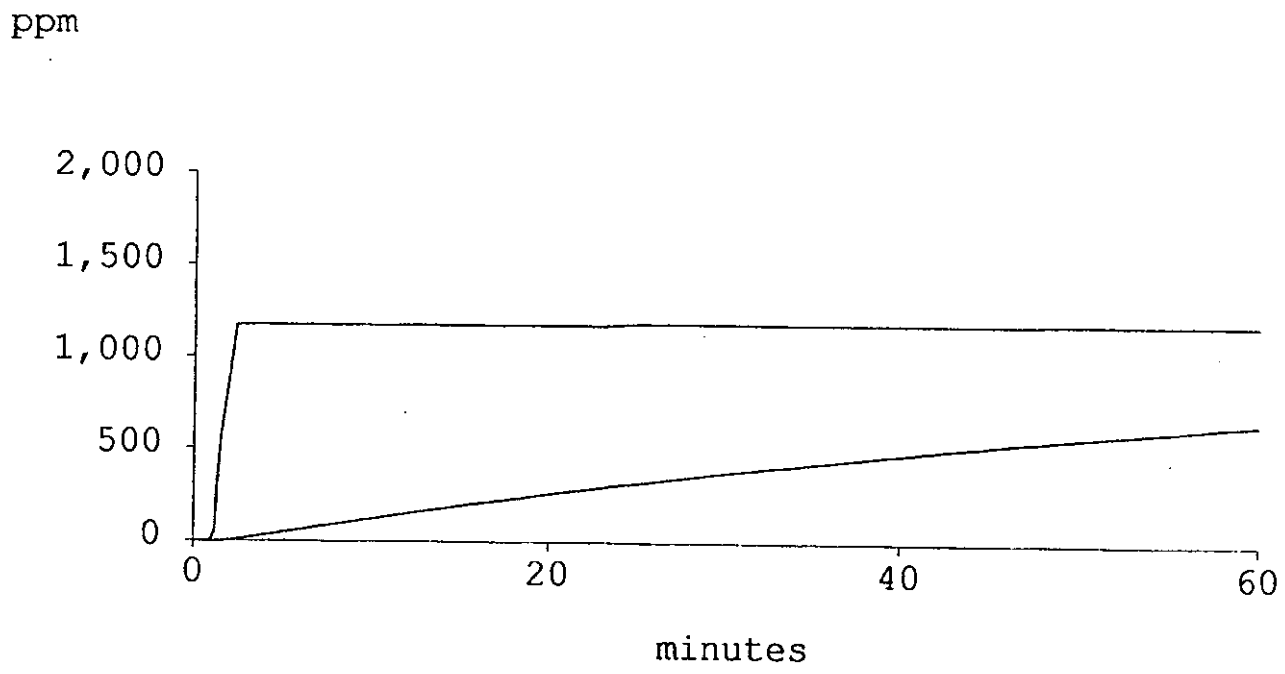
ALOHA® 5.2.3

Time: May 25, 2006 1358 hours PDT (using computer's clock)

Chemical Name: ETHANOL

Building Air Exchanges Per Hour: 0.828 (user specified)

TIME DEPENDENT INFORMATION:
Model Run: Heavy Gas
Concentration Estimates at the point:
Downwind: 300 feet
Off Centerline: 0 feet
Max Concentration:
Outdoor: 1,190 ppm
Indoor: 652 ppm
Note: Indoor graph is shown with a dotted line.



Stringwell Naphtha 2

Text Summary

ALOHA® 5.2.3

```
SITE DATA INFORMATION:
  Location: SAN JOSE, CALIFORNIA
  Building Air Exchanges Per Hour: 0.5 (user specified)
  Time: June 6, 2006  1003 hours PDT (using computer's clock)

CHEMICAL INFORMATION:
  Chemical Name: HEXANE          Molecular Weight: 86.18 kg/kmol
  TLV-TWA: 50 ppm                IDLH: 1100 ppm
  Footprint Level of Concern: 110 ppm
  Boiling Point: 155.71° F
  Vapor Pressure at Ambient Temperature: 0.22 atm
  Ambient Saturation Concentration: 216,197 ppm or 21.6%

ATMOSPHERIC INFORMATION: (MANUAL INPUT OF DATA)
  Wind: 1.5 meters/sec from 0° true at 3 meters
  No Inversion Height
  Stability Class: F (user override)
  Air Temperature: 80° F
  Relative Humidity: 50%         Ground Roughness: urban or forest
  Cloud Cover: 5 tenths

SOURCE STRENGTH INFORMATION:
  Puddle Area: 1000 square feet
  Puddle Volume: 400 gallons
  Soil Type: Default             Ground Temperature: 80° F
  Initial Puddle Temperature: Ground temperature
  Release Duration: ALOHA limited the duration to 1 hour
  Max Computed Release Rate: 37.1 pounds/min
  Max Average Sustained Release Rate: 33.7 pounds/min
     (averaged over a minute or more)
  Total Amount Released: 1,833 pounds

FOOTPRINT INFORMATION:
  Model Run: Heavy Gas
  User-specified LOC: 110 ppm
  Max Threat Zone for LOC: 206 yards

TIME DEPENDENT INFORMATION:
  Concentration Estimates at the point:
  Downwind:        440 feet
  Off Centerline: 0 feet
  Max Concentration:
     Outdoor: 186 ppm
     Indoor:  64.9 ppm
  Note: Indoor graph is shown with a dotted line.
```

Footprint Window

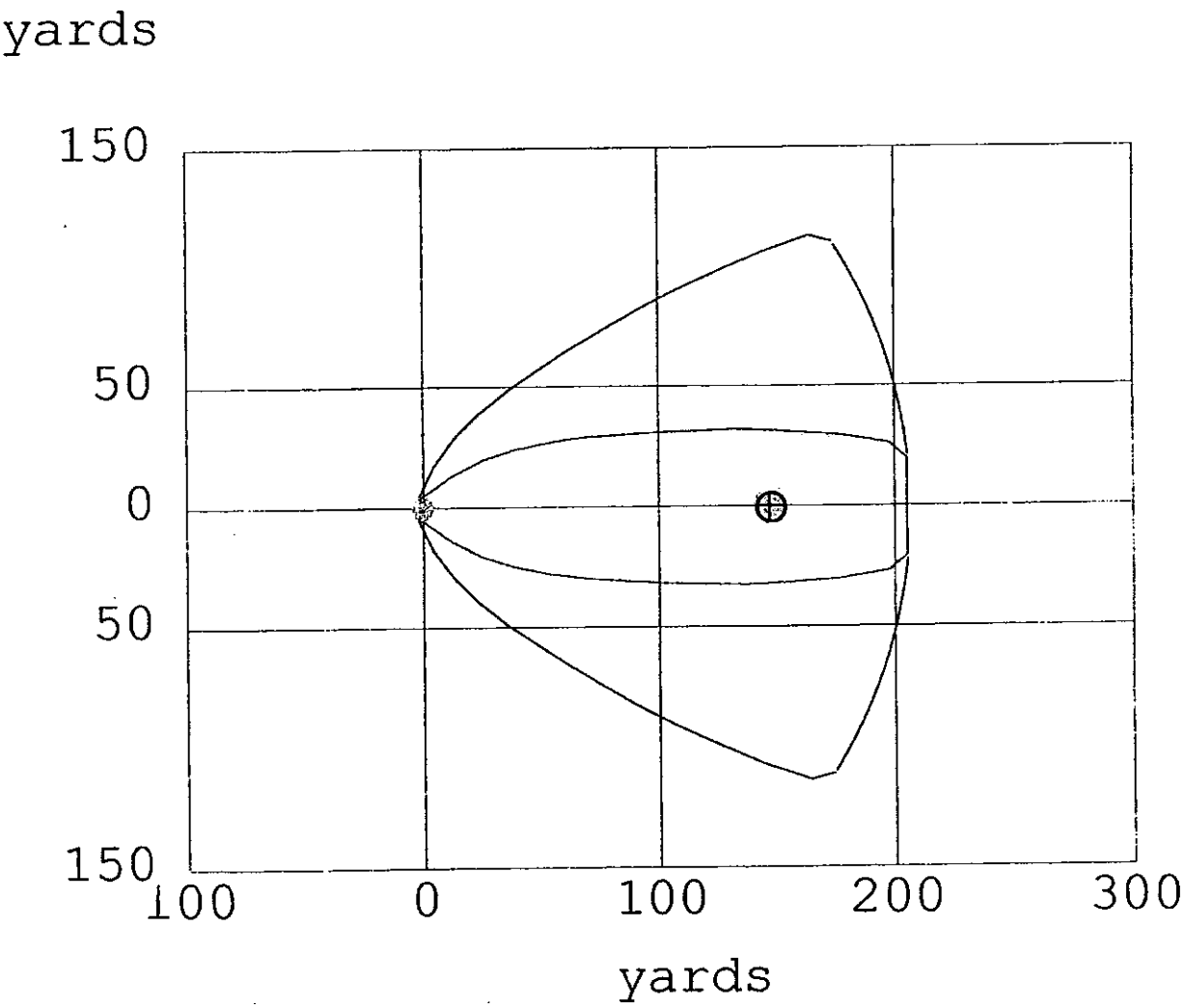
ALOHA® 5.2.3

Time: June 6, 2006 1003 hours PDT (using computer's clock)

Chemical Name: HEXANE

Wind: 1.5 meters/sec from 0° true at 3 meters

FOOTPRINT INFORMATION:
Model Run: Heavy Gas
User-specified LOC: 110 ppm
Max Threat Zone for LOC: 206 yards



Concentration Window

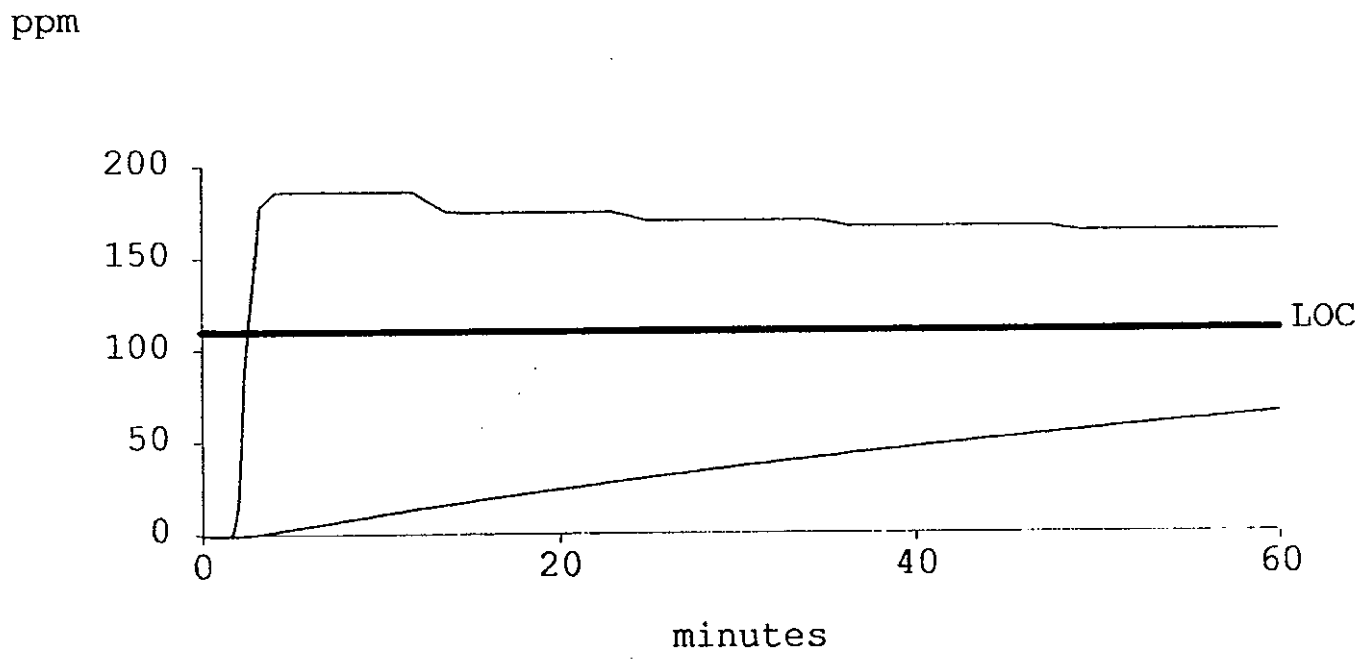
ALOHA® 5.2.3

Time: June 6, 2006 1003 hours PDT (using computer's clock)

Chemical Name: HEXANE

Building Air Exchanges Per Hour: 0.5 (user specified)

TIME DEPENDENT INFORMATION:
Model Run: Heavy Gas
Concentration Estimates at the point:
Downwind: 440 feet
Off Centerline: 0 feet
Max Concentration:
Outdoor: 186 ppm
Indoor: 64.9 ppm
Note: Indoor graph is shown with a dotted line.



Stronguell Naphtha 1

Text Summary

ALOHA® 5.2.3

SITE DATA INFORMATION:
Location: SAN JOSE, CALIFORNIA
Building Air Exchanges Per Hour: 0.828 (user specified)
Time: May 25, 2006 1358 hours PDT (using computer's clock)

CHEMICAL INFORMATION:
Chemical Name: HEXANE Molecular Weight: 86.18 kg/kmol
TLV-TWA: 50 ppm IDLH: 1100 ppm
Footprint Level of Concern: 1100 ppm
Boiling Point: 155.71° F
Vapor Pressure at Ambient Temperature: 0.22 atm
Ambient Saturation Concentration: 216,197 ppm or 21.6%

ATMOSPHERIC INFORMATION: (MANUAL INPUT OF DATA)
Wind: 1.5 meters/sec from 0° true at 3 meters
No Inversion Height
Stability Class: F (user override)
Air Temperature: 80° F
Relative Humidity: 50% Ground Roughness: urban or forest
Cloud Cover: 5 tenths

SOURCE STRENGTH INFORMATION:
Puddle Area: 100 square feet
Puddle Volume: 400 gallons
Soil Type: Concrete Ground Temperature: 80° F
Initial Puddle Temperature: Ground temperature
Release Duration: ALOHA limited the duration to 1 hour
Max Computed Release Rate: 4.17 pounds/min
Max Average Sustained Release Rate: 4.08 pounds/min
(averaged over a minute or more)
Total Amount Released: 228 pounds

FOOTPRINT INFORMATION:
Model Run: Heavy Gas
User-specified LOC: equals IDLH (1100 ppm)
Max Threat Zone for LOC: 19 yards
Note: Footprint was not drawn because effects of
near-field patchiness make dispersion predictions
unreliable for short distances.

TIME DEPENDENT INFORMATION:
Concentration Estimates at the point:
Downwind: 440 feet
Off Centerline: 0 feet
Max Concentration:
Outdoor: 39.6 ppm
Indoor: 20.5 ppm
Note: Indoor graph is shown with a dotted line.

Stonewall Naphtha

Concentration Window

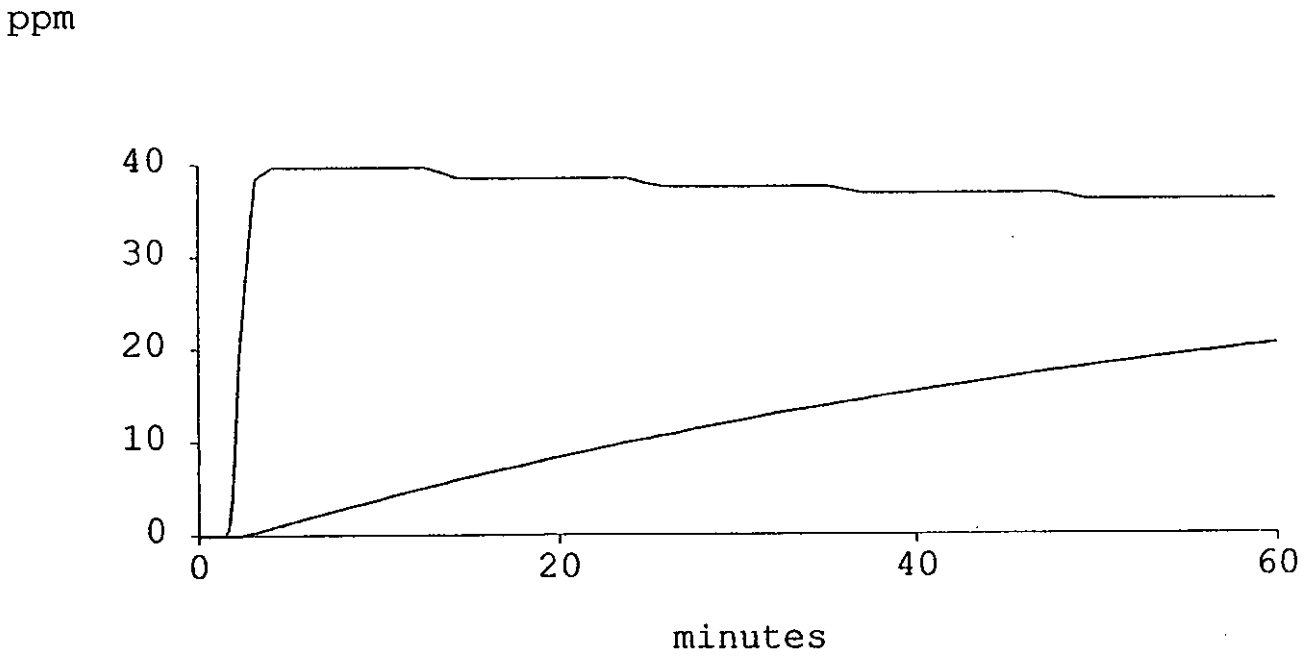
ALOHA® 5.2.3

Time: May 25, 2006 1358 hours PDT (using computer's clock)

Chemical Name: HEXANE

Building Air Exchanges Per Hour: 0.828 (user specified)

TIME DEPENDENT INFORMATION:
Model Run: Heavy Gas
Concentration Estimates at the point:
Downwind: 440 feet
Off Centerline: 0 feet
Max Concentration:
Outdoor: 39.6 ppm
Indoor: 20.5 ppm
Note: Indoor graph is shown with a dotted line.



Strongwell
Styrene 1

Text Summary

ALOHA® 5.2.3

```
SITE DATA INFORMATION:
  Location: SAN JOSE, CALIFORNIA
  Building Air Exchanges Per Hour: 0.828 (user specified)
  Time: May 25, 2006  1358 hours PDT (using computer's clock)

CHEMICAL INFORMATION:
  Chemical Name: STYRENE MONOMER
  Molecular Weight: 104.15 kg/kmol
  TLV-TWA: 50 ppm              IDLH: 700 ppm
  Footprint Level of Concern: 700 ppm
  Boiling Point: 293.29° F
  Vapor Pressure at Ambient Temperature: 0.0089 atm
  Ambient Saturation Concentration: 8,947 ppm or 0.89%

ATMOSPHERIC INFORMATION: (MANUAL INPUT OF DATA)
  Wind: 1.5 meters/sec from 0° true at 3 meters
  No Inversion Height
  Stability Class: F (user override)
  Air Temperature: 80° F
  Relative Humidity: 50%       Ground Roughness: urban or forest
  Cloud Cover: 5 tenths

SOURCE STRENGTH INFORMATION:
  Puddle Area: 1000 square feet
  Puddle Volume: 10000 gallons
  Soil Type: Concrete          Ground Temperature: 80° F
  Initial Puddle Temperature: Ground temperature
  Release Duration: ALOHA limited the duration to 1 hour
  Max Computed Release Rate: 1.88 pounds/min
  Max Average Sustained Release Rate: 1.86 pounds/min
     (averaged over a minute or more)
  Total Amount Released: 104 pounds

TIME DEPENDENT INFORMATION:
  Concentration Estimates at the point:
  Downwind:        440 feet
  Off Centerline: 0 feet
  Max Concentration:
     Outdoor: 10.6 ppm
     Indoor:  5.56 ppm
  Note: Indoor graph is shown with a dotted line.
```

Concentration Window

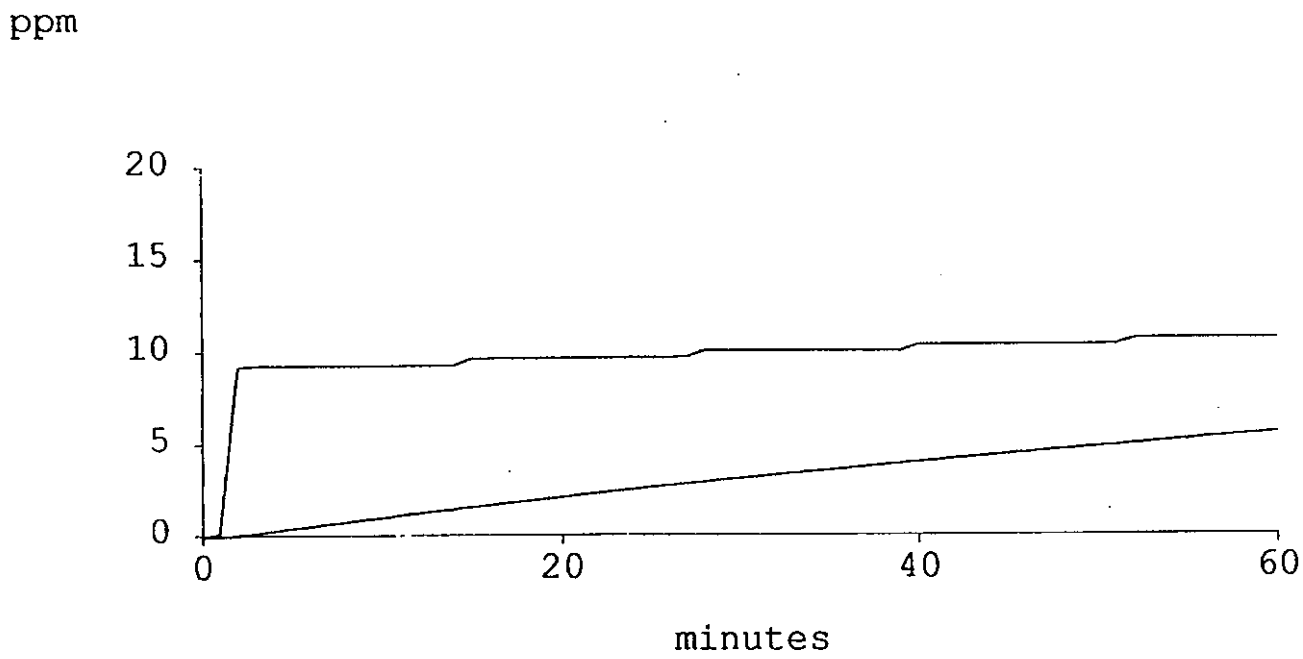
ALOHA® 5.2.3

Time: May 25, 2006 1358 hours PDT (using computer's clock)

Chemical Name: STYRENE MONOMER

Building Air Exchanges Per Hour: 0.828 (user specified)

TIME DEPENDENT INFORMATION:
Model Run: Gaussian
Concentration Estimates at the point:
Downwind: 440 feet
Off Centerline: 0 feet
Max Concentration:
Outdoor: 10.6 ppm
Indoor: 5.56 ppm
Note: Indoor graph is shown with a dotted line.



```
SITE DATA INFORMATION:
  Location: SAN JOSE, CALIFORNIA
  Building Air Exchanges Per Hour: 0.828 (user specified)
  Time: May 29, 2006  1319 hours PDT (using computer's clock)

CHEMICAL INFORMATION:
  Chemical Name: STYRENE MONOMER
  Molecular Weight: 104.15 kg/kmol
  TLV-TWA: 50 ppm              IDLH: 700 ppm
  Footprint Level of Concern: 250 ppm
  Boiling Point: 293.29° F
  Vapor Pressure at Ambient Temperature: 0.0089 atm
  Ambient Saturation Concentration: 8,947 ppm or 0.89%

ATMOSPHERIC INFORMATION: (MANUAL INPUT OF DATA)
  Wind: 1.5 meters/sec from 0° true at 3 meters
  No Inversion Height
  Stability Class: F (user override)
  Air Temperature: 80° F
  Relative Humidity: 50%       Ground Roughness: urban or forest
  Cloud Cover: 5 tenths

SOURCE STRENGTH INFORMATION:
  Puddle Area: 1000 square feet
  Puddle Volume: 10000 gallons
  Soil Type: Concrete          Ground Temperature: 80° F
  Initial Puddle Temperature: Ground temperature
  Release Duration: ALOHA limited the duration to 1 hour
  Max Computed Release Rate: 1.89 pounds/min
  Max Average Sustained Release Rate: 1.87 pounds/min
     (averaged over a minute or more)
  Total Amount Released: 104 pounds

FOOTPRINT INFORMATION:
  Dispersion Module: Gaussian
  User-specified LOC: 250 ppm
  Max Threat Zone for LOC:  14 yards
  Max Threat Zone for IDLH: less than 10 meters(10.9 yards)
  Note: Footprint was not drawn because
     effects of near-field patchiness make dispersion
     predictions unreliable for short distances.

TIME DEPENDENT INFORMATION:
  Concentration Estimates at the point:
  Downwind:       440 feet
  Off Centerline: 0 feet
  Max Concentration:
     Outdoor: 10.7 ppm
     Indoor:  5.57 ppm
  Note: Indoor graph is shown with a dotted line.
```

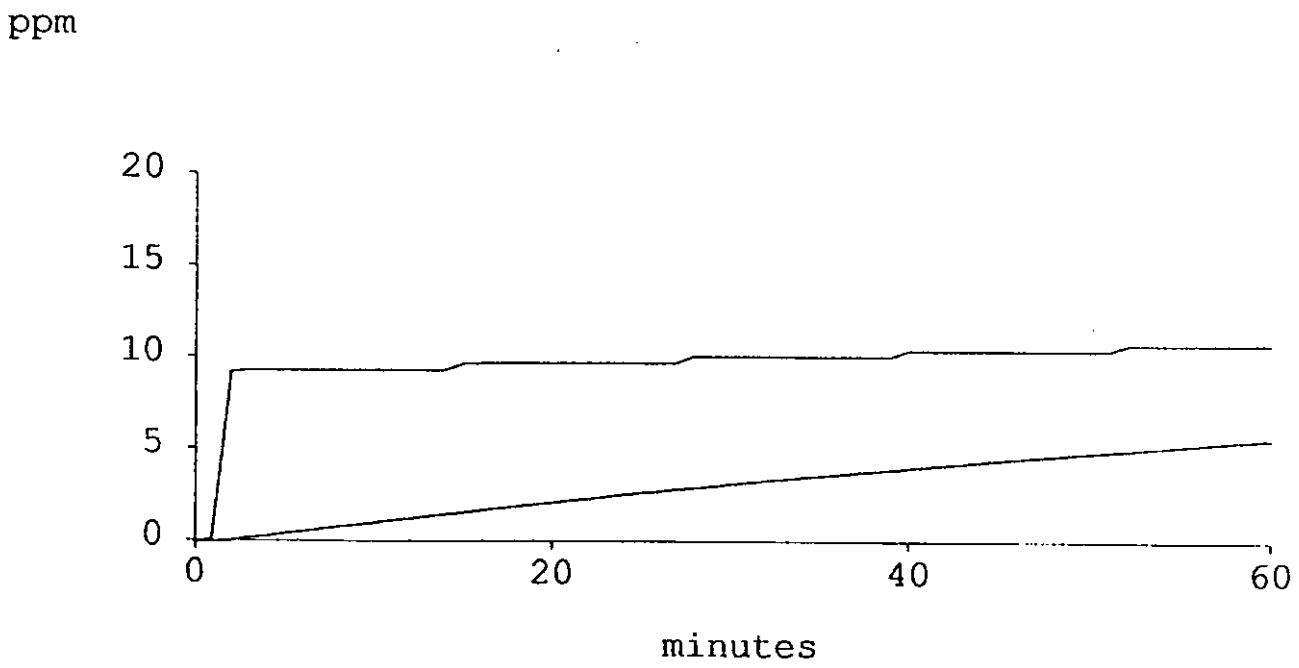
Concentration Window ALOHA® 5.2.3

Time: May 29, 2006 1319 hours PDT (using computer's clock)

Chemical Name: STYRENE MONOMER

Building Air Exchanges Per Hour: 0.828 (user specified)

TIME DEPENDENT INFORMATION:
Model Run: Gaussian
Concentration Estimates at the point:
Downwind: 440 feet
Off Centerline: 0 feet
Max Concentration:
Outdoor: 10.7 ppm
Indoor: 5.57 ppm
Note: Indoor graph is shown with a dotted line.



Footprint Window ALOHA® 5.2.3

```
Time: May 29, 2006  1319 hours PDT (using computer's clock)

Chemical Name: STYRENE MONOMER

Wind: 1.5 meters/sec from 0° true at 3 meters

FOOTPRINT INFORMATION:
  Dispersion Module: Gaussian
  User-specified LOC: 250 ppm
  Max Threat Zone for LOC:  14 yards
  Max Threat Zone for IDLH: less than 10 meters(10.9 yards)
  Note: Footprint was not drawn because
     effects of near-field patchiness make dispersion
     predictions unreliable for short distances.
```

Dispersion Module: Gaussian
User-specified LOC: 250 ppm
Max Threat Zone for LOC: 14 yards
Max Threat Zone for IDLH: less than 1
Note: Footprint was not drawn because
effects of near-field patchiness m
predictions unreliable for short c

Stonywell
Styrene 2

Text Summary ALOHA® 5.2.3

```
SITE DATA INFORMATION:
  Location: SAN JOSE, CALIFORNIA
  Building Air Exchanges Per Hour: 0.5 (user specified)
  Time: June 6, 2006  0942 hours PDT (using computer's clock)

CHEMICAL INFORMATION:
  Chemical Name: STYRENE MONOMER
  Molecular Weight: 104.15 kg/kmol
  TLV-TWA: 50 ppm              IDLH: 700 ppm
  Footprint Level of Concern: 700 ppm
  Boiling Point: 293.29° F
  Vapor Pressure at Ambient Temperature: 0.0089 atm
  Ambient Saturation Concentration: 8,947 ppm or 0.89%

ATMOSPHERIC INFORMATION: (MANUAL INPUT OF DATA)
  Wind: 1.5 meters/sec from 0° true at 3 meters
  No Inversion Height
  Stability Class: F (user override)
  Air Temperature: 80° F
  Relative Humidity: 50%       Ground Roughness: urban or forest
  Cloud Cover: 5 tenths

SOURCE STRENGTH INFORMATION:
  Puddle Area: 5000 square feet
  Puddle Volume: 10000 gallons
  Soil Type: Concrete          Ground Temperature: 80° F
  Initial Puddle Temperature: Ground temperature
  Release Duration: ALOHA limited the duration to 1 hour
  Max Computed Release Rate: 10 pounds/min
  Max Average Sustained Release Rate: 9.87 pounds/min
     (averaged over a minute or more)
  Total Amount Released: 535 pounds

TIME DEPENDENT INFORMATION:
  Concentration Estimates at the point:
  Downwind:       440 feet
  Off Centerline: 0 feet
  Max Concentration:
     Outdoor: 31.4 ppm
     Indoor:  11 ppm
  Note: Indoor graph is shown with a dotted line.
```

ALOHA® 5.2.3

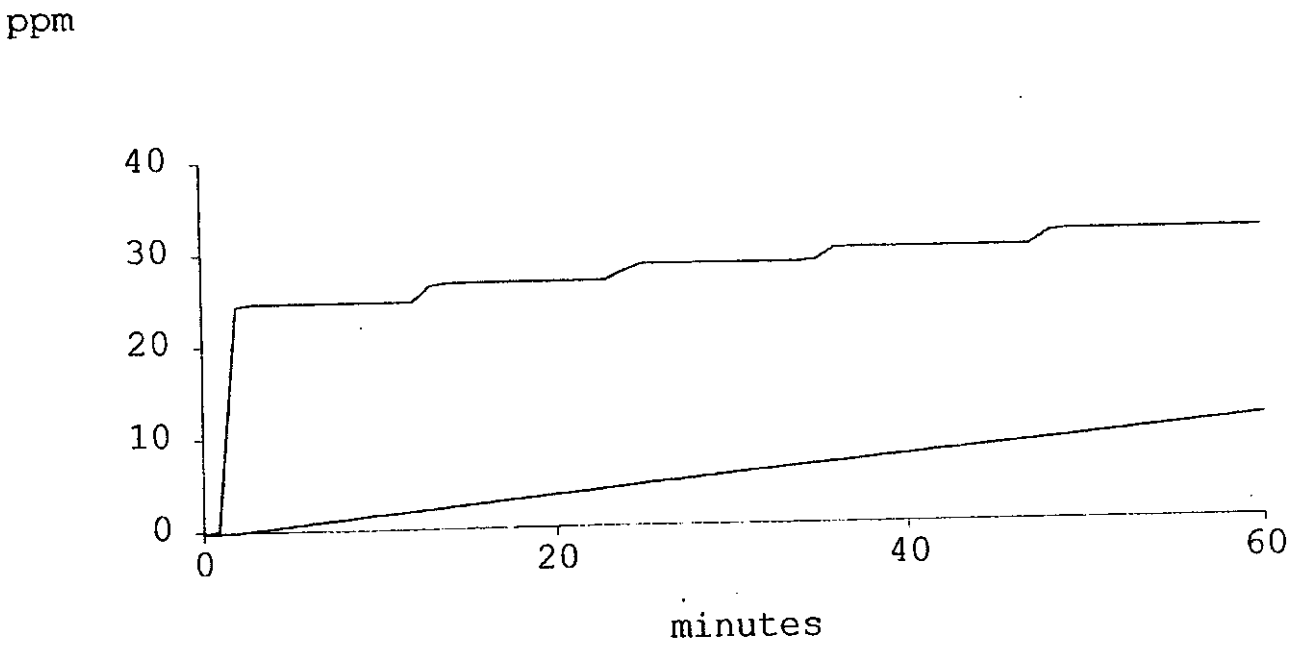
Concentration Window

Time: June 6, 2006 0942 hours PDT (using computer's clock)

Chemical Name: STYRENE MONOMER

Building Air Exchanges Per Hour: 0.5 (user specified)

TIME DEPENDENT INFORMATION:
Model Run: Gaussian
Concentration Estimates at the point:
Downwind: 440 feet
Off Centerline: 0 feet
Max Concentration:
Outdoor: 31.4 ppm
Indoor: 11 ppm
Note: Indoor graph is shown with a dotted line.



Strongwell
Propane

emical: Propane
S #: 74-98-6
tegory: Flammable Gas
enario: Worst-case
uefied under pressure
antity Released: 1374 pounds
ease Type: Vapor Cloud Explosion
imated Distance to 1 psi overpressure: .09 miles (.14 kilometers)

----Assumptions About This Scenario--------
nd Speed: 1.5 meters/second (3.4 miles/hour)
ability Class: F
Temperature: 77 degrees F (25 degrees C)
[redacted]

Solvent Sve

Text Summary ALOHA® 5.2.3

```
SITE DATA INFORMATION:
  Location: SAN JOSE, CALIFORNIA
  Building Air Exchanges Per Hour: 0.828 (user specified)
  Time: May 25, 2006  1358 hours PDT (using computer's clock)

CHEMICAL INFORMATION:
  Chemical Name: DICHLOROMETHANE
  Molecular Weight: 84.93 kg/kmol
  TLV-TWA: 50 ppm              IDLH: 2300 ppm
  Warning: Potential or confirmed human carcinogen.
  Footprint Level of Concern: 2300 ppm
  Boiling Point: 103.55° F
  Vapor Pressure at Ambient Temperature: 0.62 atm
  Ambient Saturation Concentration: 617,740 ppm or 61.8%

ATMOSPHERIC INFORMATION: (MANUAL INPUT OF DATA)
  Wind: 1.5 meters/sec from 0° true at 3 meters
  No Inversion Height
  Stability Class: F (user override)
  Air Temperature: 80° F
  Relative Humidity: 50%       Ground Roughness: urban or forest
  Cloud Cover: 5 tenths

SOURCE STRENGTH INFORMATION:
  Puddle Area: 5000 square feet
  Puddle Volume: 10000 gallons
  Soil Type: Default           Ground Temperature: 80° F
  Initial Puddle Temperature: Ground temperature
  Release Duration: ALOHA limited the duration to 1 hour
  Max Computed Release Rate: 670 pounds/min
  Max Average Sustained Release Rate: 580 pounds/min
     (averaged over a minute or more)
  Total Amount Released: 24,487 pounds

FOOTPRINT INFORMATION:
  Model Run: Heavy Gas
  User-specified LOC: equals IDLH (2300 ppm)
  Max Threat Zone for LOC: 144 yards

TIME DEPENDENT INFORMATION:
  Concentration Estimates at the point:
  Downwind:       440 feet
  Off Centerline: 0 feet
  Max Concentration:
     Outdoor: 2,210 ppm
     Indoor:  873 ppm
  Note: Indoor graph is shown with a dotted line.
```

Footprint Window

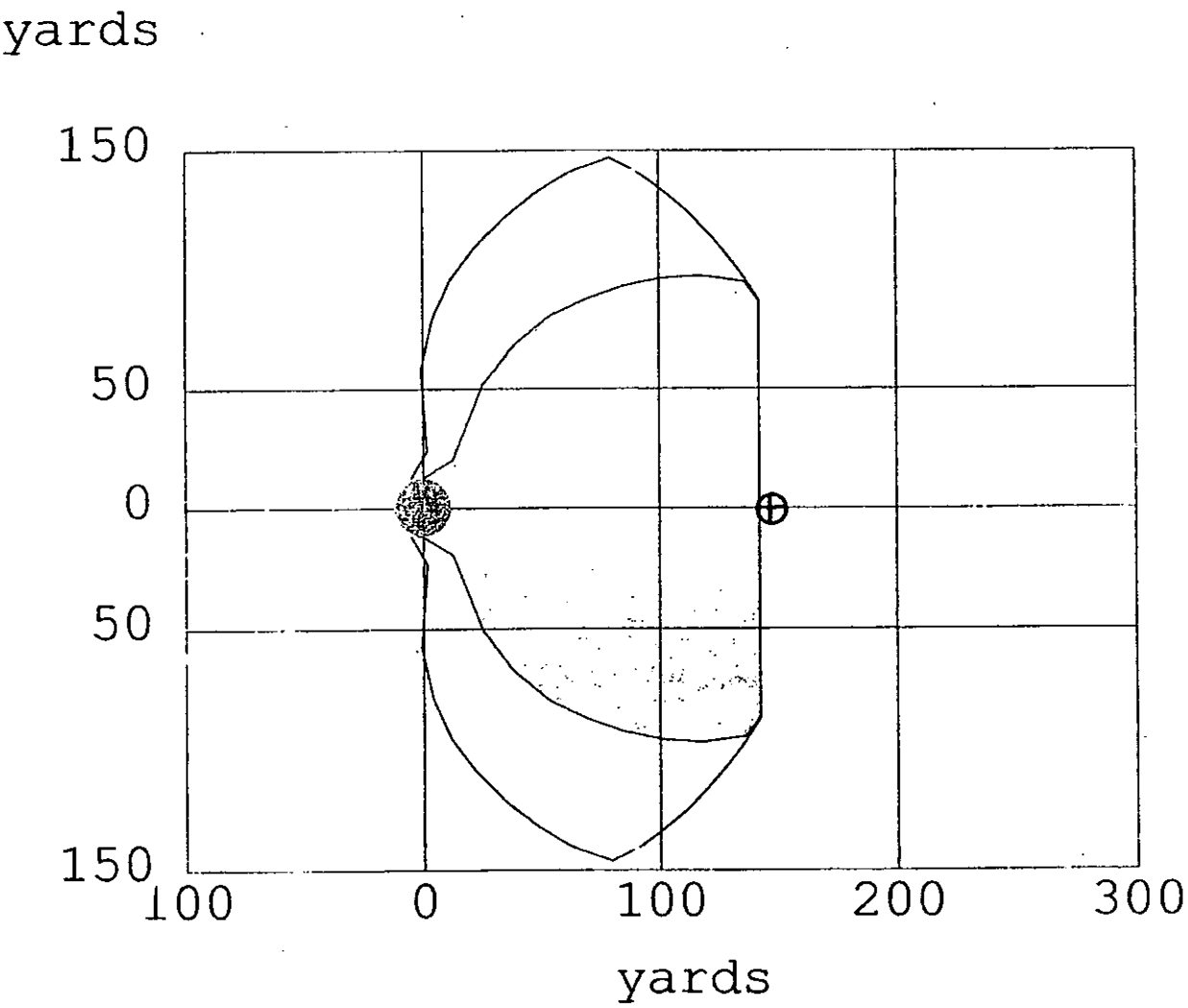
ALOHA® 5.2.3

Time: May 25, 2006 1358 hours PDT (using computer's clock)

Chemical Name: DICHLOROMETHANE
Warning: Potential or confirmed human carcinogen.

Wind: 1.5 meters/sec from 0° true at 3 meters

FOOTPRINT INFORMATION:
Model Run: Heavy Gas
User-specified LOC: equals IDLH (2300 ppm)
Max Threat Zone for LOC: 144 yards



Concentration Window

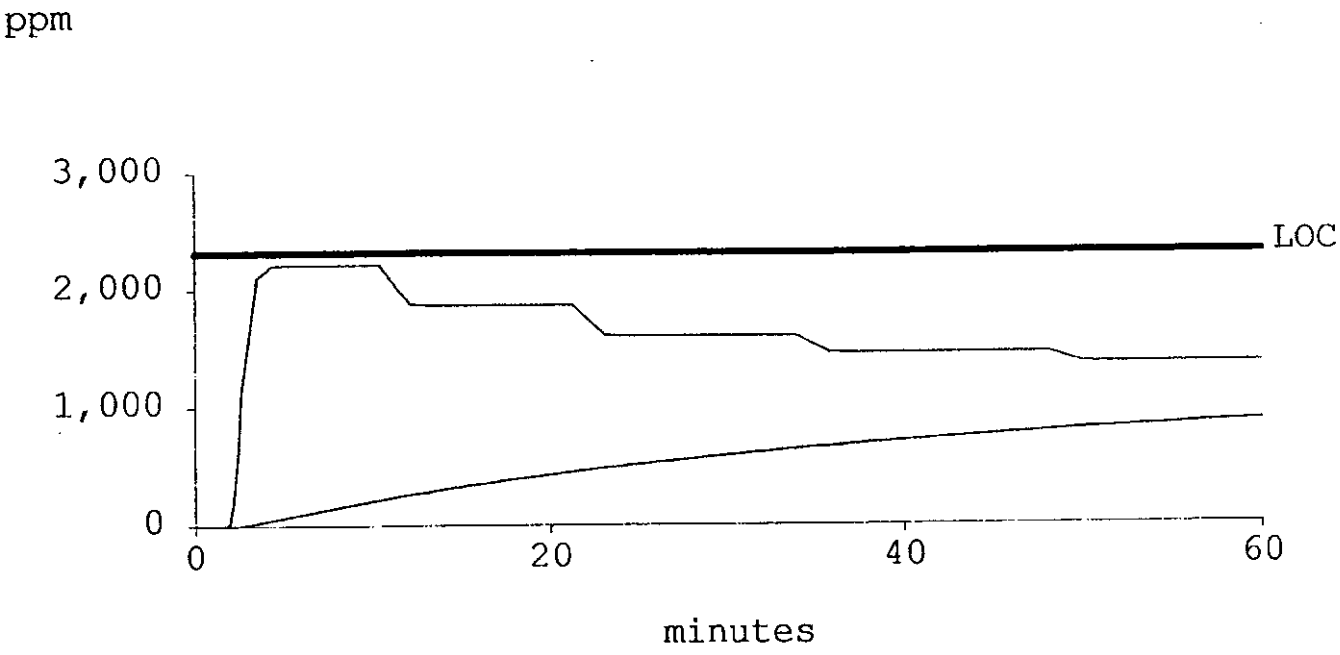
ALOHA® 5.2.3

Time: May 25, 2006 1358 hours PDT (using computer's clock)

Chemical Name: DICHLOROMETHANE
Warning: Potential or confirmed human carcinogen.

Building Air Exchanges Per Hour: 0.828 (user specified)

TIME DEPENDENT INFORMATION:
Model Run: Heavy Gas
Concentration Estimates at the point:
Downwind: 440 feet
Off Centerline: 0 feet
Max Concentration:
Outdoor: 2,210 ppm
Indoor: 873 ppm
Note: Indoor graph is shown with a dotted line.



```
SITE DATA INFORMATION:
  Location: SAN JOSE, CALIFORNIA
  Building Air Exchanges Per Hour: 0.828 (user specified)
  Time: May 25, 2006  1358 hours PDT (using computer's clock)

CHEMICAL INFORMATION:
  Chemical Name: DICHLOROMETHANE
  Molecular Weight: 84.93 kg/kmol
  TLV-TWA: 50 ppm              IDLH: 2300 ppm
  Warning: Potential or confirmed human carcinogen.
  Footprint Level of Concern: 750 ppm
  Boiling Point: 103.55° F
  Vapor Pressure at Ambient Temperature: 0.62 atm
  Ambient Saturation Concentration: 617,740 ppm or 61.8%

ATMOSPHERIC INFORMATION: (MANUAL INPUT OF DATA)
  Wind: 1.5 meters/sec from 0° true at 3 meters
  No Inversion Height
  Stability Class: F (user override)
  Air Temperature: 80° F
  Relative Humidity: 50%       Ground Roughness: urban or forest
  Cloud Cover: 5 tenths

SOURCE STRENGTH INFORMATION:
  Puddle Area: 5000 square feet
  Puddle Volume: 10000 gallons
  Soil Type: Default           Ground Temperature: 80° F
  Initial Puddle Temperature: Ground temperature
  Release Duration: ALOHA limited the duration to 1 hour
  Max Computed Release Rate: 670 pounds/min
  Max Average Sustained Release Rate: 580 pounds/min
     (averaged over a minute or more)
  Total Amount Released: 24,487 pounds

FOOTPRINT INFORMATION:
  Model Run: Heavy Gas
  User-specified LOC: 750 ppm
  Max Threat Zone for LOC: 263 yards

TIME DEPENDENT INFORMATION:
  Concentration Estimates at the point:
  Downwind:       440 feet
  Off Centerline: 0 feet
  Max Concentration:
     Outdoor: 2,210 ppm
     Indoor:  873 ppm
  Note: Indoor graph is shown with a dotted line.
```

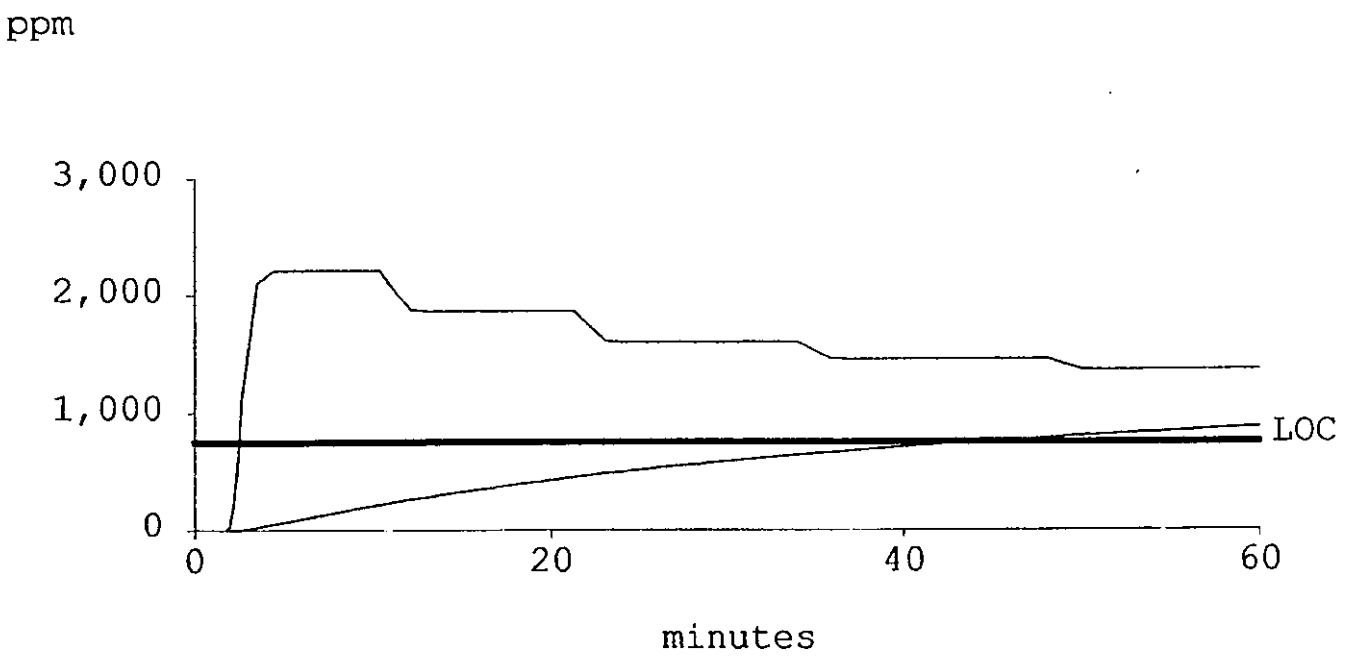
Concentration Window ALOHA® 5.2.3

Time: May 25, 2006 1358 hours PDT (using computer's clock)

Chemical Name: DICHLOROMETHANE
Warning: Potential or confirmed human carcinogen.

Building Air Exchanges Per Hour: 0.828 (user specified)

TIME DEPENDENT INFORMATION:
Model Run: Heavy Gas
Concentration Estimates at the point:
Downwind: 440 feet
Off Centerline: 0 feet
Max Concentration:
Outdoor: 2,210 ppm
Indoor: 873 ppm
Note: Indoor graph is shown with a dotted line.



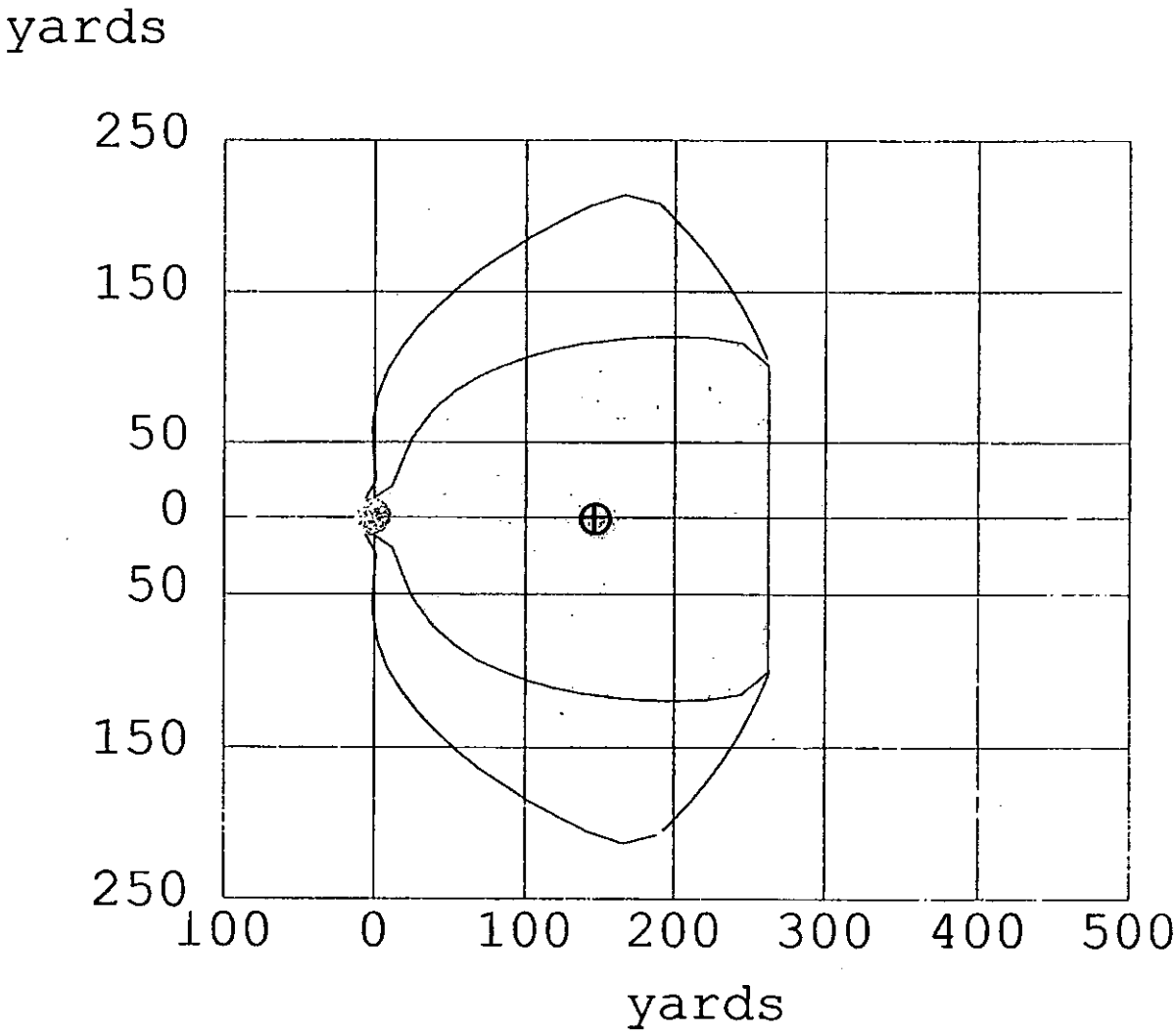
Footprint Window ALOHA® 5.2.3

Time: May 25, 2006 1358 hours PDT (using computer's clock)

Chemical Name: DICHLOROMETHANE
Warning: Potential or confirmed human carcinogen.

Wind: 1.5 meters/sec from 0° true at 3 meters

FOOTPRINT INFORMATION:
Model Run: Heavy Gas
User-specified LOC: 750 ppm
Max Threat Zone for LOC: 263 yards



Food/Ag
Acetylene

emical: Acetylene [Ethyne]
S #: 74-86-2
tegory: Flammable Gas
enario: Worst-case
antity Released: 24 pounds
ease Type: Vapor Cloud Explosion
imated Distance to 1 psi overpressure: .02 miles (.04 kilometers)

----Assumptions About This Scenario---------
nd Speed: 1.5 meters/second (3.4 miles/hour)
ability Class: F
Temperature: 77 degrees F (25 degrees C)
[redacted]

APPENDIX F
ENVIRONMENTAL NOISE ASSESSMENT

DOBBIN DRIVE MIXED-USE PROJECT HIGHWAY 101/OAKLAND ROAD/MABURY ROAD TRANSPORTATION DEVELOPMENT POLICY ENVIRONMENTAL NOISE ASSESSMENT SAN JOSE, CALIFORNIA

August 1, 2007

♦ ♦ ♦

Prepared for:

Will Burns
David J. Powers & Associates
1885 The Alameda, Suite 204
San Jose, CA 95126

Prepared by:

Michael S. Thill

ILLINGWORTH & RODKIN, INC.
Acoustics · Air Quality
505 Petaluma Boulevard South
Petaluma, CA 94952
(707) 766-7700

Job No.: 07-045

INTRODUCTION

This report presents the results of the environmental noise assessment of the proposed Dobbin Drive Mixed-Use Project in San Jose, California. The project would allow the construction of approximately 1,287 residential units, between 10, 000 ft.^{2} to 25,000 ft.^{2} of commercial space, and a one-acre park. The project also proposes a Transportation Development Policy (TDP) to manage traffic congestion resulting from the cumulative development of the site and vicinity. Included in this report are a brief description of the fundamentals of environmental noise, a summary of the applicable regulatory criteria, and a summary of the existing noise environment in the project vicinity. Future noise levels at the site and surrounding areas are calculated and summarized. The report then evaluates impacts resulting from the project in terms of noise and land use compatibility, permanent noise level increases resulting from the operation of the project, and temporary noise level increases resulting from project construction. Mitigation is presented to reduce the potential for adverse effects resulting from the project.

FUNDAMENTALS OF ENVIRONMENTAL NOISE

Noise is defined as unwanted sound. Airborne sound is a rapid fluctuation of air pressure above and below atmospheric pressure. Sound levels are usually measured and expressed in decibels (dB) with 0 dB corresponding roughly to the threshold of hearing. Technical terms are defined in Table 1.

Most of the sounds that we hear in the environment do not consist of a single frequency, but rather a broad band of frequencies, with each frequency differing in sound level. The intensities of each frequency add together to generate a sound. The method commonly used to quantify environmental sounds consists of evaluating all of the frequencies of a sound in accordance with a weighting that reflects the facts that human hearing is less sensitive at low frequencies and extreme high frequencies than in the frequency mid-range. This is called "A" weighting, and the decibel level so measured is called the A-weighted sound level (dBA). In practice, the level of a sound source is conveniently measured using a sound level meter that includes an electrical filter corresponding to the A-weighting curve. Typical A-weighted levels measured in the environment and in industry are shown in Table 2 for different types of noise.

Although the A-weighted noise level may adequately indicate the level of environmental noise at any instant in time, community noise levels vary continuously. Most environmental noise includes a conglomeration of noise from distant sources that create a relatively steady background noise in which no particular source is identifiable. To describe the time-varying character of environmental noise, the statistical noise descriptors, L_{01}, L_{10}, L_{50}, and L_{90}, are commonly used. They are the A-weighted noise levels equaled or exceeded during 1%, 10%, 50%, and 90% of a stated time period. A single number descriptor called the L_{eq} is also widely used. The L_{eq} is the average A-weighted noise level during a stated period of time.

In determining the daily level of environmental noise, it is important to account for the difference in response of people to daytime and nighttime noises. During the nighttime, exterior background noises are generally lower than the daytime levels. Most people sleep at night and

are very sensitive to noise intrusion. To account for human sensitivity to nighttime noise levels, a descriptor, DNL (day/night average sound level), was developed. The DNL divides the 24-hour day into the daytime of 7:00 AM to 10:00 PM and the nighttime of 10:00 PM to 7:00 AM. The nighttime noise level is weighted 10 dB higher than the daytime noise level. The Community Noise Equivalent Level (CNEL) is another 24-hour average that includes both an evening and nighttime weighting.

Table 1 Definitions of Acoustical Terms Used in this Report

Term	Definitions
Decibel, dB	A unit describing, the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure. The reference pressure for air is 20.
Sound Pressure Level	Sound pressure is the sound force per unit area, usually expressed in micro Pascals (or 20 micro Newtons per square meter), where 1 Pascal is the pressure resulting from a force of 1 Newton exerted over an area of 1 square meter. The sound pressure level is expressed in decibels as 20 times the logarithm to the base 10 of the ratio between the pressures exerted by the sound to a reference sound pressure (e.g., 20 micro Pascals). Sound pressure level is the quantity that is directly measured by a sound level meter.
Frequency, Hz	The number of complete pressure fluctuations per second above and below atmospheric pressure. Normal human hearing is between 20 Hz and 20,000 Hz. Infrasonic sound are below 20 Hz and Ultrasonic sounds are above 20,000 Hz.
A-Weighted Sound Level, dBA	The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise.
Equivalent Noise Level, Leq	The average A-weighted noise level during the measurement period.
L_{max}, L_{min}	The maximum and minimum A-weighted noise level during the measurement period.
L_{01}, L_{10}, L_{50}, L_{90}	The A-weighted noise levels that are exceeded 1%, 10%, 50%, and 90% of the time during the measurement period.
Day/Night Noise Level, L_{dn} or DNL	The average A-weighted noise level during a 24-hour day, obtained after addition of 10 decibels to levels measured in the night between 10:00 pm and 7:00 am.
Community Noise Equivalent Level, CNEL	The average A-weighted noise level during a 24-hour day, obtained after addition of 5 decibels in the evening from 7:00 pm to 10:00 pm and after addition of 10 decibels to sound levels measured in the night between 10:00 pm and 7:00 am.
Ambient Noise Level	The composite of noise from all sources near and far. The normal or existing level of environmental noise at a given location.
Intrusive	That noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, and time of occurrence and tonal or informational content as well as the prevailing ambient noise level.

Table 2 Typical Noise Levels in the Environment

Common Outdoor Noise Source	Noise Level (dBA)	Common Indoor Noise Source
	120 dBA	
Jet fly-over at 300 meters		Rock concert
	110 dBA	
Pile driver at 20 meters	100 dBA	
		Night club with live music
	90 dBA	
Large truck pass by at 15 meters		
	80 dBA	Noisy restaurant
		Garbage disposal at 1 meter
Gas lawn mower at 30 meters	70 dBA	Vacuum cleaner at 3 meters
Commercial/Urban area daytime		Normal speech at 1 meter
Suburban expressway at 90 meters	60 dBA	
Suburban daytime		Active office environment
	50 dBA	
Urban area nighttime		Quiet office environment
	40 dBA	
Suburban nighttime		
Quiet rural areas	30 dBA	Library
		Quiet bedroom at night
Wilderness area	20 dBA	
Most quiet remote areas	10 dBA	Quiet recording studio
Threshold of human hearing	0 dBA	Threshold of human hearing

REGULATORY BACKGROUND

Applicable regulatory criteria established by the U.S. Department of Housing and Urban Development (HUD), the State of California, and the City of San Jose are summarized below. These guidelines, regulations, and policies are used as significance thresholds in the impact assessment.

HUD Noise Compatibility Criteria. HUD environmental noise regulations are set forth in 24CFR Part 51B (Code of Federal Regulations). The following noise standards for new housing construction would be applicable to this project.

- 65 dBA DNL or less – acceptable.
- exceeding 65 dBA DNL but not exceeding 75 dBA DNL – normally unacceptable (appropriate sound attenuation measures must provide an additional 5 decibels of attenuation over that typically provided by standard construction in the 65 dBA DNL to 70 dBA DNL zone; 10 decibels additional attenuation in the 70 dBA DNL to 75 dBA DNL zone)
- exceeding 75 dBA DNL – unacceptable

These noise standards apply, "... at a location 2 meters from the building housing noise sensitive activities in the direction of the predominant noise source..." and "...at other locations where it is determined that quiet outdoor space is required in an area ancillary to the principal use on the site."

A goal of 45 dBA DNL is set forth for interior noise levels and the attenuation requirements are geared toward achieving that goal. It is assumed that with standard construction any building will provide 20 decibels of exterior to interior attenuation so that if the exterior level is 65 dBA DNL or less, the interior level would be 45 dBA DNL or less.

State CEQA Guidelines. The significance of environmental noise impacts resulting from a proposed project are evaluated based on the California Environmental Quality Act (CEQA) guidelines. CEQA asks the following applicable[1] questions. Would the project 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?
- 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?

1 Questions regarding groundborne vibration and aircraft noise are not applicable to the proposed project and have been omitted.

Section 1208 of the 2001 California Building Code. New multi-family housing in the State of California is subject to the environmental noise limits set forth in Appendix Chapter 1208A.8.4 of the California Building Code. The noise limit is a maximum interior noise level of 45 dBA DNL. Where exterior noise levels exceed 60 dBA DNL, a report must be submitted with the building plans describing the noise control measures that have been incorporated into the design of the project to meet the noise limit.

City of San Jose General Plan. The Noise Element of the City of San Jose's 2020 Plan identifies noise and land use compatibility standards for various land uses. The City's goal is to, "...minimize the impact of noise on people through noise reduction and suppression techniques, and through appropriate land use policies."

Residential land uses are considered "satisfactory" up to 60 dBA DNL as the short-range exterior noise quality level, and 55 dBA DNL as the long-range exterior noise quality level. The guidelines state that where the exterior DNL is above the "satisfactory" limit (between 60 and 70 dBA DNL), and the project requires a full EIR, an acoustical analysis should be made indicating the amount of attenuation necessary to maintain an indoor level of a DNL less than or equal to 45 dBA. Noise levels exceeding 70 dBA DNL require that new development would only be permitted if uses are entirely indoors and building design limits interior levels to less than or equal to 45 dBA DNL. Outside activity areas should be permitted if site planning and noise barriers result in levels of 60 dBA DNL or less.

Policies presented in the Noise Element applicable to this project are as follows:

> **Policy 1.** The City's acceptable noise level objectives are 55 dBA DNL as the long-range exterior noise quality level, 60 dBA DNL as the short-range exterior noise quality level, 45 dBA DNL as the interior noise quality level, and 76 dBA DNL as the maximum exterior noise level necessary to avoid significant adverse health effects. These objectives are established for the City, recognizing that the attainment of exterior noise quality levels in the environs of the San Jose International Airport, the Downtown Core Area, and along major roadways may not be achieved in the time frame of this Plan. To achieve the noise objectives, the City should require appropriate site and building design, building construction and noise attenuation techniques in new residential development.
>
> **Policy 9.** Construction operations should use available noise suppression devices and technology.

EXISTING NOISE ENVIRONMENT

The project site is located east of downtown San Jose on North King Road south of Mabury Road. The site is bordered to the north and east by existing single-family residences and to the south and west by Dobbin Drive and North King Road. The existing land uses on the opposite sides of North King Road and Dobbin Drive are light industrial. Dobbin Drive is not a thru street and serves as access to the light industrial development that currently exists on the project site and to the south. The noise environment on the project site results primarily from traffic on

North King Road and Dobbin Drive and activity in the light industrial area adjacent to Dobbin Drive.

Ambient noise levels were measured on the project site from Wednesday, March 29, 2006 to Thursday, March 30, 2006. The noise survey included one long-term noise measurement and one short-term noise measurement. The noise measurement locations are shown on Figure 1. The long-term measurement was made along North King Road at a distance of 69 feet from the centerline of the roadway. Noise levels measured at this site resulted primarily from traffic on North King Road, and average daytime noise levels ranged from 60 to 69 dBA L_{eq}. Average nighttime noise levels ranged from 55 to 69 dBA L_{eq}. The day/night average noise level, calculated based on the measured data, was 70 dBA DNL.

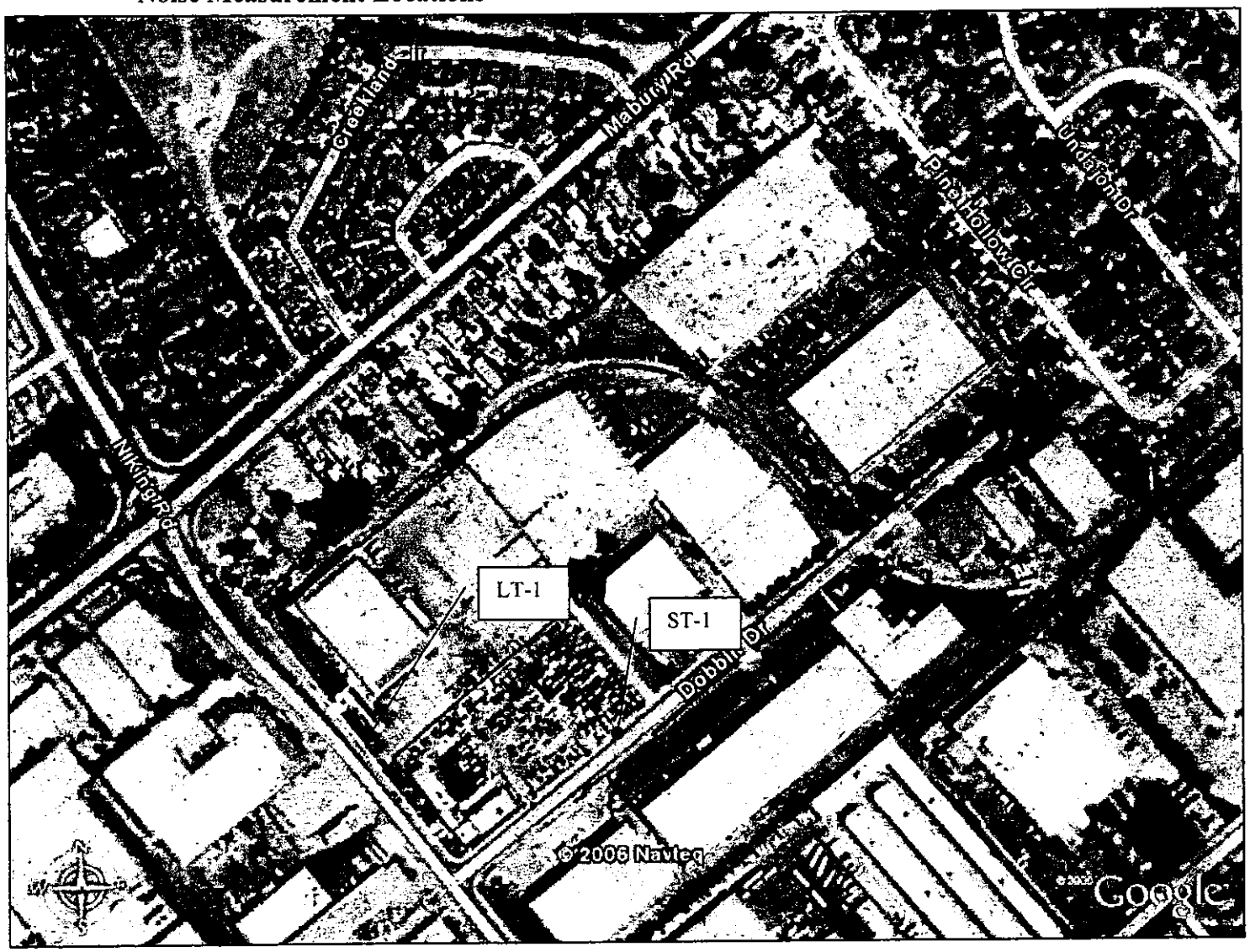
One short-term measurement was also made during the noise measurement survey. This measurement was made along the Dobbin Drive frontage of the site to quantify the noise generated by activity at the existing light industrial uses along Dobbin Drive. These include the North American Van Lines facility and various other warehouses which generate a fair amount of truck traffic. The short-term measurement at this location was conducted at a distance of 21 feet from the center of Dobbin Drive and 156 feet from the North American Van Lines building. The highest noise levels at this location were generated by truck traffic on Dobbin Drive. Noise levels reached 75 to 80 dBA. The average noise level between 12:20 and 12:30 in the afternoon was measured to be 62 dBA L_{eq}. Based on the distribution of noise levels measured at the long-term measurement site, the day/night average noise level at this location is estimated to be 65 dBA DNL.

NOISE IMPACTS AND MITIGATION MEASURES

Significance Criteria

Appendix G of the CEQA Guidelines states that a project would normally be considered to have a significant impact if noise levels conflict with adopted environmental standards or plans or if noise generated by the project would substantially increase existing noise levels at sensitive receivers on a permanent or temporary basis. A significant noise impact would result if exterior noise levels would exceed HUD Guidelines for acceptable noise and land use compatibility (65 dBA DNL in exterior use areas and 45 dBA DNL in interior spaces). Similarly, a significant noise impact would result if exterior noise levels would exceed the limits established by the State Building Code or the City of San Jose (60 dBA DNL in exterior use areas and 45 dBA DNL in interior spaces). CEQA does not define what noise level increase would be considered substantial. A substantial permanent noise increase would occur if the noise level increase resulting from the project is 5 dBA DNL or greater in noise environments where noise levels would remain less than 60 dBA DNL, or 3 dBA DNL or greater, with a future noise level of 60 dBA DNL or greater. A substantial temporary noise level increase would occur where noise from construction activities exceeds 60 dBA L_{eq} and the ambient noise environment by at least 5 dBA at noise-sensitive uses in the project vicinity for a period more than one year.

Figure 1 **Noise Measurement Locations**



Impact: **Noise and Land Use Compatibility - HUD.** Noise-sensitive uses developed at the project site would be exposed to exterior noise levels greater than 65 dBA DNL, which exceeds HUD's noise and land use compatibility standards. Interior noise levels would be expected to exceed 45 dBA DNL without the incorporation of noise insulation features into the project's design. **This is a potentially significant impact.**

Exterior Noise

Parcel B would consist of approximately 130 affordable housing units housed in buildings up to five stories in height. Residential units would be setback approximately 50 feet from the center of North King Road, and exterior noise levels at unshielded residential facades would be approximately 73 dBA DNL. Units adjacent to North King Road may have small balconies that would be rarely used by occupants for outdoor recreation. The exterior noise standards, designed to protect rear yards in single-family developments or common use areas in multi-family developments, are not normally applied to small decks/balconies associated with multi-family projects. Exterior noise levels at these balconies would exceed 65 dBA DNL, but this would not be significant recognizing the infrequent use of the space. Shared exterior use areas would be located in a courtyard that would be shielded from traffic noise by the residential buildings. Future exterior noise levels in the shared courtyard area would be less than 65 dBA DNL assuming the shielding provided by the residential units themselves and would be considered acceptable with respect to HUD exterior noise compatibility guidelines.

Interior Noise

Exterior noise levels at unshielded residential facades nearest North King Road would be approximately 73 dBA DNL. In Normally Unacceptable noise zones, greater than 70 dBA DNL but not exceeding 75 dBA DNL, HUD requires a minimum of 10 decibels additional sound attenuation (above the assumed "standard" 20 dBA attenuation) for buildings having noise sensitive uses. An exterior to interior noise reduction of 30 dBA would be required.

To determine the expected interior noise levels resulting from exterior noise sources, calculations were made to estimate the transmission loss of the proposed building elements[2]. Units proposed along the westernmost portion of Parcel B would have bedrooms and living room areas oriented toward North King Road. The acoustical performance of building elements is characterized by a single number rating called the sound transmission class (STC) rating determined from the 1/3 octave band sound transmission loss values. The exterior wall construction of the units would be a standard 2x4 or 2x6 wood stud wall with insulation, a single layer of gypsum board attached to the inside of the studs, and a stucco exterior finish. This exterior wall construction has a rating of STC 46. Various windows and sliding glass doors were tested to determine the necessary sound transmission class ratings for these building elements. STC 28 windows and STC 31 sliding glass doors, in combination with the proposed wall construction, would achieve an outdoor-to-indoor composite noise reduction of STC 34 at the facades of the buildings

2 Charities Housing Apartments & Family Supportive Housing Project, Building Elevations and Floor Plans, Carrasco & Associates, July 10, 2007.

immediately adjacent and parallel to North King Road. STC 26 windows and STC 28 sliding glass doors are recommended to achieve the required 30 dBA of noise reduction (+ 10 dBA) at the facades of the buildings perpendicular and nearest North King Road. The above building elements, and the inclusion of some form of forced-air mechanical ventilation, satisfactory to the local building official, would maintain interior noise levels below 45 dBA L_{dn} with an adequate margin of safety. Preliminary sound rating recommendations are described in Figure 19 of the HUD Noise Assessment Guidelines (attached). The balance of the units can be constructed with windows and doors that do not include a special sound rating.

Mitigation:

The following mitigation measures shall be included in the project to reduce the impact to a less-than-significant level:

- Conduct a project-specific acoustical analysis where exterior noise levels exceed 65 dBA DNL. The analysis shall meet the following noise reduction requirements. Interior noise levels shall be reduced to 45 dBA DNL or lower. Building sound insulation would need to provide a minimum of 10 decibels additional sound attenuation (minimum 30 dBA exterior to interior noise reduction). Special building construction techniques (e.g., sound-rated windows, doors, and building facade treatments) may be required for new residential uses adjacent to North King Road. These treatments include, but are not limited to, sound rated windows and doors, sound rated wall constructions, acoustical caulking, etc. Results of the analysis, including the description of the necessary noise control treatments, will be submitted along with the building plans and approved prior to issuance of a building permit.

- A form of forced-air mechanical ventilation, satisfactory to the local building official, will be provided to all residential units exposed to exterior noise levels greater than 60 dBA DNL to allow occupants the option of controlling noise by closing the windows.

Impact: **Noise and Land Use Compatibility-State Building Code and City of San Jose.** Residential uses at portions of the project site would be exposed to exterior noise levels greater than 60 dBA DNL, which exceeds the noise and land use compatibility standards presented in the State Building Code and City of San Jose General Plan. Interior noise levels would exceed 45 dBA DNL without the incorporation of noise insulation features into the project's design. **This is a potentially significant noise impact.**

Exterior Noise

Noise levels at the project site would continue to result primarily from vehicular traffic along North King Road and Dobbin Drive. Residential uses proposed on portions of Parcels A, B, E, and H would be located in exterior noise environments exceeding 60 dBA DNL. Exterior noise levels would be as high as 73 dBA DNL at residential uses proposed nearest North King Road on Parcels A and B. Residential uses proposed nearest Dobbin Drive would be exposed to exterior

noise levels of about 61 to 62 dBA DNL (Parcels E and H). Residential land uses proposed on Parcels C, F, and G would shielded from traffic noise by residential units constructed on Parcels A, B, E, and H and exterior noise levels would be less than 60 dBA DNL. Future noise contours at the project site, assuming the attenuation provided by proposed residential buildings, are shown in Figure 2.

Shared common use areas would be located in shielded courtyards on Parcels A-H. Future exterior noise levels in the shared courtyard areas would be less than 60 dBA DNL and would be considered satisfactory with respect to City of San Jose exterior noise and land use compatibility guidelines. Units adjacent to North King Road and Dobbin Drive may also have small balconies with an uninterrupted view of the adjacent roadways. Such balconies are not normally subject to the exterior noise standards established by the City of San Jose recognizing the infrequent use of these spaces and the fact that noise levels in proposed common use areas would be acceptable. Exterior noise levels at balconies nearest Dobbin Drive would range from about 61 to 62 dBA DNL.

Interior Noise

Exterior noise levels at the westernmost facades of residential units proposed on Parcels A and B would be as high as 73 dBA DNL. Interior noise levels are approximately 15 decibels lower than exterior noise levels assuming standard residential construction methods and the windows partially open for ventilation. Interior average noise levels would be expected to be about 20 to 25 dBA lower assuming the windows are closed to control noise, however, the residential units must be provided a satisfactory form of forced air mechanical ventilation that adequately ventilates the space. Depending upon the final building plans, sound rated windows and doors (STC 30-33) may be necessary to assure that the 45 dBA DNL indoor standard is met in residential units adjoining North King Road (Parcels A and B).

Residential uses proposed nearest Dobbin Drive (Parcels E and H) would be exposed to exterior noise levels of about 61 to 62 dBA DNL. Standard residential construction plus a suitable form of forced-air mechanical ventilation would provide sufficient attenuation assuming the windows are closed to control noise.

Residential units proposed on Parcels C, F, and G would experience interior average noise levels less than 45 dBA DNL assuming standard residential construction methods with no special noise insulation features required.

Mitigation:

The following mitigation measures shall be included in the project to reduce the impact to a less-than-significant level:

- Project-specific acoustical analyses are required to confirm that interior noise levels will be reduced to 45 dBA DNL or lower. Building sound insulation requirements would

need to include the provision of forced-air mechanical ventilation for units proposed in noise environments exceeding 60 dBA DNL, so that windows could be kept closed at the occupant's discretion to control noise. Special building techniques (e.g., sound-rated windows and building facade treatments) may be required to maintain interior noise levels at or below recommended levels. The specific determination of what treatments are necessary will be conducted on a unit-by-unit basis. Results of the analysis, including the description of the necessary noise control treatments, will be submitted to the City along with the building plans and approved prior to issuance of a building permit.

Impact: **Project-Generated Traffic Noise.** The proposed residential project will not substantially increase traffic noise levels along roadways in the project vicinity. **This is a less than significant noise impact.**

Traffic volume data[3] was reviewed to calculate the incremental increase in traffic noise levels generated by the project. Existing, Background, and Project traffic scenarios were reviewed at the nineteen project study intersections. A comparison of these three scenarios was made to identify roadway segments where traffic noise levels would be substantially increased (i.e., 3 dBA DNL or greater) with the project. Based on the results of this comparison, project-generated traffic would increase traffic noise levels by less than 1 dBA DNL. The calculated traffic noise increases would not be measurable or perceptible and the impact would be less than significant.

Mitigation: **None Required.**

Impact: **TDP-Generated Traffic Noise.** The Transportation Development Policy will not substantially increase traffic noise levels along roadways in the project vicinity. **This is a less than significant noise impact.**

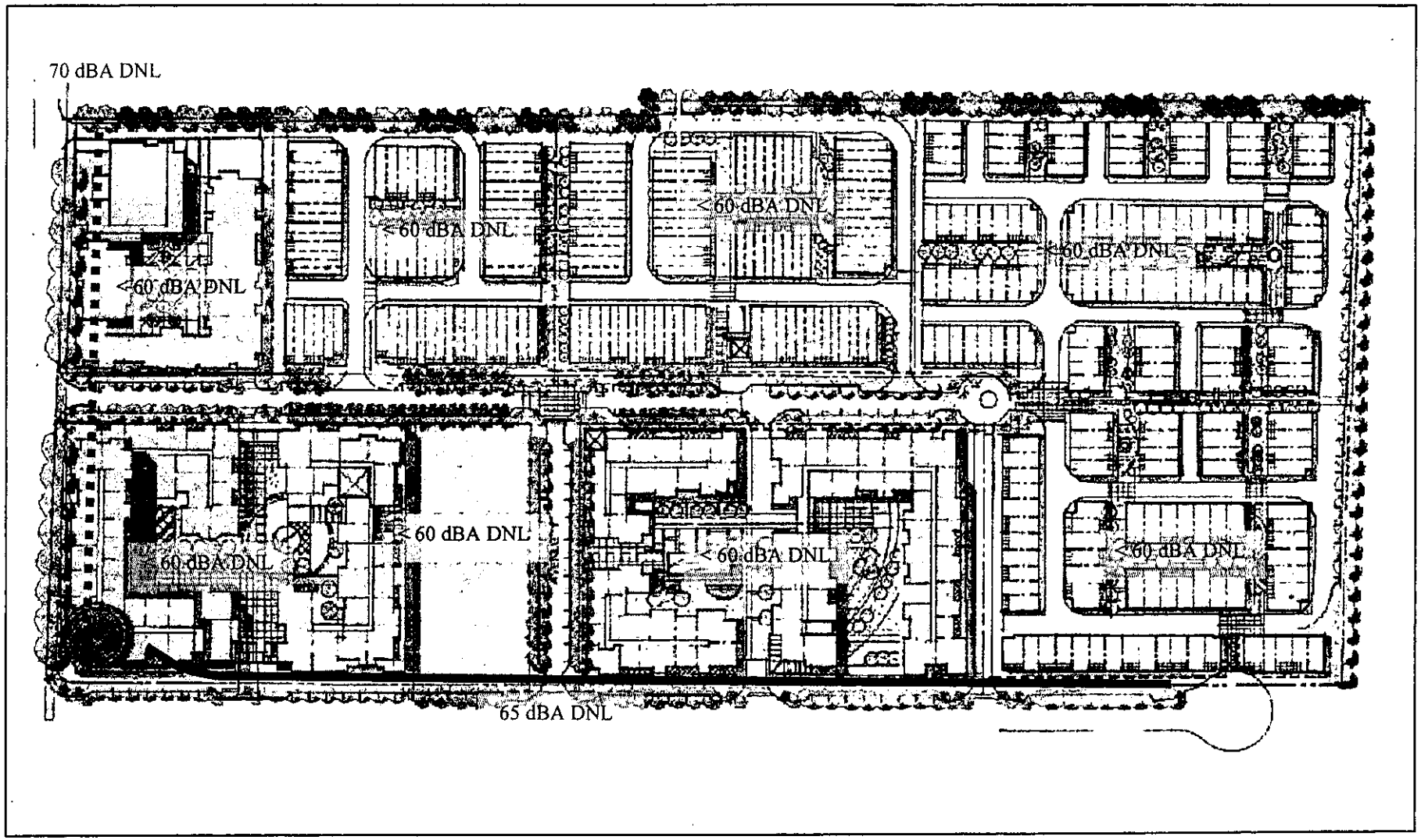
Interim traffic volume data was compared to Existing and Background traffic scenarios at thirty-one study intersections in the Highway 101/Oakland Road/Mabury Road vicinity to identify where the TDP would result in substantially increased traffic noise levels. The Interim traffic analysis assumed that all trips associated with the cumulative development in the area are rerouted away from the 101/Oakland interchange since there is no available capacity. Instead, these trips would either use the 101/McKee or 101/Bayshore interchanges. The results of these comparisons indicate that the TDP would not result in noise increases of 3 dBA DNL or greater at sensitive receivers along affected roadway segments. The calculated traffic noise increases would not be substantial and the impact would be less than significant.

Mitigation: **None Required.**

---

3 Dobbin Drive TIA, *Hexagon Transportation Consultants, Inc.*, June 2007.

Figure 2 Future Noise Contours Assuming Building Attenuation



Impact: **Construction Noise.** Project-generated construction noise would temporarily increase noise levels at adjacent residential receivers. **This is a less than significant noise impact with mitigation.**

Construction activities generate considerable amounts of noise. Construction-related noise levels are normally highest during the demolition phase and during the construction of project infrastructure. These phases of construction require heavy equipment that normally generates the highest noise levels over extended periods of time. Typical hourly average construction generated noise levels are about 81 dBA to 88 dBA measured at a distance of 50 feet from the center of the site during busy construction periods (e.g., earth moving equipment, impact tools, etc.). Construction-related noise levels are normally less during building erection, finishing, and landscaping phases. There would be variations in construction noise levels on a day-to-day basis depending on the actual activities occurring at the site. Construction generated noise levels drop off at a rate of about 6 dBA per doubling of distance between the source and receptor. Shielding by barriers or buildings would provide an additional 5 to 10 decibels of attenuation at distant receptors.

Noise impacts resulting from construction depend on the noise generated by various pieces of construction equipment, the timing and duration of noise generating activities, and the distance between construction noise sources and noise sensitive receptors. Construction noise impacts primarily result when construction activities occur during noise-sensitive times of the day (early morning, evening, or nighttime hours), the construction occurs in areas immediately adjoining noise sensitive land uses, or when construction durations last over extended periods of time. Typically, small residential, commercial, or office construction projects do not generate significant noise impacts when standard construction noise control measures are enforced at the project site and when the duration of the noise generating construction period is limited to one construction season (typically one year) or less at a particular receiver or group of receivers. Construction noises associated with projects of this type are disturbances that are necessary for the construction or repair of buildings and structures in urban areas. Reasonable regulation of the hours of construction, as well as regulation of the arrival and operation of heavy equipment and the delivery of construction materials, are necessary to protect the health and safety of persons, promote the general welfare of the community, and maintain the quality of life.

The phasing of construction and schedule are not known at this time. It is likely that that the demolition, grading, and the construction of project infrastructure would be completed first. Residential units would then be constructed on the seven parcels. It is conceivable that the residential units constructed during early phases of the project would be occupied while subsequent phases of the project are completed. New residential uses would also be subject to elevated noise levels during the remainder of construction on site.

Project construction would be expected to generate worst-case hourly average noise levels of about 75 dBA to 82 dBA L_{eq} at the nearest noise-sensitive receivers when construction occurs at the north and east portions of the project site. At times, construction noise levels would exceed 60 dBA L_{eq} and the ambient noise environment by at least 5 dBA L_{eq}. As construction proceeds away from the nearest receivers, construction noise levels would be lower as a result of increased

distance and shielding provided by the new development. The construction of the project would occur over several years, however, noise levels generated by project construction activities would not be expected to exceed 60 dBA L_{eq} and the ambient noise environment by at least 5 dBA L_{eq} at a particular receiver or group of receivers for a duration of one year or more. This is a less-than-significant impact assuming the following standard controls are included in the project:

- Noise-generating activities at the construction site or in areas adjacent to the construction site associated with the project in any way should be restricted to the hours of 7:00 a.m. to 6:00 p.m., Monday through Friday, and 8:00 a.m. to 5:00 p.m. on Saturdays. No construction activities should occur Sundays or holidays.

- Equip all internal combustion engine driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.

- Unnecessary idling of internal combustion engines should be strictly prohibited.

- Locate stationary noise generating equipment such as air compressors or portable power generators as far as possible from sensitive receptors. Construct temporary noise barriers to screen stationary noise generating equipment when located near adjoining sensitive land uses.

- Utilize "quiet" air compressors and other stationery noise sources where technology exists.

- Control noise from construction workers' radios to a point that they are not audible at existing residences bordering the project site.

- The contractor shall prepare a detailed construction plan identifying the schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with the adjacent noise sensitive facilities so that construction activities can be scheduled to minimize noise disturbance.

- Designate a "disturbance coordinator" who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and will require that reasonable measures warranted to correct the problem be implemented. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule.

- Notify prospective residents of the project that subsequent phases of construction on site would generate noise levels that may be considered excessive or annoying.

With the incorporation of these standards measures, the noise impact resulting from project construction would be considered less-than-significant.

Mitigation: No additional measures are required.

Figure 18
Description of Noise Attenuation Measures
(Acoustical Construction)

Part I

Project Name CHARITIES HOUSING APARTMENTS

Location KING ROAD, SAN JOSE, CA

Sponsor/Developer CHARITIES HOUSING

Noise Level (From NAC) 73 dBA DNL Attenuation Required 30 dBA

Primary Noise Source(s) KING ROAD

Part II

1. For Walls (s) facing and parallel to the noise source(s) (or closest to parallel):
   a. Description of wall construction* STUCCO EXTERIOR, INS WOOD STUD, GYPSUM BOARD INTERIOR
   b. STC rating for wall (rated for no windows or doors) STC 46
   c. Description of Windows VINYL, DUAL-INSULATED, CASESMENT OR HORIZONTAL SLIDERS
   d. STC rating for window type STC 28
   e. Description of doors VINYL, DUAL-INSULATED, SLIDING GLASS DOOR
   f. STC rating for doors STC 31
   g. Percentage of wall (per wall, per dwelling unit) composed of windows 11% and doors 14%
   h. Combined STC rating for wall component STC 34

2. For walls perpendicular to noise source(s):
   a. Description of wall construction* SAME
   b. STC rating for wall (rated for no windows or doors) STC 46
   c. Description of windows SAME
   d. STC rating for windows STC 26
   e. Description of doors SAME

f. STC rating for doors STC 28

g. Percentage of wall (per wall, per dwelling unit) composed of windows 14% and doors 14%

h. Combined STC rating for wall components STC 32

3. Roofing components (if overhead attenuation is required due to aircraft noise)
a. Description of roof construction

N/A

b. STC rating (record as if no skylights or other openings)

c. Description of skylights or overhead windows

d. STC rating for skylights or overhead windows

e. Percentage of roof composed of skylights or windows (per dwelling unit)

f. Percentage of roof composed of large uncapped openings such as chimneys

g. Combined STC rating for roof components

4. Description of type of mechanical ventilation provided UNKNOWN

Prepared by [signature]

Date: 8/1/07

*If walls contain vents or similar openings, attach a description of their arrangement and installation and a calculation of how much the wall STC is reduced by the presence of the vent.

APPENDIX G
FEASIBILITY LEVEL
GEOTECHNICAL INVESTIGATION

TRC

Feasibility Level Geotechnical Investigation

King and Maybury Transit Village

Intersection of King Road and Dobbin Drive

San Jose, California

Report No. 1154-2A has been prepared for:

San Jose Transit Village Partners LLC

San Jose, California

March 13, 2007

Alberto Cortez
Staff Engineer

Anthony N. Lusich, P.E., G.E.
Senior Project Engineer

Scott M. Leck, P.E., G.E.
Senior Project Engineer
Quality Assurance Reviewer

REGISTERED PROFESSIONAL ENGINEER
ANTHONY N. LUSICH
No. 546
Expires 3/31/
GEOTECHNICAL
STATE OF CALIFORNIA

405 Clyde Avenue, Mountain View, California 94043-2209
Main: 650.967.2365 Fax: 650.967.2785
website: www.trcsolutions.com

TABLE OF CONTENTS

1.0 INTRODUCTION 1
- 1.1 Project Description 1
- 1.2 Scope of Services 1

2.0 SITE CONDITIONS 2
- 2.1 Exploration Program 2
- 2.2 Surface 2
- 2.3 Subsurface 2
- 2.4 Ground Water 2

3.0 GEOLOGIC HAZARDS 3
- 3.1 Fault Rupture Hazard 3
- 3.2 Ground Shaking 3
- 3.3 Liquefaction 3
  - 3.3.1 General Background 3
  - 3.3.2 Subsurface Conditions Encountered 3
  - 3.3.3 Methods of Analysis and Results 4
  - Table 2. Results of Liquefaction Analyses – CPT Method 4
  - 3.3.4 Summary of Results 6
- 3.4 Differential Compaction 6
- 3.5 Lateral Spreading 6

4.0 SEISMICITY 6
- 4.1 Regional Active Faults 6
- 4.2 Future Earthquake Probabilities 6
- 4.3 CBC Site Coefficient 7
  - Table 3. Seismic Source Definitions 7
  - Table 4. Approximate Distance to Seismic Sources 7
  - Table 5. 1997 UBC Site Categorization and Site Coefficients 8

5.0 CORROSION EVALUATION 8
  - Table 6. Results of Corrosivity Testing 8
  - Table 7. Relationship Between Soil Resistivity and Soil Corrosivity 9
  - Table 8. Relationship Between Sulfate Concentration and Sulfate Exposure 9

6.0 CONCLUSIONS AND DEVELOPMENT CONSIDERATIONS 10
- 6.1 Conclusions 10
  - 6.1.1 Close Proximity of Planned Excavation to City Right-Of-Ways 10
  - 6.1.3 Shallow Ground Water 10
  - 6.1.4 Liquefaction-Induced Settlement 11
  - 6.1.4 Strong Ground Shaking 11
  - 6.1.5 Expansive Soils 11
- 6.2 Plans, Specifications, and Construction Review 11
- 6.3 Final Geotechnical Investigation 11

7.0 EARTHWORK 11
- 7.1 Clearing and Site Preparation 11
- 7.2 Removal of Existing Fill and Low Density Soils 12

8.0 FOUNDATIONS 12
- 8.1 Footings 12
- 8.2 Reinforced Mat Foundations 13
- 8.3 Hydrostatic Uplift 13

9.0 LIMITATIONS 13

10.0 REFERENCES 14
- 10.1 Literature 14

FIGURE 1 — VICINITY MAP
FIGURE 2 — SITE PLAN
FIGURE 3 — REGIONAL FAULT MAP

APPENDIX A — FIELD INVESTIGATION
APPENDIX B — LABORATORY PROGRAM

FEASIBILITY LEVEL GEOTECHNICAL INVESTIGATION
KING AND MAYBURY TRANSIT VILLAGE
INTERSECTION OF KING ROAD AND DOBBIN DRIVE
SAN JOSE, CALIFORNIA

1.0 INTRODUCTION

In this report we present the results of our feasibility level geotechnical investigation for the King & Maybury Transit Village to be located in San Jose, California. The location of the site is shown on the Vicinity Map, Figure 1. The purpose of our investigation was to evaluate the subsurface conditions at the site and to provide geotechnical recommendations for design of the proposed development.

For our use we received the following:

- Record Boundary Easement exhibit prepared by JMH Weise, Inc. (dated January 25, 2006)
- Topographic and Utility Survey, Dobbin and King, San Jose prepared by JMH Weise, Inc. (dated January 3, 2007)
- Illustrative Site Plan prepared by M V & E Partners (dated December 18, 2006)

1.1 Project Description

The approximate 25-acre site is located at the intersection of King Road and Dobbin Drive in San Jose, California, and is currently occupied by office buildings, light industrial buildings, parking areas, driveways, a rail spur, and landscaping. For the purposes of orientation in this report, we have assumed that King Road is west of the site, running in a north-south direction and Dobbin Drive is south of the site, running in a east-west direction.

We understand that the existing buildings will be demolished and that medium and high density housing totaling 800 units and an approximate 1.5-acre park are planned. At the western end of the site, the high density residential structures may include a mid-rise tower up to 8 stories in height, and/or additional structures that may have 4 habitable stories over a below-grade podium. Additional medium density residential structures are planned at the eastern portion of the site, as well, consisting of at-grade, three-story townhomes. Structural loads have not been established, but we have estimated that the average building areal load will be approximately 500 building pounds per square foot (psf) for dead plus live loads. We have estimated that maximum building column loads will be about 500 kips dead plus live loads. Other improvements will include utilities, streets, driveways, and landscaping.

1.2 Scope of Services

Our scope of services was presented in detail in our agreement with you dated November 2, 2006. To accomplish this work, we provided the following services:

- Exploration of subsurface conditions by drilling three borings, hydraulically pushing five Cone Penetration Tests (CPTs) and retrieving soil samples for observation and laboratory testing.

- Evaluation of the physical and engineering properties of the subsurface soils by visually classifying the samples and performing various laboratory tests on selected samples.
- Engineering analysis to evaluate site earthwork, building foundations, slabs-on-grade, retaining walls and pavements.
- Preparation of this report to summarize our findings and to present our conclusions and recommendations.

We understand that environmental services have been completed by others for the site. Environmental services were not included as part of this study.

2.0 SITE CONDITIONS

2.1 Exploration Program

Subsurface exploration was performed on January 29, 2007, using a CPT rig to explore subsurface conditions and using conventional, truck-mounted drilling equipment to investigate, sample, and log subsurface soils. Five CPTs were advanced to depths of 50 to 120 feet and three exploratory boring were drilled to a depth of 50 to 80 feet. The CPTs and the borings were permitted and backfilled in accordance with Santa Clara Valley Water District guidelines. Permits were also obtained from the City of San Jose. Auger cuttings were placed in landscaping areas. The approximate locations of the CPTs and borings are shown on the Site Plan, Figure 2. Logs of our CPTs and our borings and details regarding our field investigation are included in Appendix A; our laboratory tests are discussed in Appendix B.

2.2 Surface

We also performed a brief surface reconnaissance during our site exploration. The site consists of a 25-acre parcel located at the northeast corner of North King Road and Dobbin Drive. The site is bordered by North King Road to the west, Dobbin Drive to the south, and residential developments to the north and east. At the time of our field exploration, we observed several concrete tilt-up buildings on the site that appear to be used for light industrial, office and warehouse purposes.

The relatively level site is gently sloping from east to west with approximately 11 feet of topographic relief.

2.3 Subsurface

Our borings and CPT's were advanced through an existing pavement section consisting of about 2 to 4-1/2 inches of asphalt concrete over about 4 to 8 inches of aggregate base. About three feet of fill was encountered below the existing pavement section in our boring at the east end of the site. In addition some of the near surface soils were found to have low in-place unit densities. Below the pavement section and the fill, very stiff lean clay was encountered with interbeds of silt, clayey sand, silty sand, and poorly graded sand with various thicknesses was encountered to a maximum depth explored of 50 feet.

A Plasticity Index (PI) test was performed on a representative clayey soil sample at a depth of about 9 feet. The test results exhibited a PI of 31 indicating the clayey soil at this depth has high plasticity and expansion potential.

2.4 Ground Water

Free ground water was encountered in the borings at the time of drilling to depths ranging from 8-1/2 feet at the west end of the site to 13 feet at the east end of the site. The highest historic ground

water is about 8 to 10 feet below the ground surface. Fluctuations in the level of the ground water may occur due to variations in rainfall, underground drainage patterns, and other factors not evident at the time our measurements were made.

3.0 GEOLOGIC HAZARDS

A brief qualitative evaluation of geologic hazards was made during this investigation. Our comments concerning these hazards are presented below.

3.1 Fault Rupture Hazard

A Regional Fault Map illustrating known active faults relative to the site is presented in Figure 3. The site is not located within a currently designated Alquist-Priolo Earthquake Fault Zone (known formerly as a Special Studies Zone) or a City of San Jose Potential Hazard Zone. As shown on Figure 3, no known surface expression of active faults is believed to cross the site. Fault rupture through the site, therefore, is not anticipated.

3.2 Ground Shaking

Strong ground shaking can be expected at the site during moderate to severe earthquakes in the general region. This is common to virtually all developments in the San Francisco Bay Area. The "Seismicity" section that follows summarizes potential levels of ground shaking at the site.

3.3 Liquefaction

3.3.1 General Background

The site is located within a State of California Seismic Hazard Zone for liquefaction (CGS, 2001 – San Jose East Quadrangle). Soil liquefaction results from loss of strength during cyclic loading, such as imposed by earthquakes. Soils most susceptible to liquefaction are loose to moderately dense, saturated granular soils with poor drainage, such as silty sands or sands and gravels capped by or containing seams of impermeable sediment.

When seismic ground shaking occurs, the soil is subjected to cyclic shear stresses that can cause increased hydrostatic pressure that induces liquefaction. Liquefaction can cause softening, and large cyclic deformations can result. In loose granular soils, softening can also be accompanied by a loss of shear strength that may lead to large shear deformations or even flow failure under moderate to high shear stresses, such as beneath a foundation or sloping ground (NCEER/NSF, 1998).

Loose granular soil can also settle (compact) during liquefaction and as pore pressures dissipate following an earthquake. Very limited field data is available on this subject; however, in some cases, settlement on the order of 2 to 3 percent of the thickness of the liquefied zone has been measured.

3.3.2 Subsurface Conditions Encountered

Our borings and CPT's encountered very stiff lean clay was encountered with interbeds of silt, clayey sand, silty sand, and poorly graded sand with various thicknesses was encountered to a maximum depth explored of 50 feet. The portion of the granular soil that consisted of material passing the No. 200 sieve ranged from 4 to 36 percent.

3.3.3 Methods of Analysis and Results

Our liquefaction analyses followed the methods presented by the 1998 NCEER Workshops (Youd, et al., 2001) in accordance with guidelines set forth in CDMG Special Publication 117 (CDMG, 1997). The NCEER methods for SPT and CPT analyses update simplified procedures presented by Seed and Idriss (1971). The analysis method compares the cyclic resistance ratio (CRR) with the earthquake-induced cyclic stress ratio (CSR) at different depths due to the estimated earthquake ground motions. The relationship for CSR is presented as follows:

$$CSR = 0.65\,(a_{max}/g)(\sigma_{vo}/\sigma'_{vo})r_d$$

where a_{max} is the peak horizontal acceleration at the ground surface generated by an earthquake, g is the acceleration of gravity, σ_{vo} and σ'_{vo} are total and effective overburden stresses, respectively, and r_d is a stress reduction coefficient. CRR is a function of the soil density and grain characteristics.

The factor of safety (FS) against liquefaction is expressed as the ratio of the cyclic resistance ratio (CRR) to the cyclic stress ratio (CSR). If the FS is less than 1.0, the soil is considered to be liquefiable during seismic shaking.

$$FS = CRR/CSR$$

We evaluated the liquefaction potential of the medium dense sand and silt strata below the design ground water level of 8-1/2 feet using a magnitude weighted pseudo-peak acceleration of 0.63g which corresponds to a 10 percent chance of exceedance in 50 years at the site area.

Our CPT tip pressures were corrected for overburden and fines content. The CPT method utilizes the soil behavior type index (I_C) and the exponential factor "n" applied to the Normalized Cone Resistance "Q" to evaluate how likely a layer is to contain significant plastic fines and have a low liquefaction potential.

Cyclic Resistance Ratios (CRR) were calculated for CPT methods using normalized CPT tip pressures corrected to clean sand values and the CPT clean sand base curves presented in the NCEER method. The CRRs were then corrected for the design ground water level and magnitude scaling factors. The factor of safety against liquefaction is the ratio of the CRR to the CSR (cyclic stress ratio) or seismic demand on a soil layer based on the Seed and Idriss (1971) equation. Estimates of volumetric change and settlement were determined by the Ishihara and Yoshimine (1990) method. As discussed in the SCEC report, differential movement for level ground, deep soil sites, will be on the order of half the total estimated settlement. The results of our analyses are presented below.

Table 2. Results of Liquefaction Analyses – CPT Method

CPT Number	Depth to Top of Sand/Silt Layer (feet)	Layer Thicknes s (feet)	q_c (tsf)	$^*q_{C1N}$ (tsf)	Factor of Safety	Potential for Liquefaction	Estimated Total Settlement (in.)	Estimated Differential Settlement (in.)
CPT-1	8.2	1.5	48.0	64.3	0.6	Likely	0.3	
	12.0	12.3	14.0	18.2	0.3	Likely	0.2	
	13.5	0.9	27.4	32.6	0.2	Likely	0.4	
	28.5	0.4	66.7	62.0	0.2	Likely	0.1	
	29.4	0.6	51.4	46.9	0.2	Likely	0.5	

(continued)

Table 2. Results of Liquefaction Analyses – CPT Method

CPT Number	Depth to Top of Sand/Silt Layer (feet)	Layer Thicknes s (feet)	q_c (tsf)	*q_{c1N} (tsf)	Factor of Safety	Potential for Liquefaction	Estimated Total Settlement (in.)	Estimated Differential Settlement (in.)
	38.6	0.6	72.1	59.5	0.4	Likely	0.2	
	42.8	0.3	71.1	56.3	0.6	Likely	0.1	
						Total =	**1.8**	**0.9**
CPT-3	40.7	0.3	73.3	59.3	0.3	Likely	0.1	
	46.1	0.2	79.2	60.9	0.6	Likely	0.1	
						Total =	**0.2**	**0.1**
CPT-4	15.1	1.6	55.2	63.0	0.3	Likely	0.5	
	24.9	26.3	44.1	42.9	0.3	Likely	0.4	
	35.1	1.3	77.3	66.0	0.5	Likely	0.4	
	43.6	0.4	60.8	47.8	0.3	Likely	0.1	
						Total =	**1.4**	**0.7**
CPT-5	18.4	1.5	41.9	45.0	0.5	Likely	0.4	
	20.7	0.8	78.2	81.4	0.5	Likely	0.2	
	22.6	0.7	56.3	57.0	0.3	Likely	0.2	
	24.1	1.3	55.6	54.7	0.6	Likely	0.3	
	27.7	0.7	56.6	53.0	0.3	Likely	0.2	
	28.7	0.8	68.8	63.4	0.7	Likely	0.2	
	34.9	0.2	33.4	28.7	0.3	Likely	0.1	
	35.3	0.5	67.6	57.8	0.7	Likely	0.1	
						Total =	**1.7**	**0.9**

* CPT tip pressure corrected for overburden and fines content

Our analyses indicate that the silt and sand layers theoretically can liquefy, resulting in between about 1/4 and 1-3/4 inches of total settlement. Post-liquefaction volumetric strains and settlements were estimated using Ishihara and Yoshimine (1990) using "N" values corrected to clean sand values for the SPT analysis. For the CPT analysis, we determined equivalent "N" values from normalized tip pressures, corrected to clean sand values and soil behavior type (Robertson, 1985). As discussed in the SCEC (1999) report, anticipated differential settlements for level sites with deep sediments will be on the order of half of the total estimated settlements, resulting in differential settlement estimates of about 1 inch in 50 feet.

As the methods of analysis used to determine estimated total settlement do not take into account the possibility of surface ground rupture, we considered the effects of a capping layer. In order for liquefaction induced sand boils or fissures to occur, the pore water pressure induced within the liquefied strata must exert a large enough force to break through the surface layer. Based on work by Youd and Garris (1995), a capping layer of non-liquefiable material on the order of 4½ to 5-feet-thick is adequate to prevent the occurrence of ground surface rupture for a liquefiable layer on the order of 1-1/2 feet in thickness. The clay stratum overlying the liquefiable silts and sands is about 8 feet thick. In our opinion, the overlying cap is be sufficiently thick that the probability of the sand strata venting to the surface during an earthquake would be low.

3.3.4 Summary of Results

To summarize the results of our liquefaction analyses, some sand and silt layers encountered are theoretically liquefiable. There appears to be enough of a cap to contain the silty sand seams from causing ground surface rupture. Theoretical total liquefaction-induced settlements are estimated to be on the order of 1-3/4 inches. Liquefaction-induced differential settlements are estimated to be of less than 1 inch in 50 feet.

3.4 Differential Compaction

If near-surface soils vary in composition both vertically and laterally, strong earthquake shaking can cause non-uniform compaction of soil strata, resulting in movement of the near-surface soils. Because the subsurface soils encountered at the site are generally lean clays and do not appear to change in thickness or consistency abruptly over short distances, we judge the amount of significant total compaction at the site may be as great as 3/4 of an inch, with an estimated differential compaction of less than 1/4 inch.

3.5 Lateral Spreading

Lateral spreading typically occurs as a form of horizontal displacement of relatively flat-lying alluvial material toward an open or "free" face such as an open body of water, channel, or excavation. In soils this movement is generally due to failure along a weak plane, and may often be associated with liquefaction. As cracks develop within the weakened material, blocks of soil displace laterally towards the open face. Cracking and lateral movement may gradually propagate away from the face as blocks continue to break free. Generally, failure in this mode is analytically unpredictable, since it is difficult to determine where the first tension crack will occur.

There are no creeks or open bodies of water within an appropriate distance from the site for lateral spreading to occur on the site. For this reason, the probability of lateral spreading occurring at the site during a seismic event is low.

4.0 SEISMICITY

4.1 Regional Active Faults

The San Francisco Bay Area is one of the most seismically active regions in the United States. The significant earthquakes that occur in the Bay Area are generally associated with crustal movement along well-defined, active fault zones of the San Andreas Fault system, which regionally trend in a northwesterly direction. The San Andreas Fault, which generated the great San Francisco earthquake of 1906, passes about 14 miles southwest of the site. Two other major active faults in the area are the southeast extension of the Hayward Fault, located about 3 miles northeast of the site, the Hayward Fault, located about 6 miles northeast of the site, and the Calaveras Fault, located about 6 miles northeast.

4.2 Future Earthquake Probabilities

Although research on earthquake prediction has greatly increased in recent years, seismologists cannot predict when or where an earthquake will occur. The U.S. Geological Survey's Working Group on California Earthquake Probabilities (2003), referred to as WG02, determined there is a 62 percent chance of at least one magnitude 6.7 or greater earthquake striking the San Francisco Bay region between 2003 and 2032. This result is an important outcome of WG02's work, because any major earthquake can cause damage throughout the region.

This potential was demonstrated when the 1989 Loma Prieta earthquake caused severe damage in Oakland and San Francisco, more than 50 miles from the fault rupture. Although earthquakes can

cause damage at a considerable distance, shaking will be very intense near the fault rupture. Therefore, earthquakes located in urbanized areas of the region have the potential to cause much more damage than the 1989 Loma Prieta earthquake.

4.3 CBC Site Coefficient

Based on our borings and our experience, the site is underlain by relatively stiff soils extending to depths in excess of 150 feet. The California Division of Mines and Geology (CDMG) has recently issued maps locating "Active Fault Near-Source Zones" to be used with the 1997 California Building Code ("Maps of Known Active Fault Near-Source Zones in California and Adjacent Portions of Nevada," CDMG/ICBO February 1998). Faults are classified as either "A," "B," or "C" as shown below. Only faults classified as "A" or "B" are mapped since faults classified as "C" do not increase the near-source factor.

Table 3. Seismic Source Definitions

Seismic Source Type	Seismic Source Description	Seismic Source Definition*	
		Maximum Moment Magnitude, M	Slip Rate, SR (mm/yr)
A	Faults that are capable of producing large magnitude events and that have a high rate of seismic activity.	M ≥ 7.0	SR ≥ 5
B	All faults other than Types A and C.	M ≥ 7.0 M < 7.0 M ≥ 6.5	SR < 5 SR > 2 SR < 2
C	Faults that are not capable of producing large magnitude earthquakes and that have a relatively low rate of seismic activity.	M < 6.5	SR ≤ 2

*Note: Both maximum moment magnitude and slip rate conditions must be satisfied concurrently when determining seismic source type.

The following table lists Type A and Type B faults within 25 kilometers of the site:

Table 4. Approximate Distance to Seismic Sources

Fault	Seismic Source Type	Distance (kilometers)
**Hayward (Southeast Extension)	B	5.1
Calaveras (South Extension)	B	9.5
*Hayward (Total Length)	A	10.1
Calaveras (North Extension)	B	10.1
Monte Vista - Shannon	B	15.6
San Andreas (1906)	A	23.0

*Nearest Type A fault
**Nearest Type B fault

Based on this information, the site may be characterized for design based on Chapter 16 of the 2001 CBC using the information in Table 5 below. The results for both the Hayward (Southeast Extension) fault and the Hayward (Total Length) fault are identical.

Table 5. 1997 UBC Site Categorization and Site Coefficients

Categorization/Coefficient	Design Value
Soil Profile Type (Table 16-J)	S_D
Seismic Zone (Figure 16-2)	4
Seismic Zone Factor (Table 16-I)	0.4
Seismic Source Name	Hayward (Total Length)
Seismic Source Type (Table 16-U)	A
Distance to Seismic Source (kilometers)	10.1
Seismic Source Name	Hayward (Southeast Extension)
Seismic Source Type (Table 16-U)	B
Distance to Seismic Source (kilometers)	5.1
*Near Source Factor N_a (Table 16-S)	1.00
Near Source Factor N_v (Table 16-T)	1.10
Seismic Coefficient C_a (Table 16-Q)	0.44
Seismic Coefficient C_v (Table 16-R)	0.70

*Note: For Seismic Zone 4, the near-source factor Na used to determine Ca need not exceed 1.1 for structures complying with all the conditions within UBC Section 1629.4.2.

5.0 CORROSION EVALUATION

To evaluate the corrosion potential of the subsurface soils at the site we submitted three samples collected during our subsurface investigation to an analytical laboratory for pH, soluble sulfate and chloride content testing. The results of these tests are summarized below in Table 6.

Table 6. Results of Corrosivity Testing

Boring No.	Depth (feet)	Chloride (mg/kg)	Sulfate (mg/kg)	pH	Resistivity (ohm-cm)	Estimated Corrosivity Based on Resistivity	Estimated Corrosivity Based on Sulfates
EB-1	6	63	141	7.6	1,023	Severe	Negligible
EB-2	9	24	276	7.6	939	Severe	Negligible
EB-3	9	21	<5	7.6	3,369	Moderate	Negligible

Note: mg/kg = milligrams per kilogram

Many factors can affect the corrosion potential of soil including soil moisture content, resistivity, permeability and pH, as well as chloride and sulfate concentration. In general, soil resistivity, which is a measure of how easily electrical current flows through soils, is the most influential factor. Based on the findings of studies presented in ASTM STP 1013 titled "Effects of Soil Characteristics on Corrosion" (February, 1989), the approximate relationship between soil resistivity and soil corrosiveness was developed as shown in Table 7 below.

Table 7. Relationship Between Soil Resistivity and Soil Corrosivity

Soil Resistivity (ohm-cm)	Classification of Soil Corrosiveness
0 to 900	Very Severe Corrosion
900 to 2,300	Severely Corrosive
2,300 to 5,000	Moderately Corrosive
5,000 to 10,000	Mildly Corrosive
10,000 to >100,000	Very Mildly Corrosive

Chloride and sulfate ion concentrations, and pH appear to play secondary roles in affecting corrosion potential. High chloride levels tend to reduce soil resistivity and break down otherwise protective surface deposits, which can result in corrosion of buried metallic improvements or reinforced concrete structures. Sulfate ions in the soil can lower the soil resistivity and can be highly aggressive to portland cement concrete by combining chemically with certain constituents of the concrete, principally tricalcium aluminate. This reaction is accompanied by expansion and eventual disruption of the concrete matrix. A potentially high sulfate content could also cause corrosion of the reinforcing steel in concrete. The 1997 Uniform Building Code (UBC) Table No. 19-A-4 provides requirements for concrete exposed to sulfate-containing solutions as summarized in Table 8.

Table 8. Relationship Between Sulfate Concentration and Sulfate Exposure (UBC Table No. 19-A-4)

Water-Soluble Sulfate (SO_4) in soil, ppm	Sulfate Exposure
0 to 1,000	Negligible
1,000 to 2,000	Moderate[1]
2,000 to 20,000	Severe
over 20,000	Very Severe

[1]= seawater

Acidity is an important factor of soil corrosivity. The lower the pH (the more acidic the environment), the higher will the soil corrosivity with respect to buried metallic structures. As soil pH increases above 7 (the neutral value), the soil is increasingly more alkaline and less corrosive to buried steel structures due to protective surface films which form on steel in high pH environments. A pH between 5 and 8.5 is generally considered relatively passive from a corrosion standpoint.

As shown in Table 6, soil resistivity results range from 939 to 3,369 ohm-centimeters. In our opinion, based on the field resistivity results shown in Table 6 and the resistivity correlations presented in Table 7, it appears that the corrosion potential to buried metallic improvements may be characterized as severely corrosive. Based on our previous experience and Table No. 19-A-4 of the UBC, in our opinion, sulfate exposure to Portland Cement Concrete (PCC) may be considered negligible for the native subsurface materials sampled.

6.0 CONCLUSIONS AND DEVELOPMENT CONSIDERATIONS

6.1 Conclusions

From a geotechnical engineering viewpoint the proposed development may be constructed as planned, provided design and construction is performed in accordance with the recommendations presented in this report.

The primary geotechnical concerns at the site are:

- Close proximity of planned excavation to city right-of-ways
- Fills and loose near surface soils
- Shallow ground water
- Liquefaction-induced settlement
- Strong ground shaking
- Expansive surface soils

We have prepared a brief description of these concerns and presented typical approaches to be considered during project planning. The following conclusions and recommendations are provided for project planning and design. Project plans should be reviewed by TRC for compliance with our report, and so that supplemental recommendations can be prepared, if needed. Additional review may be needed after a contractor is selected so that comments can be presented regarding the contractor's proposed approaches to various aspects of the project.

6.1.1 Close Proximity of Planned Excavation to City Right-Of-Ways

Excavation on the order of 10 to 12 for construction of the below-grade parking garage will be required and will extend to the property lines. Considerations should be given to the type of temporary shoring that will be utilized. Since the proposed excavation is close to adjacent city streets and a building to the southeast, the temporary shoring system and permanent basement walls may need to be designed for surcharge loads. Detailed recommendations are presented in the following sections of this report.

6.1.2 Fills and Loose Near Surface Soils

Fills and low density soils that are to support structures should be removed and replaced as compacted fill. Detailed recommendations are presented in the "Removal of Existing Fill and Low Density Soils" section of this report.

6.1.3 Shallow Ground Water

As discussed in the "Ground Water" section of this report, we recommend a design ground water level of 6 feet below the existing site grade, which corresponds to Elevation 81 feet. Structures constructed below Elevation 81 feet should be water-proofed and designed to resist hydrostatic pressure if permanent dewatering is not provided. Potentially wet and unstable subgrade soils should be anticipated for excavations near or below the ground water table. Therefore, depending on the planned depth of excavation, the contractor should expect that additional dewatering and/or stabilizing the excavation bottom may be required. Possible techniques for stabilizing the excavation bottom would include placement of geotextile fabric below a layer of crushed rock. We should be provided the opportunity to review the contractor's planned means and methods for stabilizing the excavation bottom based on the actual conditions encountered during construction.

6.1.4 Liquefaction-Induced Settlement

As discussed in the "Liquefaction" section of this report, some silty sand layers may theoretically liquefy and resulted in up to 1-3/4 inch total settlement and ¾-inch in 50 feet of differential settlement. Therefore, foundations should be designed to accommodate this additional settlement along with the static differential settlement. Detailed recommendations are presented in the "Foundations" section of this report.

6.1.4 Strong Ground Shaking

Due to the close proximity of the site to major faults in the area, we recommend that the proposed building be designed in accordance with the seismic design criteria of the 1997 UBC. Site seismic coefficients are presented in the "Seismicity" section above.

6.1.5 Expansive Soils

To reduce the potential for damage to the planned at-grade structures due to the presence of highly expansive surficial soils, we recommend at-grade flatwork and sidewalks have sufficient reinforcement and be supported on a layer of non-expansive fill. Detailed recommendations are presented in the following sections of this report.

6.2 Plans, Specifications, and Construction Review

Because subsurface conditions may vary from those predicted by relatively small diameter, widely spaced borings, and to check that our recommendations have been properly implemented, we recommend we be retained to 1) review final construction plans and specifications and 2) observe the earthwork and foundation construction. Also, geotechnical conditions can be affected by the construction process. For the above reasons our geotechnical recommendations are contingent upon our firm providing geotechnical observation and testing services during construction.

6.3 Final Geotechnical Investigation

Our preliminary geotechnical investigation was based on limited information regarding site development. In addition, because subsurface conditions may vary considerably from those predicted by the preliminary widely-spaced, relatively small diameter borings, and in order to confirm that our report recommendations have been properly implemented, we recommend that we be retained to 1) perform a final geotechnical investigation once site development plans are completed, 2) review the final construction plans and specifications, and 3) observe the earthwork and foundation installation.

7.0 EARTHWORK

7.1 Clearing and Site Preparation

The site should be cleared of all surface and subsurface improvements to be removed and deleterious materials including existing building foundations, slabs, irrigation lines, fills, pavements, debris, designated trees, shrubs, and associated roots. Abandonment of existing buried utilities is discussed below. Excavations extending below the planned finished site grades should be cleaned and backfilled with suitable material compacted as recommended in the "Compaction" section of this report. We recommend that the backfilling be carried out under our observation.

After clearing, any vegetated areas should be stripped to sufficient depth to remove all surface vegetation and topsoil containing greater than 3 percent organic matter by weight. At the time of our field investigation, we estimated that a stripping depth of approximately one to two inches would be required in vegetated areas. The actual stripping depth required depends on site usage prior to

construction and should be established in the field by us at the time of construction. The stripped materials should be removed from the site or may be stockpiled for use in landscaped areas, if desired.

We recommend that backfilling of holes or pits resulting from demolition and removal of existing building foundations, buried structures or other improvements be carried out under our observation and that the backfill be observed and tested during placement. Alternatively, the loose backfill locations should be carefully documented during demolition for excavation and re-compaction during site grading.

7.2 Removal of Existing Fill and Low Density Soils

All fills and low density soils should be removed down to native soil. If the fill material meets the requirements in the "Material for Fill" section below, it may be reused as engineered fill. Side slopes of fill excavations in building and pavement areas should be sloped at inclinations no greater than 3:1 (horizontal to vertical) to minimize abrupt variations in fill thickness. All fill should be compacted in accordance with the recommendations for fill presented in the "Compaction" section of this report.

8.0 FOUNDATIONS

The proposed buildings may be supported on conventional and/or isolated spread footings provided that the total and differential settlements are tolerable from a structural engineering viewpoint. If the total and differential settlements are not tolerable, the buildings may be supported on a reinforced mat foundation. Any portions of the basement extending below the design ground water elevation of 30 feet should be water-proofed and designed to resist hydrostatic pressures. We recommend the portions above elevation 30 feet be waterproofed at a minimum. Detailed recommendations are presented below.

8.1 Footings

All footings should have a minimum width of 24 inches, and the bottom of footings should extend at least 18 inches below lowest adjacent finished grade. Lowest adjacent finished grade may be taken as the bottom of interior slab-on-grade.

Footings constructed in accordance with the above recommendations would be capable of supporting maximum allowable bearing pressures of 2,000 pounds per square foot (psf) for dead loads, 3,000 psf for combined dead and live loads, and 4,000 psf for all loads including wind or seismic. These allowable bearing pressures are based upon factors of safety of 3.0, 2.0, and 1.5 for dead, dead plus live, and seismic loads, respectively.

These maximum allowable bearing pressures are net values; the weight of the footing may be neglected for design purposes. All footings located adjacent to utility trenches should have their bearing surfaces below an imaginary 1:1 (horizontal:vertical) plane projected upward from the bottom edge of the trench to the footing.

All continuous footings should be reinforced with top and bottom steel to provide structural continuity and to help span local irregularities. Footing excavations should be kept moist by regular sprinkling with water to prevent desiccation. It is essential that we observe all footing excavations before reinforcing steel is placed.

No structural loads were available at the time this report was prepared. Therefore, we assumed maximum column loads of 500 kips for our settlement analysis. Based on the assumed load and allowable bearing pressures recommended above, we estimate that total static footing settlement should be on the order of 1 inch, with post-construction static differential movement of

approximately 1/2-inch in 50 feet. In addition, we estimate liquefaction-induced total settlement of about 1-3/4 inches and liquefaction-induced differential settlement of 1-inch or less over a horizontal distance of 50 feet are possible following an earthquake. Further, we estimate compaction total settlement of about 3/4 inches and liquefaction-induced differential settlement of about 1/4-inch over a horizontal distance of 50 feet are possible following an earthquake. Therefore, the foundations should be designed to accommodate for about 3-1/4 inches of total settlement and up to about 1-3/4 inches of differential settlement over a horizontal distance of 50 feet. We should be retained to review the final foundation plans and structural loads to verify the above settlement estimates.

8.2 Reinforced Mat Foundations

If the estimated total and differential settlements for spread footings are not tolerable from a structural engineering viewpoint, the proposed building may alternatively be supported on a conventional reinforced mat foundation. The mat may be designed for an average areal mat pressure of 500 psf for dead plus live loads and up to 2,000 psf at column or wall locations. These pressures may be increased by one-third for seismic loads. These allowable bearing pressures are net values; the weight of the mat can be neglected for design purposes.

The mat should be reinforced with top and bottom steel, as appropriate, to provide structural continuity and to help span local irregularities. It is essential that we observe the mat foundation subgrade prior to installation of reinforcing steel.

We anticipate that under an average mat bearing pressure of 500 psf, the total static settlement at the center of the mat will be about ¾-inch, with about ½-inch of differential movement between the center to the corner of the mat. In addition, we estimate liquefaction-induced total settlement of about 1-3/4 inch and differential settlement of 1-inch or less over a horizontal distance of 50 feet are possible following an earthquake. Further, we estimate compaction total settlement of about 3/4 inches and liquefaction-induced differential settlement of about 1/4-inch over a horizontal distance of 50 feet are possible following an earthquake. Therefore, the mat should be designed to accommodate for about 3 inches of total settlement and up to about 1-3/4 inch of differential settlement over a horizontal distance of 50 feet. We should be retained to review the final foundation plans and structural loads to verify the above settlement estimates.

8.3 Hydrostatic Uplift

If permanent dewatering is not provided, the mat or slab-on-grade used in conjunction with spread footings should be designed to withstand hydrostatic uplift pressures up to Elevation 81 feet (corresponding to about 6 feet below the existing grade). We also recommend that a water-proof barrier, membrane or other water-proofing system be placed beneath the mat or slab-on-grade and up the basement walls that extend below the design water table. A rat slab could be poured over the subgrade or rock stabilization layer to protect the water-proofing as reinforcing steel is placed. The basement walls should also be designed to resist hydrostatic pressure up to Elevation 30 feet. Detailed recommendations for the basement walls are presented below.

11.0 LIMITATIONS

This report has been prepared for the sole use of San Jose Transit Village Partners LLC, specifically for design of the King & Maybury Transit Village in San Jose, California, California. The opinions presented in this report have been formulated in accordance with accepted geotechnical engineering practices that exist in the San Francisco Bay Area at the time this report was written. No other warranty, expressed or implied, is made or should be inferred.

The opinions, conclusions and recommendations contained in this report are based upon the information obtained from our investigation, which includes data from widely separated discreet

locations, visual observations from our site reconnaissance, and review of other geotechnical data provided to us, along with local experience and engineering judgment. The recommendations presented in this report are based on the assumption that soil and geologic conditions at or between borings do not deviate substantially from those encountered or extrapolated from the information collected during our investigation. We are not responsible for the data presented by others.

We should be retained to review the geotechnical aspects of the final plans and specifications for conformance with our recommendations. The recommendations provided in this report are based on the assumption that we will be retained to provide observation and testing services during construction to confirm that conditions are similar to that assumed for design and to form an opinion as to whether the work has been performed in accordance with the project plans and specifications. If we are not retained for these services, TRC cannot assume any responsibility for any potential claims that may arise during or after construction as a result of misuse or misinterpretation of TRC' report by others. Furthermore, TRC will cease to be the Geotechnical-Engineer-of-Record if we are not retained for these services and/or at the time another consultant is retained for follow up service to this report.

The opinions presented in this report are valid as of the present date for the property evaluated. Changes in the condition of the property will likely occur with the passage of time due to natural processes and/or the works of man. In addition, changes in applicable standards of practice can occur as a result of legislation and/or the broadening of knowledge. Furthermore, geotechnical issues may arise that were not apparent at the time of our investigation. Accordingly, the opinions presented in this report may be invalidated, wholly or partially, by changes outside of our control. Therefore, this report is subject to review and should not be relied upon after a period of three years, nor should it be used, or is it applicable, for any other properties.

9.0 REFERENCES

9.1 Literature

Blake, T.F., 1995, *EQFAULT Version 2.20 - A Computer Program for the Deterministic Prediction of Peak Horizontal Acceleration:* Digitized California Faults, PC Version, updated 1998.

Blake, T.F., 1996, *EQSEARCH Version 2.20 - A Computer Program for the Estimation of Peak Horizontal Acceleration:* California Historical Earthquake Catalogs, PC Version.

Boore, D.M., Joyner, W.B., and Fumal, T.E., 1993, *Estimation of Response Spectra and Peak Accelerations from Western North American Earthquakes:* An Interim Report, USGS OFR 93-509.

Brabb, E.E. and J.A. Olson, 1986, *Map Showing Faults and Earthquake Epicenters in San Mateo County, California:* U.S. Geological Survey Map I-1257-F.

California Division of Mines and Geology (1997), "Guidelines for Evaluating and Mitigating Seismic Hazards in California, Special Publication 117, March.

Campbell, K.W. and Bozorgnia, Y., 1994, *Near-Source Attenuation of Peak Horizontal Acceleration from Worldwide Accelerograms Recorded from 1957 to 1993,* Proceedings, Fifth U.S. National Conference on Earthquake Engineering, Vol. III, Earthquake Engineering Research Institute, pp. 283-292.

Ishihara, K., 1985, *Stability of Natural Deposits During Earthquakes:* Proceedings Eleventh International Conference on Soil Mechanics and Foundation Engineering, San Francisco.

Ishihara, K. and Yoshimine, M., 1992, *Evaluation of Settlements in Sand Deposits Following Liquefaction During Earthquakes*, Soils and Foundations, 32 (1): 173-188.

Martin, G.R., and Lew, M. (1999), "Recommended Procedures for Implementation of DMG Special Publication 117 Guidelines for Analyzing and Mitigating Liquefaction Hazards in California," Southern California Earthquake Center, University of Southern California, March.

Portland Cement Association, 1984, *Thickness Design for Concrete Highway and Street Pavements:* report.

Ritter, J.R., and Dupre, W.R., 1972, *Map Showing Areas of Potential Inundation by Tsunamis in the San Francisco Bay Region, California:* San Francisco Bay Region Environment and Resources Planning Study, USGS Basic Data Contribution 52, Misc. Field Studies Map MF-480.

Rogers, T.H., and J.W. Williams, 1974 *Potential Seismic Hazards in Santa Clara County, California, Special Report No. 107:* California Division of Mines and Geology.

Schwartz, D.P. 1994, *New Knowledge of Northern California Earthquake Potential:* in Proceedings of Seminar on New Developments in Earthquake Ground Motion Estimation and Implications for Engineering Design Practice, Applied Technology Council 35-1.

Seed, H.B. and I.M. Idriss, 1971, *A Simplified Procedure for Evaluation soil Liquefaction Potential:* JSMFC, ASCE, Vol. 97, No. SM 9, pp. 1249 – 1274.

Seed, H.B. and I.M. Idriss, 1982, *Ground Motions and Soil Liquefaction During Earthquakes:* Earthquake Engineering Research Institute.

Southern California Earthquake Center (SCEC), 1999, *Recommended Procedures for Implementation of DMG Special Publication 117, Guidelines for Analyzing and Mitigating Liquefaction Hazards in California*, March.

State of California Department of Transportation, 1990, *Highway Design Manual*, Fifth Edition, July 1, 1990.

Townley, S.D. and M.W. Allen, 1939, *Descriptive Catalog of Earthquakes of the Pacific Coast of the United States, 1769 to 1928:* Bulletin of the Seismological Society of America, Vol. 29, No. 1, pp. 1247-1255.

Uniform Building Code, 1994, *Structural Engineering Design Provisions*, Vol. 2.

Uniform Building Code, 1997, *Structural Engineering Design Provisions*, Vol. 2.

Wahrhaftig, C. and Sloan D., editors, 1989, *Geology of San Francisco and Vicinity:* Field Trip Guidebook of the 28th International Geological Congress.

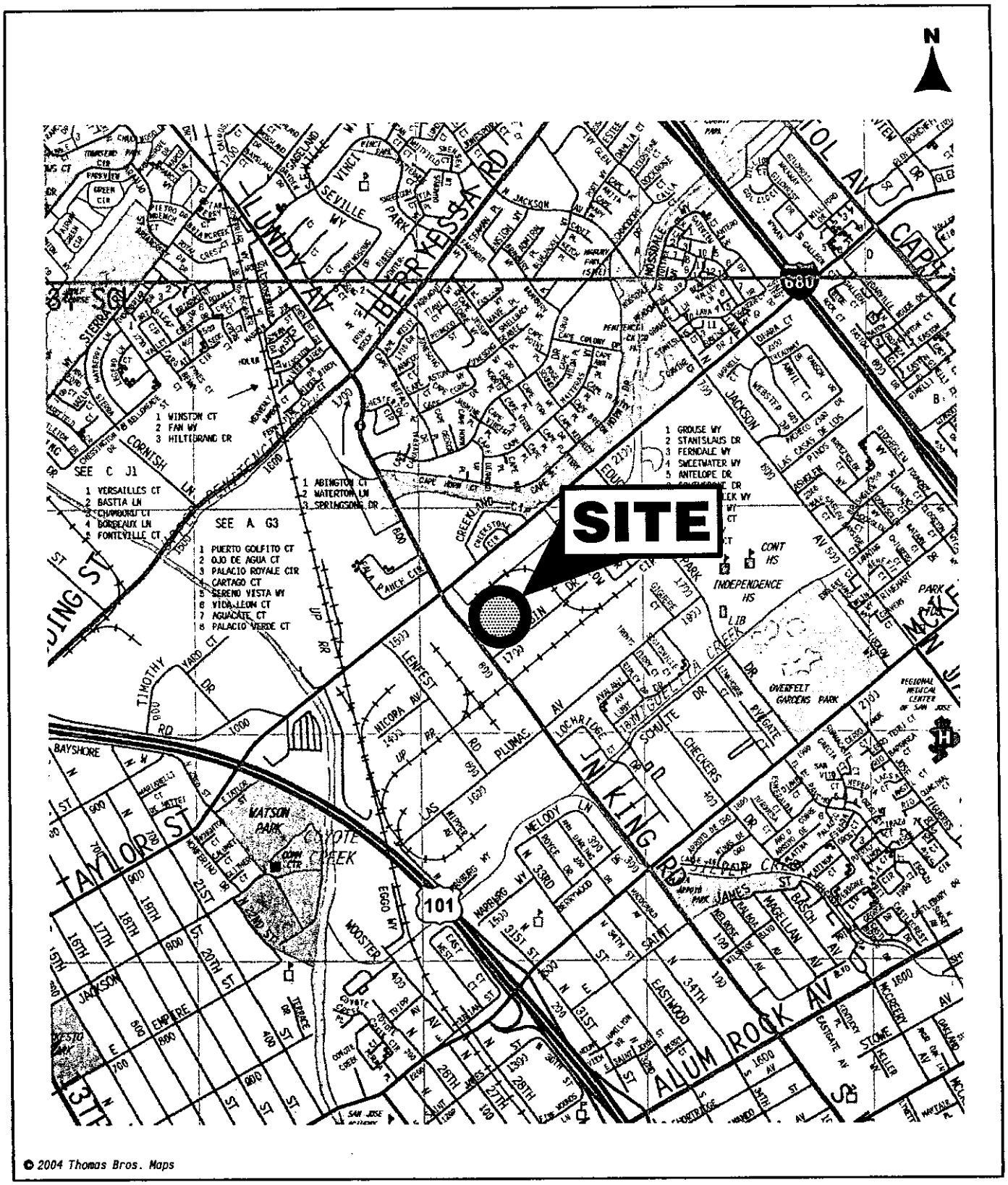
Working Group on California Earthquake Probabilities, 1999, *Earthquake Probabilities in the San Francisco Bay Region, California:* 2000 to 2030 – A Summary of Findings, U.S.G.S. Circular Open File Report 99-517.

Youd, T.L. and C.T. Garris, 1995, *Liquefaction-Induced Ground-Surface Disruption:* Journal of Geotechnical Engineering, Vol. 121, No. 11, pp. 805 - 809.

Youd, T.L., Idriss, I.M., et al (2001), "Liquefaction Resistance of Soils: Summary Report from the 1996 NCEER and 1998 NCEER/NSF Workshops on Evaluation of Liquefaction Resistance of Soils," ASCE Jounal of Geotechnical and Geoenvironmental Engineering, Vol 127, No. 10, October, 2001.

Youd, T.L. and Idriss, I.M., et al, 1997, *Proceedings of the NCEER Workshop on Evaluation of Liquefaction Resistance of Soils:* National Center for Earthquake Engineering Research, Technical Report NCEER - 97-0022, January 5, 6, 1996.

* * * * * * * * * * * * *



© 2004 Thomas Bros. Maps

3/07 EB

VICINITY MAP

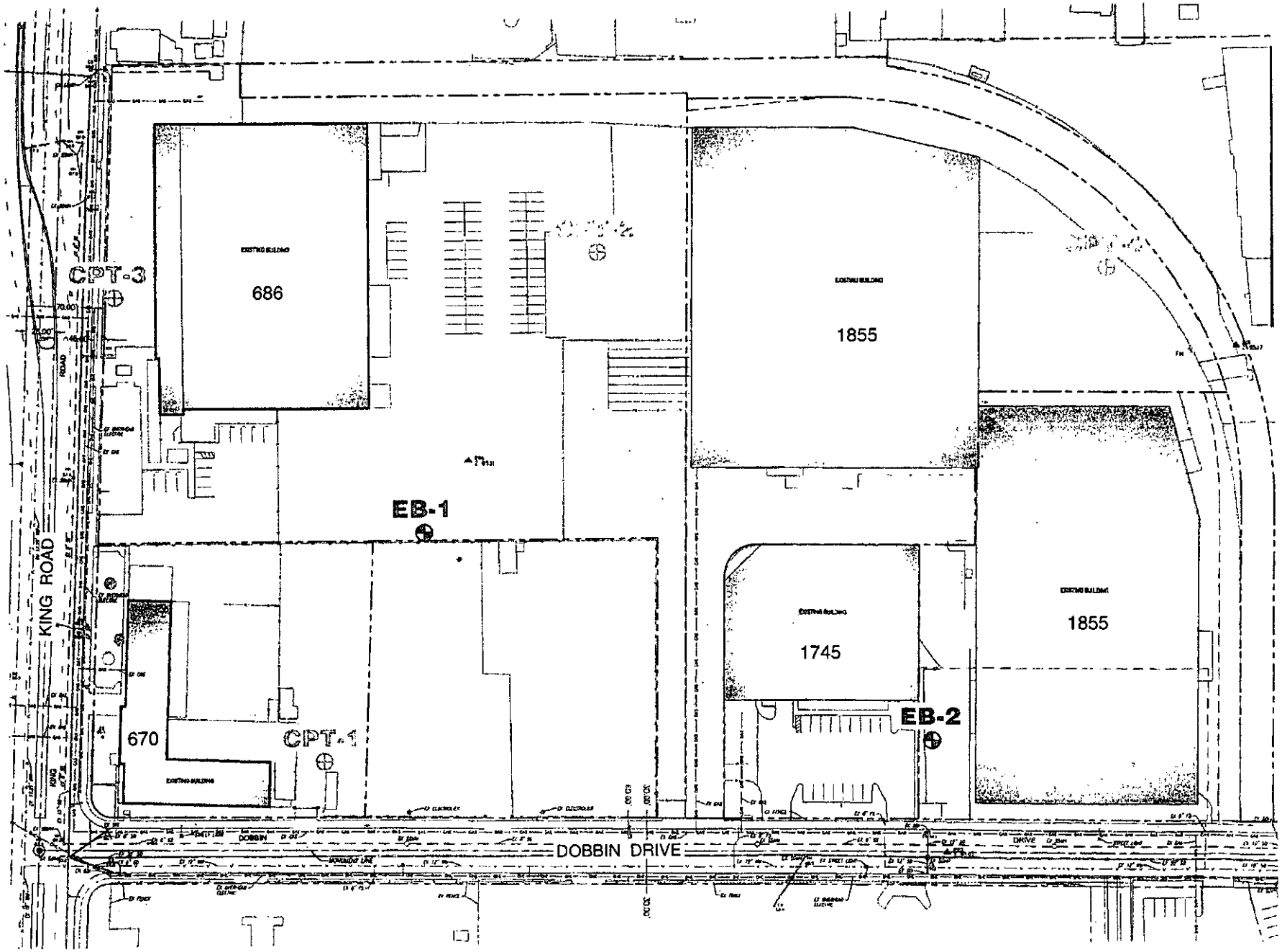
KING AND MAYBERRY TRANSIT VILLAGE

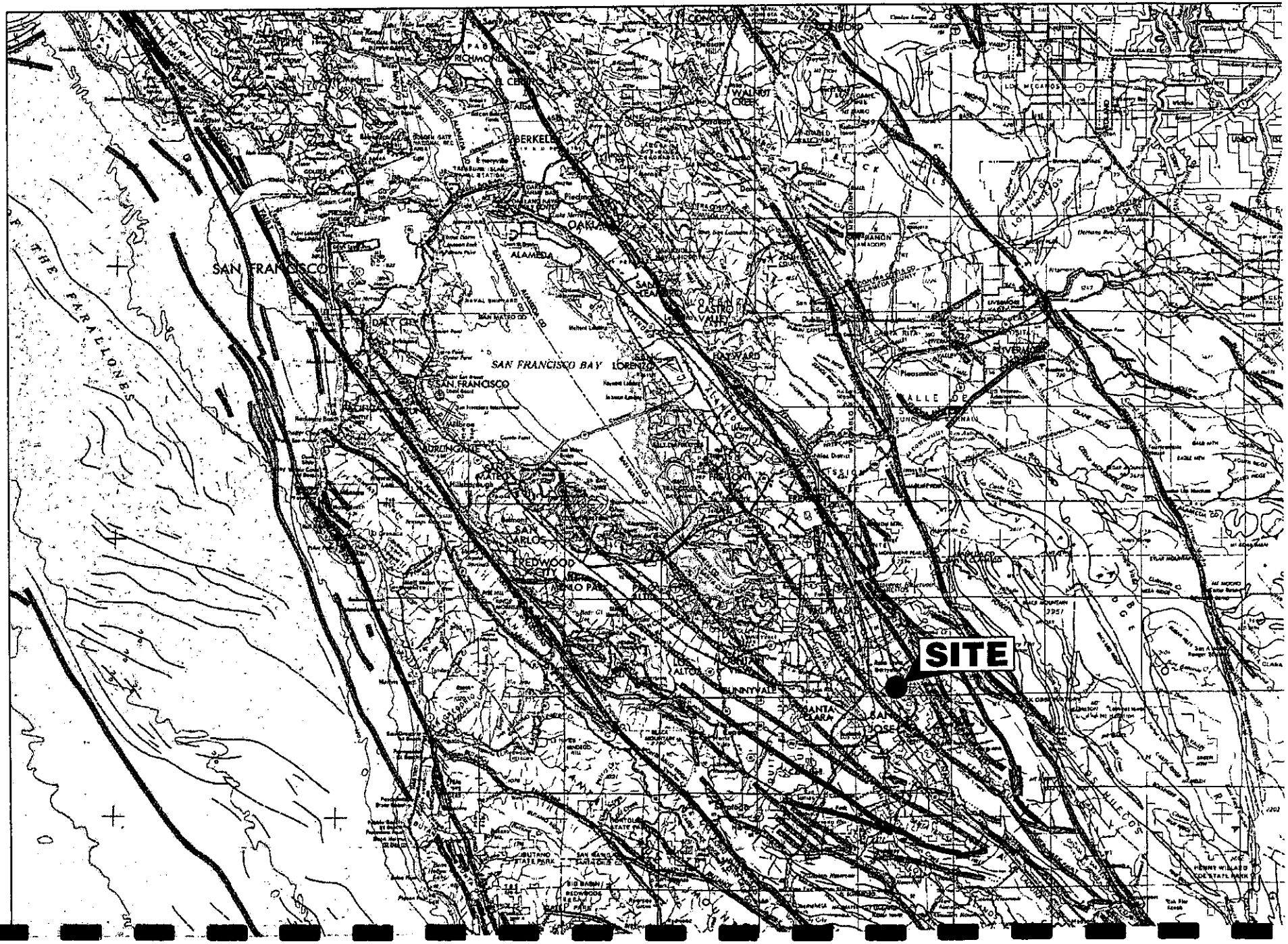
San Jose, California

TRC Lowney

FIGURE 1

1154-2A


CPT-3
686
1855
EB-1
KING ROAD
1745
1855
EB-2
670
CPT-1
DOBBIN DRIVE


SITE
SAN FRANCISCO
SAN FRANCISCO BAY
OAKLAND
BERKELEY
ALAMEDA
RICHMOND
CONCORD
WALNUT CREEK
DALY CITY
SAN MATEO
SAN CARLOS
REDWOOD CITY
MENLO PARK
SUNNYVALE
SANTA CLARA
SAN JOSE
HAYWARD
LORENZO
CASTRO VALLEY
LIVERMORE
Pleasanton
THE PARALLONES

APPENDIX A

FIELD INVESTIGATION

The field investigation consisted of a surface reconnaissance and a subsurface exploration program using truck-mounted, hollow-stem auger drilling equipment and cone penetration test (CPT) equipment. Three eight-inch-diameter exploratory borings were drilled on January 29, 2007 to a maximum depth of 80 feet. Five CPTs were hydraulically pushed on January 29, 2007 to a maximum depth of 120 feet. The approximate locations of the exploratory borings are shown on the Site Plan, Figure 2. The soils encountered were continuously logged in the field by our representative and described in accordance with the Unified Soil Classification System (ASTM D2488). The logs of the borings, as well as a key to the classification of the soil, are included as part of this appendix.

The locations of borings were approximately determined by pacing from existing site features. Elevations of the borings were determined by interpolation from plan contours. The locations and elevations of the CPTs and the borings should be considered accurate only to the degree implied by the method used.

Representative soil samples were obtained from the borings at selected depths. All samples were returned to our laboratory for evaluation and appropriate testing. Penetration resistance blow counts were obtained by dropping a 140-pound hammer 30 inches. Modified California 2.5-inch I.D. samples were obtained by driving the samplers 18 inches and recording the number of hammer blows for each 6 inches of penetration. Unless otherwise indicated, the blows per foot recorded on the boring logs represent the accumulated number of blows required to drive the samplers the last two 6-inch increments. The various samplers are denoted at the appropriate depth on the boring logs and symbolized as shown on Figure A-1.

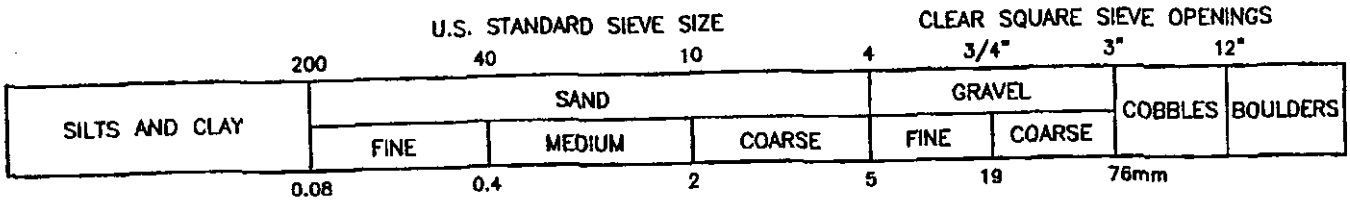
Field tests included an evaluation of the undrained shear strength of soil samples using a Torvane device, and the unconfined compressive strength of the soil samples using a pocket penetrometer device. The results of these tests are presented on the individual boring logs at the appropriate sample depths.

The attached boring logs and related information depict subsurface conditions at the locations indicated and on the date designated on the logs. Subsurface conditions at other locations may differ from conditions occurring at these boring locations. The passage of time may result in altered subsurface conditions due to environmental changes. In addition, any stratification lines on the logs represent the approximate boundary between soil types and the transition may be gradual.

* * * * * * * * * * * * *

PRIMARY DIVISIONS			SOIL TYPE	SECONDARY DIVISIONS
COARSE GRAINED SOILS (MORE THAN HALF OF MATERIAL IS LARGER THAN NO. 200 SIEVE SIZE)	GRAVELS (MORE THAN HALF OF COARSE FRACTION IS LARGER THAN NO. 4 SIEVE)	CLEAN GRAVELS (Less than 5% Fines)	GW	Well graded gravels, gravel–sand mixtures, little or no fines
			GP	Poorly graded gravels or gravel–sand mixtures, little or no fines
		GRAVEL WITH FINES	GM	Silty gravels, gravel–sand–silt mixtures, plastic fines
			GC	Clayey gravels, gravel–sand–clay mixtures, plastic fines
	SANDS (MORE THAN HALF OF COARSE FRACTION IS SMALLER THAN NO. 4 SIEVE)	CLEAN SANDS (Less than 5% Fines)	SW	Well graded sands, gravelly sands, little or no fines
			SP	Poorly graded sands or gravelly sands, little or no fines
		SANDS WITH FINES	SM	Silty sands, sand–silt–mixtures, non–plastic fines
			SC	Clayey sands, sand–clay mixtures, plastic fines
FINE GRAINED SOILS (MORE THAN HALF OF MATERIAL IS SMALLER THAN NO. 200 SIEVE SIZE)	SILTS AND CLAYS (LIQUID LIMIT IS LESS THAN 50 %)		ML	Inorganic silts and very fine sands, rock flour, silty or clayey fine sands or clayey silts with slight plasticity
			CL	Inorganic clays of low to medium plasticity, gravelly clays, sandy clays, silty clays, lean clays
			OL	Organic silts and organic silty clays of low plasticity
	SILTS AND CLAYS (LIQUID LIMIT IS GREATER THAN 50 %)		MH	Inorganic silts, micaceous or diatomaceous fine sandy or silty soils, elastic silts
			CH	Inorganic clays of high plasticity, fat clays
			OH	Organic clays of medium to high plasticity, organic silts
HIGHLY ORGANIC SOILS			PT	Peat and other highly organic soils

DEFINITION OF TERMS



GRAIN SIZES

SAMPLERS

SAND AND GRAVEL	BLOWS/FOOT*
VERY LOOSE	0–4
LOOSE	4–10
MEDIUM DENSE	10–30
DENSE	30–50
VERY DENSE	OVER 50

RELATIVE DENSITY

SILTS AND CLAYS	STRENGTH+	BLOWS/FOOT*
VERY SOFT	0–1/4	0–2
SOFT	1/4–1/2	2–4
MEDIUM STIFF	1/2–1	4–8
STIFF	1–2	8–16
VERY STIFF	2–4	16–32
HARD	OVER 4	OVER 32

CONSISTENCY

*Number of blows of 140 pound hammer falling 30 inches to drive a 2-inch O.D. (1-3/8 inch I.D.) split spoon (ASTM D-1586).
+Unconfined compressive strength in tons/sq.ft. as determined by laboratory testing or approximated by the standard penetration test (ASTM D-1586), pocket penetrometer, torvane, or visual observation.

KEY TO EXPLORATORY BORING LOGS
Unified Soil Classification System (ASTM D-2487)

TRC Lowney

FIGURE A-1

EXPLORATORY BORING: EB-1

DRILL RIG: MOBILE B-56
BORING TYPE: 8 INCH HOLLOW-STEM AUGER
LOGGED BY: AC
START DATE: 1-29-07 FINISH DATE: 1-29-07

PROJECT NO: 1154-2A
PROJECT: KING AND MAYBARY TRANSIT VILLAGE
LOCATION: SAN JOSE, CA
COMPLETION DEPTH: 80.0 FT.

This log is a part of a report by TRC Lowney, and should not be used as a stand-alone document. This description applies only to the location of the exploration at the time of drilling. Subsurface conditions may differ at other locations and may change at this location with time. The description presented is a simplification of actual conditions encountered. Transitions between soil types may be gradual.

SURFACE ELEVATION:

ELEVATION (FT)	DEPTH (FT)	MATERIAL DESCRIPTION AND REMARKS	SOIL TYPE	PENETRATION RESISTANCE (BLOWS/FT.)	SAMPLER	MOISTURE CONTENT (%)	DRY DENSITY (PCF)	PERCENT PASSING NO. 200 SIEVE
	0	4½ asphalt concrete over 4 inches aggregate base						
		CLAYEY SAND (SC) loose, moist, brown, fine to medium sand, some fine suangular to subrounded gravel	SC	7		16	97	
				5		36	78	
	5	**SILT WITH SAND (ML)** stiff, moist, brown, fine sand, low plasticity	ML					
		LEAN CLAY (CL) stiff, moist, gray with brown mottles, some fine sand, moderate plasticity	CL	8		32	83	
		medium stiff		8		21		36
	10	**SILTY SAND (SM)** loose, wet, brown, fine sand	SM					
		LEAN CLAY (CL) medium stiff, moist, brown, some fine sand, trace coarse gravel, low plasticity	CL	8		25		
	15			9		21	103	
	20	**LEAN CLAY WITH SAND (CL)** soft, moist, grayish brown, fine to coarse sand, trace fine subangular to subrounded gravel, low plasticity	CL					
		LEAN CLAY (CL) medium stiff, moist, brown, some fine sand, trace coarse gravel, low plasticity	CL	11		23	102	
	25							
		LEAN CLAY WITH SAND (CL) medium stiff, moist, brown, fine to coarse sand, trace fine subangular to subrounded gravel, low plasticity	CL	9		24	101	
	30							

Undrained Shear Strength (ksf)
○ Pocket Penetrometer
△ Torvane
● Unconfined Compression
▲ U-U Triaxial Compression
1.0 2.0 3.0 4.0

Continued Next Page

GROUND WATER OBSERVATIONS:
▽: FREE GROUND WATER MEASURED DURING DRILLING AT 8.6 FEET

LA CORP.GDT 3/8/07 MV FL

TRC Lowney

EXPLORATORY BORING: EB-1 Cont'd

DRILL RIG: MOBILE B-56
BORING TYPE: 8 INCH HOLLOW-STEM AUGER
LOGGED BY: AC
START DATE: 1-29-07 FINISH DATE: 1-29-07

PROJECT NO: 1154-2A
PROJECT: KING AND MAYBARY TRANSIT VILLAGE
LOCATION: SAN JOSE, CA
COMPLETION DEPTH: 80.0 FT.

This log is a part of a report by TRC Lowney, and should not be used as a stand-alone document. This description applies only to the location of the exploration at the time of drilling. Subsurface conditions may differ at other locations and may change at this location with time. The description presented is a simplification of actual conditions encountered. Transitions between soil types may be gradual.

ELEVATION (FT)	DEPTH (FT)	SOIL LEGEND	MATERIAL DESCRIPTION AND REMARKS	SOIL TYPE	PENETRATION RESISTANCE (BLOWS/FT.)	SAMPLER	MOISTURE CONTENT (%)	DRY DENSITY (PCF)	PERCENT PASSING NO. 200 SIEVE
	30		**LEAN CLAY WITH SAND (CL)** medium stiff, moist, brown, fine to coarse sand, trace fine subangular to subrounded gravel, low plasticity	CL	12		25	100	
	35		**POORLY GRADED SAND (SP)** medium dense, wet, brown and gray, fine to medium sand, trace fine subangular to subrounded gravel	SP	41				4
	40		**POORLY GRADED SAND WITH CLAY (SP-SC)** very dense, wet, brown and gray, fine to coarse sand, some fine subangular to subrounded gravel	SP-SC	50/5"				
	45				68				
	50		**SANDY LEAN CLAY (CL)** medium stiff, moist, olive, fine to medium sand, low plasticity	CL	12		19		
			CLAYEY SAND (SC) medium dense, wet, brown, fine to coarse sand, some fine subangular to subrounded gravel	SC	12		15 23		18
	55		**LEAN CLAY WITH SAND (CL)** stiff, moist, greenish gray, fine sand, trace fine subangular to subrounded gravel, low plasticity	CL	18		18		
	60		*Continued Next Page*						

Undrained Shear Strength (ksf)
○ Pocket Penetrometer
△ Torvane
● Unconfined Compression
▲ U-U Triaxial Compression
1.0 2.0 3.0 4.0

GROUND WATER OBSERVATIONS:
∇: FREE GROUND WATER MEASURED DURING DRILLING AT 8.6 FEET

LA CORP.GDT 3/8/07 MV" FL

TRC Lowney

EXPLORATORY BORING: EB-1 Cont'd

DRILL RIG: MOBILE B-56
BORING TYPE: 8 INCH HOLLOW-STEM AUGER
LOGGED BY: AC
START DATE: 1-29-07 FINISH DATE: 1-29-07

PROJECT NO: 1154-2A
PROJECT: KING AND MAYBARY TRANSIT VILLAGE
LOCATION: SAN JOSE, CA
COMPLETION DEPTH: 80.0 FT

This log is a part of a report by TRC Lowney, and should not be used as a stand-alone document. This description applies only to the location of the exploration at the time of drilling. Subsurface conditions may differ at other locations and may change at this location with time. The description presented is a simplification of actual conditions encountered. Transitions between soil types may be gradual.

ELEVATION (FT)	DEPTH (FT)	SOIL LEGEND	MATERIAL DESCRIPTION AND REMARKS	SOIL TYPE	PENETRATION RESISTANCE (BLOWS/FT.)	SAMPLER	MOISTURE CONTENT (%)	DRY DENSITY (PCF)	PERCENT PASSING NO. 200 SIEVE	Undrained Shear Strength (ksf) ○ Pocket Penetrometer △ Torvane ● Unconfined Compression ▲ U-U Triaxial Compression (1.0 2.0 3.0 4.0)
	60			CL						
			SANDY LEAN CLAY (CL) soft, moist, greenish gray, fine to coarse sand, some fine subangular to subrounded gravel, low plasticity	CL						
			CLAYEY SAND (SC) dense, moist, brown, fine to coarse sand, some fine subangular to subrounded gravel	SC	23	X	23			○
	65									
			POORLY GRADED SAND WITH CLAY (SP-SC) dense, wet, brown, fine to coarse sand, some fine subangular to subrounded gravel	SP-SC	41	X				
	70									
					40	X	16			○
	75		**LEAN CLAY WITH SAND (CL)** stiff, moist, brown, fine sand, trace fine subangular to subrounded gravel, low plasticity	CL						
					20	X	17			○
	80		Bottom of Boring at 80 feet							
	85									
	90									

GROUND WATER OBSERVATIONS:
∇: FREE GROUND WATER MEASURED DURING DRILLING AT 8.6 FEET

LA_CORP.GDT 3/8/07 MVP FL

TRC Lowney

EXPLORATORY BORING: EB-2

DRILL RIG: MOBILE B-56
BORING TYPE: 8 INCH HOLLOW-STEM AUGER
LOGGED BY: AC
START DATE: 1-29-07 FINISH DATE: 1-29-07

PROJECT NO: 1154-2A
PROJECT: KING AND MAYBARY TRANSIT VILLAGE
LOCATION: SAN JOSE, CA
COMPLETION DEPTH: 50.0 FT.

This log is a part of a report by TRC Lowney, and should not be used as a stand-alone document. This description applies only to the location of the exploration at the time of drilling. Subsurface conditions may differ at other locations and may change at this location with time. The description presented is a simplification of actual conditions encountered. Transitions between soil types may be gradual.

SURFACE ELEVATION:

ELEVATION (FT)	DEPTH (FT)	MATERIAL DESCRIPTION AND REMARKS	SOIL TYPE	PENETRATION RESISTANCE (BLOWS/FT.)	SAMPLER	MOISTURE CONTENT (%)	DRY DENSITY (PCF)	PERCENT PASSING NO. 200 SIEVE
	0	2 asphalt concrete over 8 inches aggregate base						
		SILT WITH SAND (ML) medium stiff, moist, brown, fine sand, low plasticity	ML	6		16	73	
				6		22	78	
	5	**SILTY SAND (SM)** loose, moist, brown, fine sand	SM	7		9	87	23
		LEAN CLAY (CL) hard, moist, dark gray, some fine sand, moderate plasticity Plasticity Index = 31, liquid Limit = 45	CL	16		20	105	
	10							
		SANDY LEAN CLAY (CL) medium stiff, moist, olive brown, fine sand, some medium to coarse sand, trace fine subangualr to subrounded gravel, low plasticity	CL	6		22	105	
	15							
		CLAYEY SAND (SC) medium dense, wet, brown, fine to coarse sand, fine subangular to subrounded gravel	SC	16		12		19
	20	**LEAN CLAY (CL)** very stiff, moist, brown, some fine sand, low plasticity	CL	11		20		60
		CLAYEY SAND (SC) medium dense, wet, brown, fine sand	SC	14				
	25			17		19		
		LEAN CLAY (CL) soft, moist, brown, some fine sand, low plasticity	CL					
		CLAYEY SAND (SC) medum dense, wet, brown, fine to coarse sand, some fine subangular to subrounded gravel	SC	12		21		
	30		CL					

Undrained Shear Strength (ksf)
○ Pocket Penetrometer
△ Torvane
● Unconfined Compression
▲ U-U Triaxial Compression
1.0 2.0 3.0 4.0

Continued Next Page

GROUND WATER OBSERVATIONS:
▽: FREE GROUND WATER MEASURED DURING DRILLING AT 10.5 FEET

LA_CORP.GDT 3/8/07 MV* FL

TRC Lowney

EXPLORATORY BORING: EB-2 Cont'd

DRILL RIG: MOBILE B-56
BORING TYPE: 8 INCH HOLLOW-STEM AUGER
LOGGED BY: AC
START DATE: 1-29-07 FINISH DATE: 1-29-07

PROJECT NO: 1154-2A
PROJECT: KING AND MAYBARY TRANSIT VILLAGE
LOCATION: SAN JOSE, CA
COMPLETION DEPTH: 50.0 FT.

This log is a part of a report by TRC Lowney, and should not be used as a stand-alone document. This description applies only to the location of the exploration at the time of drilling. Subsurface conditions may differ at other locations and may change at this location with time. The description presented is a simplification of actual conditions encountered. Transitions between soil types may be gradual.

ELEVATION (FT)	DEPTH (FT)	SOIL LEGEND	MATERIAL DESCRIPTION AND REMARKS	SOIL TYPE	PENETRATION RESISTANCE (BLOWS/FT.)	SAMPLER	MOISTURE CONTENT (%)	DRY DENSITY (PCF)	PERCENT PASSING NO. 200 SIEVE
	30		**LEAN CLAY WITH SAND (CL)** soft, moist, brown, fine sand, low plasticity	CL					
			POORLY GRADED SAND WITH CLAY (SP-SC) medium dense, wet, brown, fine to coarse sand, some fine subangular to subrounded gravel	SP-SC	19	X	12		10
	35		**CLAYEY SAND (SC)** medium dense, moist, brown, fine to coarse sand	SC	11	X	16		14
			POORLY GRADED SAND WITH CLAY (SP-SC) medium dense, wet, brown, fine to coarse sand, some fine subangular to subrounded gravel	SP-SC					
			CLAYEY SAND (SC) dense, wet, brown, fine to coarse sand, some fine subangular to subrounded gravel		39	X			
	40			SC					
					17	X	18		18
	45		**LEAN CLAY WITH SAND (CL)** stiff, moist, brown, fine to medium sand, low plasticity	CL	23	X	11		19
			CLAYEY SAND (SC) medium dense, moist, brown, fine to coarses sand, some fine suangular to subrounded gravel	SC					
			LEAN CLAY (CL) stiff, moist, brown, trace fine sand, low plasticity	CL	26	X	12		
	50		**CLAYEY SAND (SC)** dense, moist, brown, fine to coarse sand, some fine subangular to subrounded gravel	SC					
			Bottom of Boring at 50 feet						
	55								
	60								

Undrained Shear Strength (ksf)
○ Pocket Penetrometer
△ Torvane
● Unconfined Compression
▲ U-U Triaxial Compression
1.0 2.0 3.0 4.0

GROUND WATER OBSERVATIONS:
▽: FREE GROUND WATER MEASURED DURING DRILLING AT 10.5 FEET

LA_CORP.GDT 3/8/07 MV* FL

TRC Lowney

EXPLORATORY BORING: EB-3

DRILL RIG: MOBILE B-56
BORING TYPE: 8 INCH HOLLOW-STEM AUGER
LOGGED BY: AC
START DATE: 1-30-07 FINISH DATE: 1-30-07

PROJECT NO: 1154-2A
PROJECT: KING AND MAYBARY TRANSIT VILLAGE
LOCATION: SAN JOSE, CA
COMPLETION DEPTH: 50.0 FT.

This log is a part of a report by TRC Lowney, and should not be used as a stand-alone document. This description applies only to the location of the exploration at the time of drilling. Subsurface conditions may differ at other locations and may change at this location with time. The description presented is a simplification of actual conditions encountered. Transitions between soil types may be gradual.

SURFACE ELEVATION:

ELEVATION (FT)	DEPTH (FT)	MATERIAL DESCRIPTION AND REMARKS	SOIL TYPE	PENETRATION RESISTANCE (BLOWS/FT.)	MOISTURE CONTENT (%)	DRY DENSITY (PCF)	PERCENT PASSING NO. 200 SIEVE
	0	3 asphalt concrete over 4 inches aggregate base					
		SILT WITH SAND (ML) [FILL] stiff, moist, brown, fine sand, low plasticity	ML, FILL	12	15		
				14	16	96	
	5	**LEAN CLAY (CL)** very stiff, moist, dark brown, some fine sand, moderate plasticity	CL	16	17	100	
		SANDY LEAN CLAY (CL) very stiff, moist, brown, fine to coarse sand, trace fine subangular to subrounded gravel, low plasticity	CL	8	12	104	
	10						
		LEAN CLAY WITH SAND (CL) very soft, moist, olive brown, fine to medium sand, low plasticity	CL	7	21	106	
	15						
				38	15		
	20	**CLAYEY SAND (SC)** medium dense, wet, brown, fine to coarse sandsome fine to coarse subangular to subrounded	SC	11	14		16
		LEAN CLAY WITH SAND (CL) soft, moist, brown, fine to coarse sand, some fine gravel, low plasticity	CL	14	15 12		12
	25	**POORLY GRADED SAND WITH CLAY (SP-SC)** medium dense, wet, brown, fine to coarse sand, some fine subangular to subrounded gravel	SP-SC				
				44			
	30						

Undrained Shear Strength (ksf)
○ Pocket Penetrometer
△ Torvane
● Unconfined Compression
▲ U-U Triaxial Compression
1.0 2.0 3.0 4.0

Continued Next Page

GROUND WATER OBSERVATIONS:
∇: FREE GROUND WATER MEASURED DURING DRILLING AT 13.0 FEET

LA CORP GDT 3/8/07 MV" FL

TRC Lowney

EXPLORATORY BORING: EB-3 Cont'd

DRILL RIG: MOBILE B-56
BORING TYPE: 8 INCH HOLLOW-STEM AUGER
LOGGED BY: AC
START DATE: 1-30-07 FINISH DATE: 1-30-07

PROJECT NO: 1154-2A
PROJECT: KING AND MAYBARY TRANSIT VILLAGE
LOCATION: SAN JOSE, CA
COMPLETION DEPTH: 50.0 FT.

This log is a part of a report by TRC Lowney, and should not be used as a stand-alone document. This description applies only to the location of the exploration at the time of drilling. Subsurface conditions may differ at other locations and may change at this location with time. The description presented is a simplification of actual conditions encountered. Transitions between soil types may be gradual.

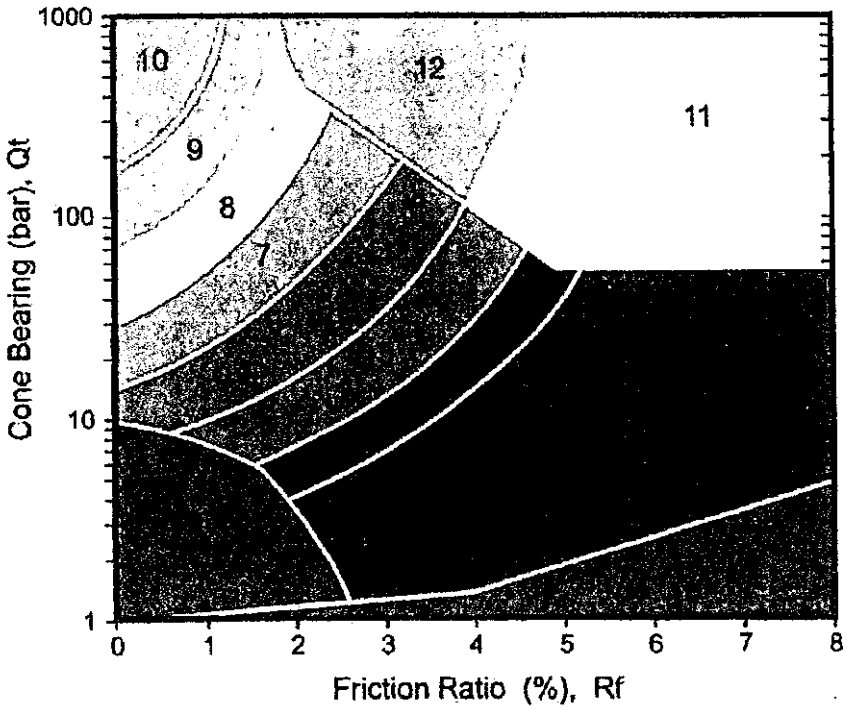
ELEVATION (FT)	DEPTH (FT)	MATERIAL DESCRIPTION AND REMARKS	SOIL TYPE	PENETRATION RESISTANCE (BLOWS/FT.)	SAMPLER	MOISTURE CONTENT (%)	DRY DENSITY (PCF)	PERCENT PASSING NO. 200 SIEVE
	30	**POORLY GRADED SAND WITH CLAY (SP-SC)** medium dense, wet, brown, fine to coarse sand, some fine subangular to subrounded gravel	SP-SC					
		CLAYEY SAND (SC) medium dense to dense, wet, brown, fine to coarse sand, some fine gravel		25	X	16		17
	35		SC	35	X			
				40	X			
	40							
		SANDY LEAN CLAY WITH SAND (CL) medium stiff, moist, brown, fine to coarse sand, some fine gravel, low plasticity	CL	14	X	13		
	45	**CLAYEY SAND (SC)** loose, wet, brown, fine to coarse sand, some fine subangular to subrounded gravel	SC					
		LEAN CLAY WITH SAND (CL) medium stiff, moist, brown, fine sand, low to moderate plasticity	CL	15	X	23		
	50	Bottom of Boring at 50 feet						
	55							
	60							

Undrained Shear Strength (ksf)
○ Pocket Penetrometer
△ Torvane
● Unconfined Compression
▲ U-U Triaxial Compression
1.0 2.0 3.0 4.0

GROUND WATER OBSERVATIONS:
∇: FREE GROUND WATER MEASURED DURING DRILLING AT 13.0 FEET

LA CORP.GDT 3/8/07 MVF FL

TRC Lowney



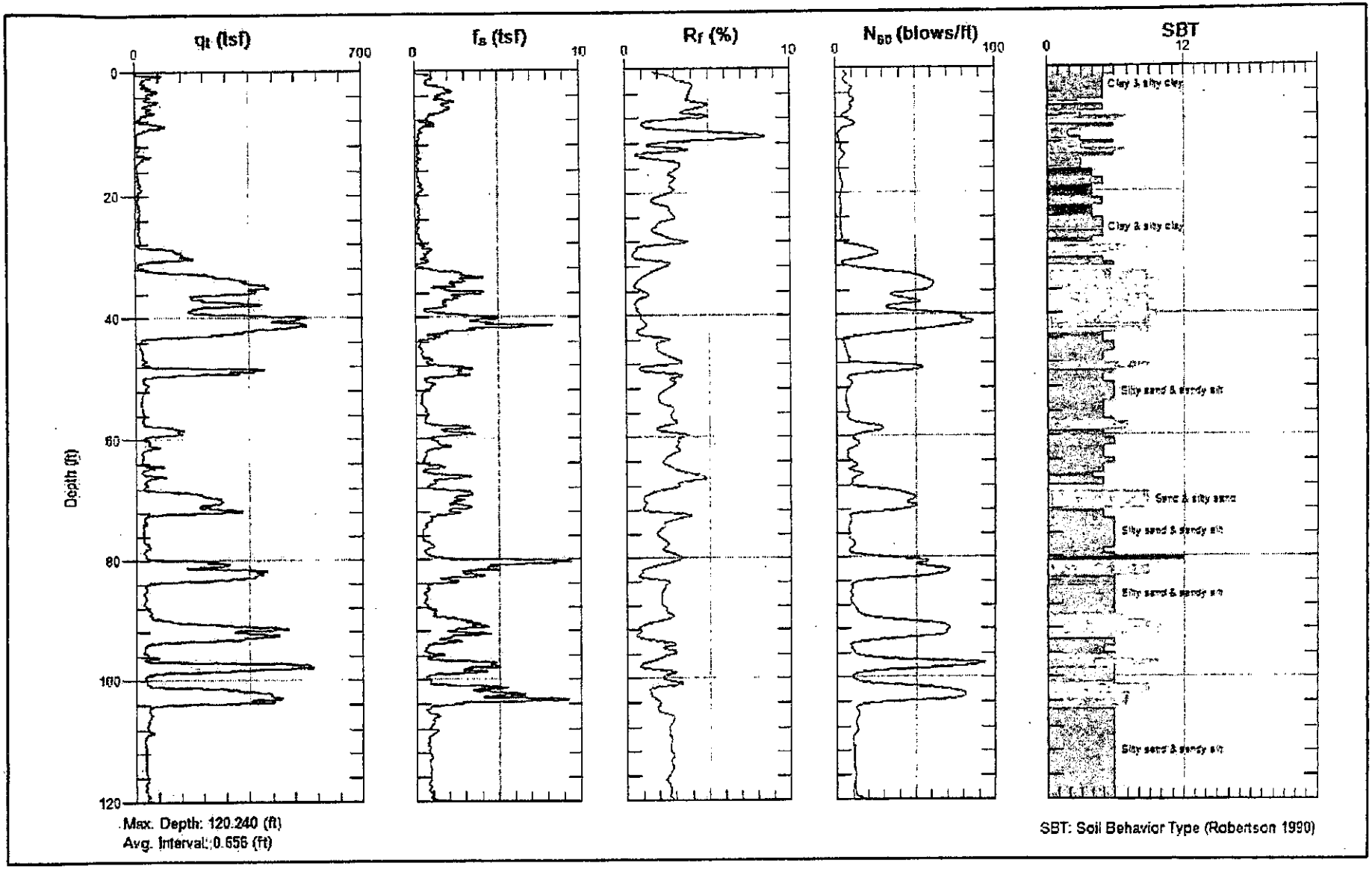
Zone	Q_t / N	Soil Behaviour Type
1	2	sensitive fine grained
2	1	organic material
3	1	clay
4	1.5	silty clay to clay
5	2	clayey silt to silty clay
6	2.5	sandy silt to clayey silt
7	3	silty sand to sandy silt
8	4	sand to silty sand
9	5	sand
10	6	gravelly sand to sand
11	1	very stiff fine grained *
12	2	sand to clayey sand *

* overconsolidated or cemented

Robertson (1990)

KEY TO CONE PENETROMETER TEST

TRC Lowney



3/07'EB

CONE PENETRATION TEST - CPT-1

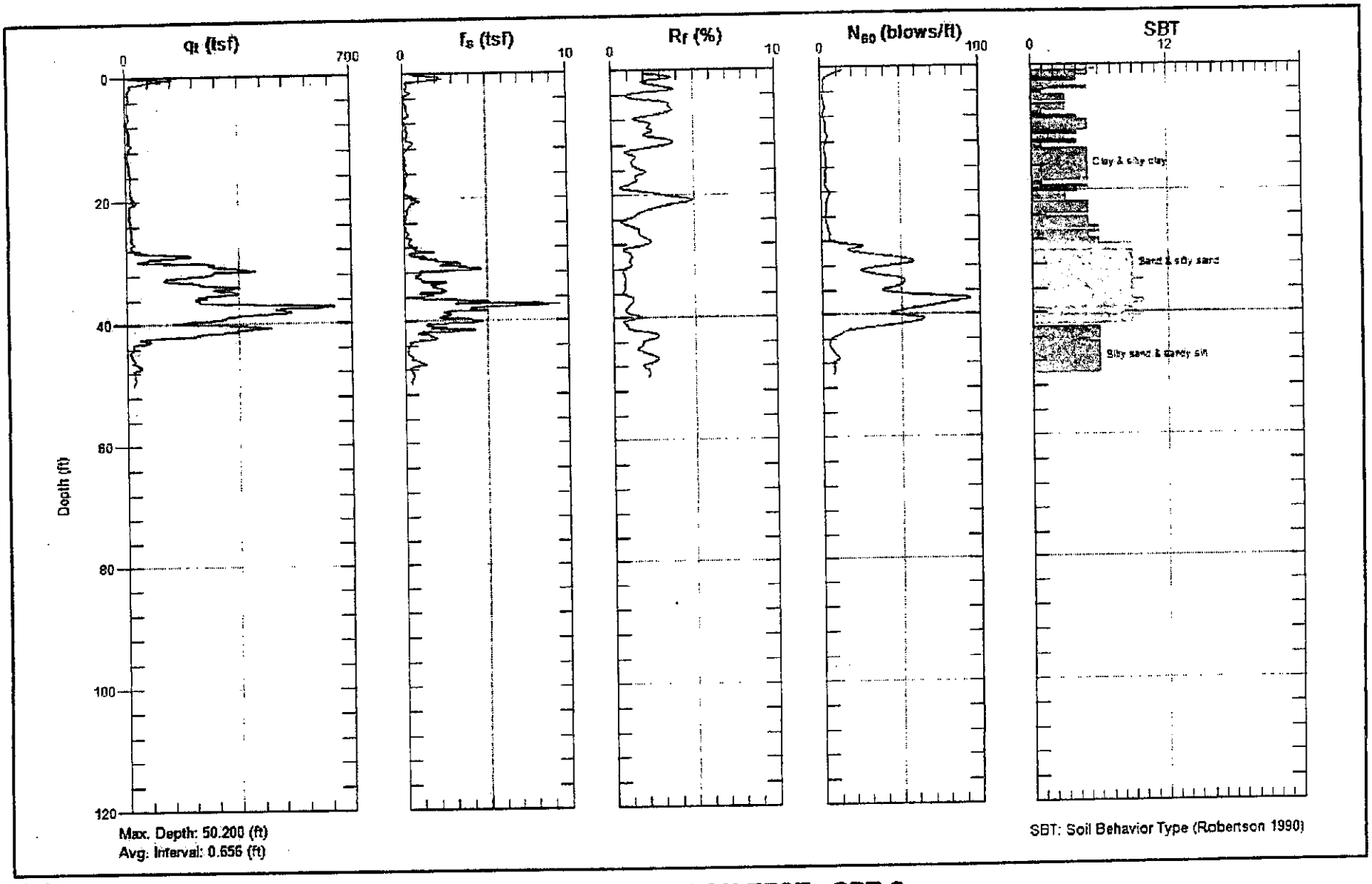
KING AND MAYBERRY TRANSIT VILLAGE

San Jose, California

TRC Lowney

CPT-1

1154-2A



3/07*EB

CONE PENETRATION TEST - CPT-2

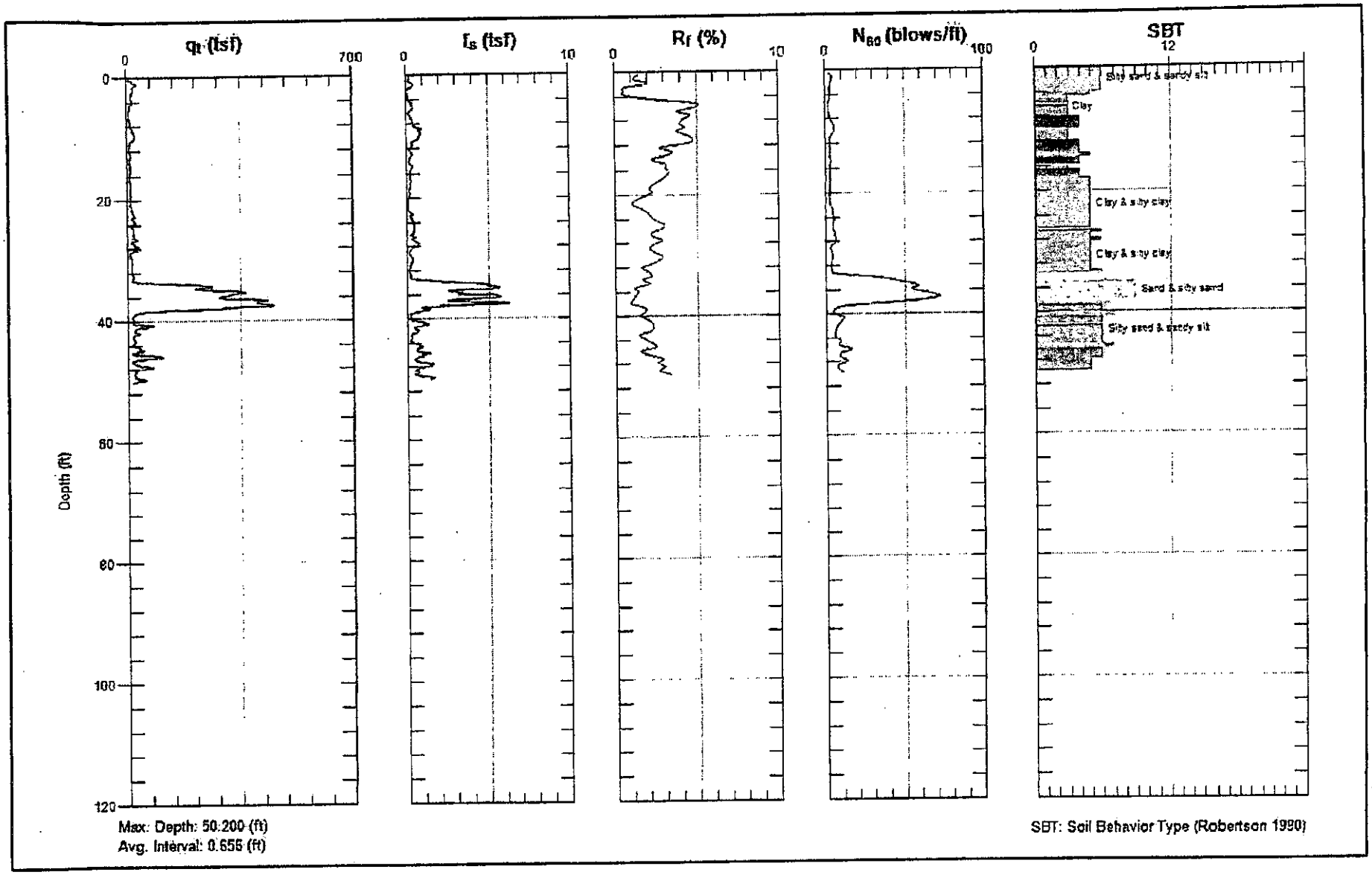
KING AND MAYBERRY TRANSIT VILLAGE

San Jose, California

TRC Lowney

CPT-2

1154-2A



3/07*EB

CONE PENETRATION TEST - CPT-3

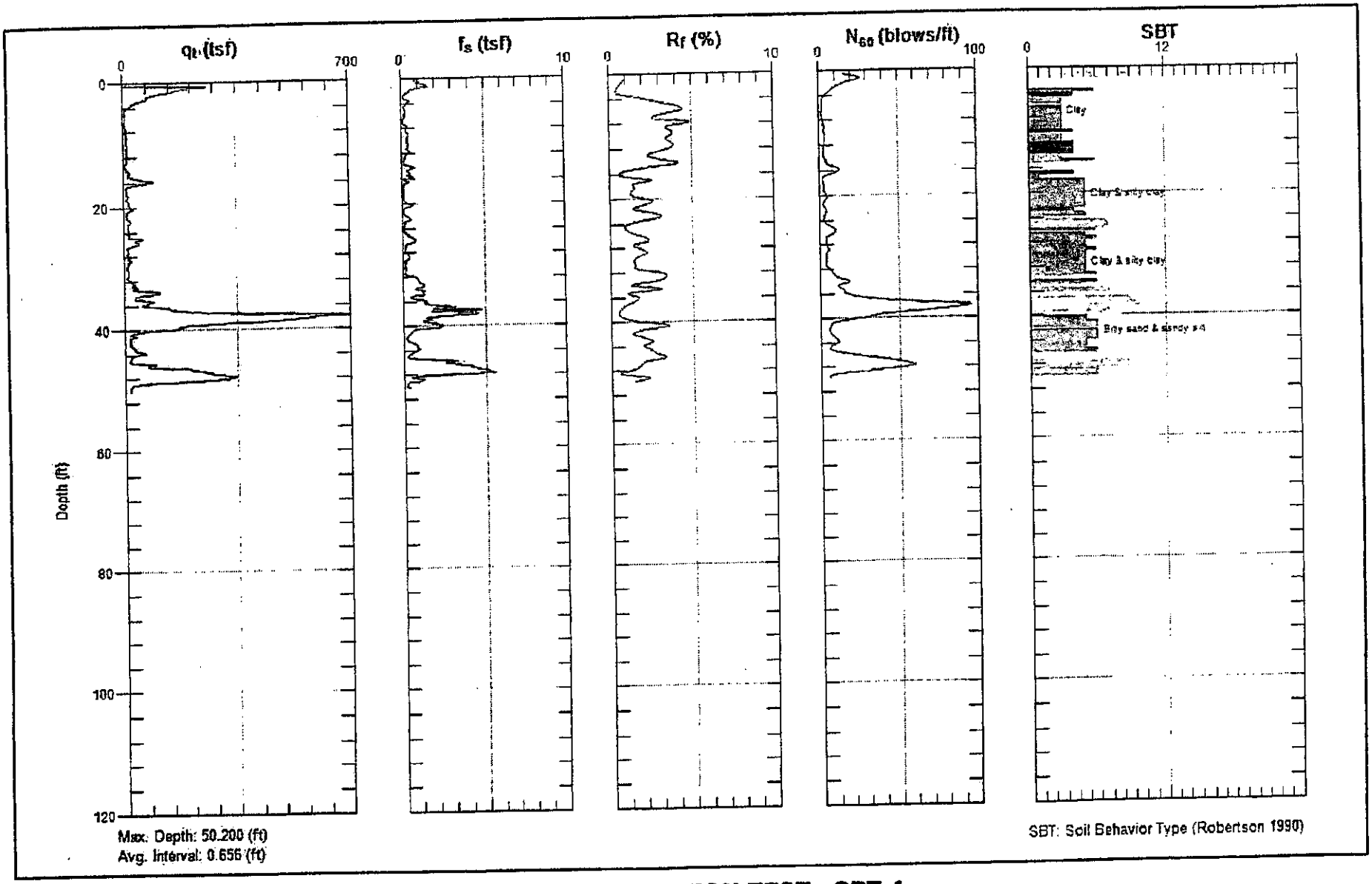
KING AND MAYBERRY TRANSIT VILLAGE

San Jose, California

TRC Lowney

CPT-3

1154-2A



3/07*EB

CONE PENETRATION TEST - CPT-4

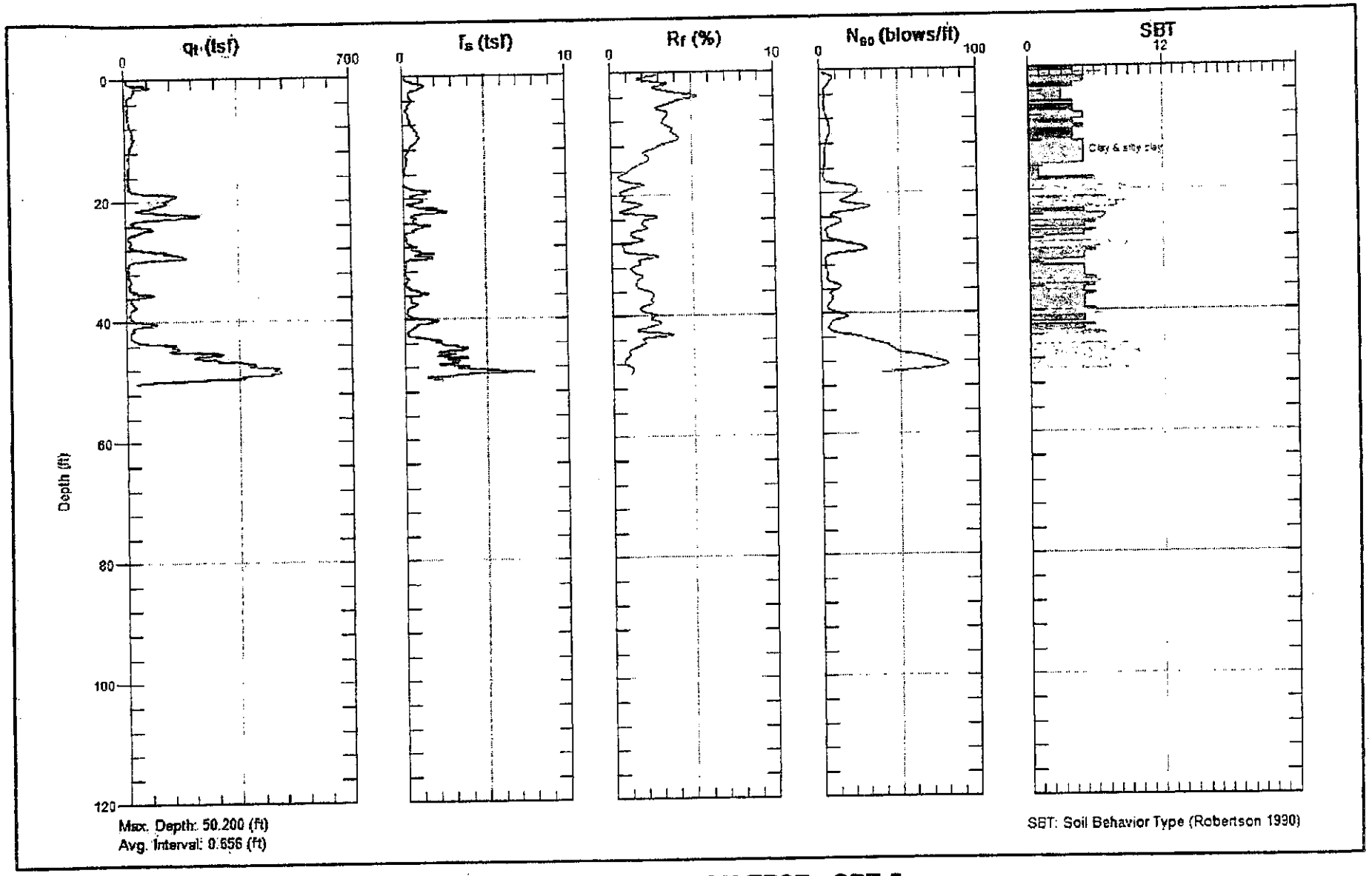
KING AND MAYBERRY TRANSIT VILLAGE

San Jose, California

TRC Lowney

CPT-4

1154-2A



3/07*EB

CONE PENETRATION TEST - CPT-5

KING AND MAYBERRY TRANSIT VILLAGE

San Jose, California

TRC Lowney

CPT-5

1154-2A

APPENDIX B

LABORATORY PROGRAM

The laboratory testing program was directed toward a quantitative and qualitative evaluation of the physical and mechanical properties of the soils underlying the site and to aid in verifying soil classification.

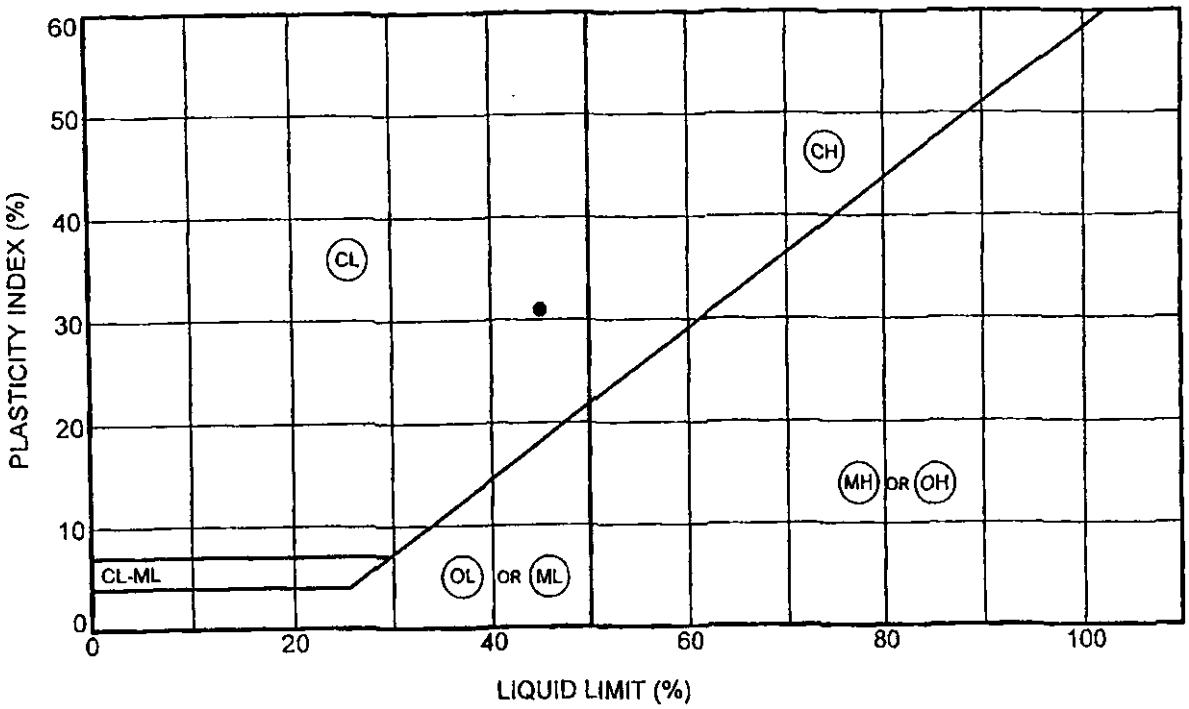
Moisture Content: The natural water content was determined (ASTM D2216) on 42 samples of the materials recovered from the borings. These water contents are recorded on the boring logs at the appropriate sample depths.

Dry Densities: In place dry density determinations (ASTM D2937) were performed on 16 samples to measure the unit weight of the subsurface soils. Results of these tests are shown on the boring logs at the appropriate sample depths.

Plasticity Index: A plasticity Index determination (ASTM D4318) was performed on 1 sample of the subsurface soils to measure the range of water contents over which these materials exhibit plasticity. The Plasticity Index was used to classify the soil in accordance with the Unified Soil Classification System and to evaluate the soil expansion potential. Results of these tests are presented on Figure B-1 and on the logs of the borings at the appropriate sample depth.

Washed Sieve Analyses: The percent soil fraction passing the No. 200 sieve (ASTM D1140) was determined on 11 samples of the subsurface soils to aid in the classification of these soils. Results of these tests are shown on the boring logs at the appropriate sample depths.

* * * * * * * * * * * * *



Symbol	Boring No.	Depth (ft.)	Natural Water Content (%)	Liquid Limit (%)	Plastic Limit (%)	Plasticity Index (%)	Passing No. 200 Sieve	Unified Soil Classification Description
●	EB-2	9.5	20	45	14	31		LEAN CLAY (CL)

TRC Lowney

PLASTICITY CHART AND DATA

Project: KING AND MAYBARY TRANSIT VILLAGE

Location: SAN JOSE, CA

Project No.: 1154-2A

FIGURE B-1

LA_CORP.GDT 3/8/07 MV FL

APPENDIX H
PRELIMINARY TREE REPORT

Preliminary Tree Report

1875 Dobbins Drive
San Jose, CA

Prepared for:
David J. Powers & Assc.
1885 The Alameda Suite 204
San Jose, CA 95126

Prepared by:
Concentric Ecologies
754 The Alameda Suite 4106
San Jose, CA 95126

February 2007

Preliminary Tree Report
1875 Dobbins Drive
San Jose, CA

Table of Contents

Introduction and Overview 1

Survey Methods 2

Description of Trees and Suitability for Preservation 5

List of Tables

Tree Health and Frequency of Occurrence

Suitability for Preservation Frequency

List of Entire Inventory

Attachments

Tree Survey Map

Introduction and Overview

David J. Powers & Assoc., while coordinating an Environmental Impact Statement, has contracted with Concentric Ecologies to develop a Tree Report for review by the City of San Jose, California. The site will be referred to as:

1875 Dobbins Drive

The physical addresses being:

1875 Dobbins Drive, San Jose, CA 95133

The report includes the following information:

- An evaluation of the health of the trees from a ground level, visual inspection.
- An evaluation of the impacts of the proposed development on the trees.
- Overhead maps showing tree locations.

The inspection was done at ground level and no biological tests were preformed.

Methods

The inventory includes the diameter at two feet above grade, the height, overall health/ vigor, and the potential hazards the trees may pose to structures and pedestrians. The inspection includes all tree measuring 6 inches in diameter and greater. The inspection was done visually and no biological tests were performed. The survey followed the following steps:

1. Tree Identification, as per species and variety, where able.

2. Measuring the diameter of each tree at 24 inches above grade.

3. Evaluating the overall heath of each individual tree using a 1 thought 5 rating system whereas;

    1. = Poor Health
    2. = Fair Health
    3. = Average
    4. = Good Health
    5. = Excellent Health

4. Rated the suitability for preservation whereas:

    Good = Trees with good or excellent health and good or excellent structure and have a reasonable chance to survive construction.

    Moderate = Trees that have a average or fair health and average or fair structure and, with adequate care, may survive the construction.

    Poor = Trees that, either because of poor health or poor structure, are not good candidates for survival. This category may include species that are unsuitable for landscapes.

Tree preservation considers several different factors.

- Overall tree health is the main consideration when ascertaining a trees chance of surviving the ordeal of surviving in a construction zone.
- Species life span or longevity – if a tree is near the end of its useful life it may not be a good candidate for preservation.
- Structure – Often overlooked, improper structure can limit a trees lifespan and therefore lower the trees overall suitability for preservation.
- Individual tree responses – Some trees are more tolerant of disturbance; while others are not.

TYPES OF CONSTRUCTION DAMAGE

Tree decline and mortality, around newly constructed homes, is a result primarily from damage to the root system. During construction, roots are frequently cut when installing foundations, water and sewer lines or other utilities, driveways, curbs, sidewalks, etc.

Many roots are also lost when soil is removed during grading. Feeder roots occur primarily within the top six to eight inches of soil, and removing just a few inches of soil during grading can result in the elimination of much of these roots. Loss of feeder roots will reduce the water and nutrient absorption capability, which can eventually lead to decline. Cutting large roots increases the possibility of windthrow during severe storms and may lead to future hazardous decay. Compaction of the soil or placing fill over a tree root system during grading is equally as destructive as cutting and removing roots. All plant cells, including those in the roots, require oxygen to survive. Root cells obtain oxygen from pores within the soil. When the soil over the root system of a tree is compacted or fill is added during grading, the amount of soil air is greatly reduced. At the same time, gases toxic to plant roots tend to accumulate in the soil. These adverse factors result in root mortality and tree decline. Mechanical injuries to the stem and limbs also contribute to tree decline. Bark injuries inhibit transport of water and nutrients to the crown and allow entrance of decay and other disease organisms.

PREVENTING CONSTRUCTION DAMAGE

Root Damage - Reducing root damage is the key to preventing tree decline and death after building construction. Physical barriers such as fencing should be erected around trees to prevent encroachment by construction equipment. This will minimize soil compaction and also prevent fill and other debris from being placed over the root system. Barriers preferably should be placed at least midway between the bole of the tree and the drip line. If construction equipment must pass close to the tree, a bridge can be constructed over the root system. This is done by placing a steel plate over railroad ties, which are placed at intervals along the ground as supports.

Grade Changes - Grade changes around trees should be avoided whenever possible. If fill must be placed over the root system of a tree, construction of a tree well will help minimize the impact of the fill. If the grade must be cut, this should be done outside the tree's root system. Methods for cutting the grade near trees are described in the aforementioned technical report.

Pruning - Prior to the initiation of construction, interfering lower limbs on trees to be saved should be pruned to allow access for construction equipment. Large deadwood also should be removed at this time in order to eliminate a possible safety hazard to construction workers. Trees remaining on the building lot may be pruned to compensate for damage to the root system that inevitably occurs during construction, if they are excessively damaged. The objective is to reduce the size of the crown to a level that the root system can support. If removing live limbs choose sucker growth, competing and

conflicting limbs and low, interfering branches. Lightly cutting back side branches may be necessary to further "lighten" the crown if root disturbance was severe.

The crown should not be cut back harshly (topped).

Corrective pruning can be undertaken either before construction begins or immediately following completion.

Removing more than 15% of foliage may be detrimental.

Description of Trees

The inspection was conducted February 12th 2007. 115 trees were inspected. The survey includes all trees measuring 1 inches in diameter and greater measured at 2 feet above grade, also included are any trees that are over 6 feet in height regardless of diameter. The survey was done from ground level and no biological tests were preformed.

The site consists of several flat and level commercial lots.

The site encompasses several light industrial lots. For the most part the landscape trees have been ignored and when pruning was done, it was of a sub-standard nature.

The most prevalent landscape tree on these properties is the Eucalyptus tree. There are 17 specimens in total.

There are also 17 Alianthus trees, these Alianthus trees are mostly growing on the abandoned part of the site, an area which has several homeless encampments. The Alianthus trees are not well suited for permanent landscapes due to their short life span, excessive leaf litter and their prolific nature; many arborists regard these trees as 'weed' trees.

There are 7 large ash trees in the south east corner of the project site (tags 3,10,11,12,13,14,15) These trees are, for the most part, of average health. All but one of the trees are 'Poor Candidates for Preservation' due to either structural failure or from previously being topped. One of the Ash trees(#3) rates a 'Moderate Suitability for Preservation' mostly due to it's structural integrity and the location of the tree.

This tree should be protected by erecting a Tree Protection zone that encompasses the trunk and most of the trees root zone.

The Tree Protection zone on this tree and all trees rated either Moderate or Good Candidates for Preservation are listed in the Protection Zone report attached below.

The protection zone should be placed as to protect the trees root system and no driving, parking, wash outs, storage of materials or any disruption of the surface soil should occur.

All of the Purple Leaf Plum trees are in declining health due to their age, most are suffering from the fungus *Botrysphaeria dothidea*. All of the plum trees are poor candidates for preservation.

The 10 Eucalyptus trees (#'s 35-37 & 40-46) rate a poor suitability for preservation due to the poor pruning that was done some years ago; The trees have been topped. This pruning practice pre-disposes the trees to structural failure. Any people or property around these trees would be as risk.

Two California Pepper trees in average health rate a Moderate Suitability for Preservation. See the Protection Zone report below for specifics.

Tags # 54, 63, 64,65,66 are Coastal Redwoods that are in average health IF the tree can be protected during construction and IF the tree gets sufficient irrigation during and after construction then the tree may add to the cities canopy. Moderate Suitability for Preservation.

7 Sycamore trees (# 55,56,57 and 59,60,61,62) line Dobbins Drive about midway down. These trees have sufficient root zones, are in average health and display proper structure. These trees are rated Moderate Candidates for preservation.

4 Good sized Cedars (68,69,70,71) are in average health and rate as Moderate Suitability for Preservation.

Eucalyptus Trees # 72 and 73 are infested with the insect Lerp Pysllid. Poor candidates for preservation.

5 Coastal Redwoods on North King Road are in Average Health and have a Moderate Suitability for Preservation.#'s 82, 84,85 and 86 are multi-stemmed and should be cabled together to add mechanical support for the weak branch unions.

3 Guava trees (88,89,90) are in good health and are good candidates for preservation.

The trees along the railroad tracks (#91- 114)have grown and extend irregularly with two exceptions all of these trees are poor candidates for preservation. The two exceptions are 2 Coast Live Oaks – they are a native species and, although they are on the smaller side, attempts should be made to preserve these two trees.

All the trees are listed in the 'Count by Species' report below.

1875 Dobbins Drive

Report Description: Complete Inventory

Tag Number	Diameter	Common Name	Health Rating	Suitibility for Preservation	Comment	Picture
1	14	Eucalyptus	Average Health	Poor Suitability for Preservation	Structurally Flawed	
2	13	Purple-Leaf Plum	Fair Health	Poor Suitability for Preservation	Diseased	
3	30	Ash	Average Health	Moderate Suitability for Preservation		1.jpg
4	11	Purple-Leaf Plum	Fair Health	Poor Suitability for Preservation	Diseased	
5	10	Purple-Leaf Plum	Fair Health	Poor Suitability for Preservation	Diseased	
6	12	Purple-Leaf Plum	Fair Health	Poor Suitability for Preservation	Diseased	
7	11	Purple-Leaf Plum	Fair Health	Poor Suitability for Preservation	Diseased	
8	11	Purple-Leaf Plum	Fair Health	Poor Suitability for Preservation	Diseased	
9	11	Purple-Leaf Plum	Fair Health	Poor Suitability for Preservation	Diseased	
10	21	Ash	Average Health	Poor Suitability for Preservation	Structurally Flawed:Topped	2.jpg
11	28	Ash	Average Health	Poor Suitability for Preservation	Structurally Flawed:Topped	2.jpg
12	28	Ash	Poor Health	Poor Suitability for Preservation	Structural Failure	3.jpg
13	22	Ash	Average Health	Poor Suitability for Preservation	Structurally Flawed:Topped	4.jpg
14	29	Ash	Fair Health	Poor Suitability for Preservation	Structurally Flawed:Topped	5.jpg
15	28	Ash	Average Health	Poor Suitability for Preservation	Structurally Flawed:Topped	6.jpg
16	44	Eucalyptus	Average Health	Poor Suitability for Preservation	Structurally Flawed:Co-Dominant Stem	7.jpg
17	11	Purple-Leaf Plum	Fair Health	Poor Suitability for Preservation		
18	7	Tristainia	Fair Health	Poor Suitability for Preservation	Sheared	
19	7	Tristainia	Fair Health	Poor Suitability for Preservation	Sheared	
20	7	Tristainia	Fair Health	Poor Suitability for Preservation	Sheared	
21	7	Tristainia	Fair Health	Poor Suitability for Preservation	Sheared	
22	7	Tristainia	Fair Health	Poor Suitability for Preservation	Sheared	
23	6	Eugenia	Average Health	Poor Suitability for Preservation		
24	6	Eugenia	Average Health	Poor Suitability for Preservation		
25	6	Eugenia	Average Health	Poor Suitability for Preservation		
26	6	Tristainia	Fair Health	Poor Suitability for Preservation		
27	6	Tristainia	Fair Health	Poor Suitability for Preservation		
28	6	Tristainia	Fair Health	Poor Suitability for Preservation		
29	4	Tristainia	Fair Health	Poor Suitability for Preservation		
30	4	Tristainia	Fair Health	Poor Suitability for Preservation		
31	6	Eugenia	Fair Health	Poor Suitability for Preservation		
32	6	Eugenia	Fair Health	Poor Suitability for Preservation		

1875 Dobbins Drive

Report Description: Complete Inventory

Tag Number	Diameter	Common Name	Health Rating	Suitibility for Preservation	Comment	Picture
33	6	Eugenia	Fair Health	Poor Suitability for Preservation		
34	3	Purple-Leaf Plum	Average Health	Poor Suitability for Preservation	Structurally Flawed:Topped	
35	31	Eucalyptus	Average Health	Poor Suitability for Preservation	Structurally Flawed:Topped	8.jpg
36	31	Eucalyptus	Average Health	Poor Suitability for Preservation	Structurally Flawed:Topped	9.jpg
37	27	Eucalyptus	Average Health	Poor Suitability for Preservation	Structurally Flawed:Topped	10.jpg
38	29	Pepper	Average Health	Moderate Suitability for Preservation		11.jpg
39	29	Pepper	Average Health	Moderate Suitability for Preservation		11.jpg
40	38	Eucalyptus	Average Health	Poor Suitability for Preservation	Structurally Flawed:Topped	12.jpg
41	23	Eucalyptus	Average Health	Poor Suitability for Preservation	Structurally Flawed:Topped	13.jpg
42	18	Eucalyptus	Average Health	Poor Suitability for Preservation	Structurally Flawed:Topped	14.jpg
43	18	Eucalyptus	Average Health	Poor Suitability for Preservation	Structurally Flawed:Topped	15.jpg
44	19	Eucalyptus	Average Health	Poor Suitability for Preservation	Structurally Flawed:Topped	16.jpg
45	29	Eucalyptus	Average Health	Poor Suitability for Preservation	Structurally Flawed:Topped	17.jpg
46	29	Eucalyptus	Average Health	Poor Suitability for Preservation	Structurally Flawed:Topped	18.jpg
47	7	Purple-Leaf Plum	Fair Health	Poor Suitability for Preservation		
48	5	Tristainia	Average Health	Poor Suitability for Preservation		
49	5	Tristainia	Average Health	Poor Suitability for Preservation		
50	18	Eucalyptus	Average Health	Poor Suitability for Preservation		19.jpg
51	20	Palm	Average Health	Moderate Suitability for Preservation		20.jpg
52	9	Eucalyptus	Average Health	Poor Suitability for Preservation		
53	9	Eucalyptus	Average Health	Poor Suitability for Preservation		
54	21	Redwood	Average Health	Moderate Suitability for Preservation		21.jpg
55	13	Sycamore	Average Health	Moderate Suitability for Preservation		
56	10	Sycamore	Average Health	Moderate Suitability for Preservation		
57	11	Sycamore	Average Health	Moderate Suitability for Preservation		
58	12	Privet	Average Health	Moderate Suitability for Preservation		
59	10	Sycamore	Average Health	Moderate Suitability for Preservation		
60	13	Sycamore	Average Health	Moderate Suitability for Preservation		
61	10	Sycamore	Average Health	Moderate Suitability for Preservation		
62	8	Sycamore	Average Health	Moderate Suitability for Preservation		
63	12	Redwood	Average Health	Moderate Suitability for Preservation		
64	21	Redwood	Average Health	Moderate Suitability for Preservation		22.jpg

1875 Dobbins Drive

Report Description: Complete Inventory

Tag Number	Diameter	Common Name	Health Rating	Suitibility for Preservation	Comment	Picture
65	12	Redwood	Average Health	Moderate Suitability for Preservation		
66	12	Redwood	Average Health	Moderate Suitability for Preservation		
67	9	Purple-Leaf Plum	Average Health	Poor Suitability for Preservation		
68	29	Cedar	Average Health	Moderate Suitability for Preservation		23.jpg
69	20	Cedar	Average Health	Moderate Suitability for Preservation		24.jpg
70	21	Cedar	Average Health	Moderate Suitability for Preservation		25.jpg
71	18	Cedar	Average Health	Moderate Suitability for Preservation		26.jpg
72	14	Eucalyptus	Average Health	Poor Suitability for Preservation	Insect Infestation	27.jpg
73	21	Eucalyptus	Average Health	Poor Suitability for Preservation	Insect Infestation	28.jpg
74	7	Purple-Leaf Plum	Fair Health	Poor Suitability for Preservation		
75	7	Purple-Leaf Plum	Fair Health	Poor Suitability for Preservation		
76	7	Purple-Leaf Plum	Fair Health	Poor Suitability for Preservation		
77	15	Palm	Average Health	Moderate Suitability for Preservation		29.jpg
78	27	Palm	Average Health	Moderate Suitability for Preservation		29.jpg
79	26	Palm	Average Health	Moderate Suitability for Preservation		30.jpg
80	12	Sweet Gum	Average Health	Poor Suitability for Preservation	Structurally Flawed:Co-Dominant Stem	
81	15	Cedar	Average Health	Poor Suitability for Preservation	Structural Failure	
82	46	Redwood	Average Health	Good Suitability for Preservation	Multi-Stemmed	31.jpg
83	36	Redwood	Average Health	Good Suitability for Preservation		32.jpg
84	31	Redwood	Average Health	Good Suitability for Preservation	Multi-Stemmed	33.jpg
85	37	Redwood	Average Health	Good Suitability for Preservation	Multi-Stemmed	34.jpg
86	32	Redwood	Average Health	Good Suitability for Preservation	Multi-Stemmed	35.jpg
87	19	Birch	Fair Health	Poor Suitability for Preservation		36.jpg
88	7	Guava	Average Health	Good Suitability for Preservation		
89	7	Guava	Average Health	Good Suitability for Preservation		
90	7	Guava	Average Health	Good Suitability for Preservation		
91	16	Redwood	Average Health	Good Suitability for Preservation		
92	9	Plum	Average Health	Poor Suitability for Preservation		
93	6	Tree-of-Heaven	Average Health	Poor Suitability for Preservation		
94	6	Tree-of-Heaven	Average Health	Poor Suitability for Preservation		
95	6	Tree-of-Heaven	Average Health	Poor Suitability for Preservation		
96	6	Tree-of-Heaven	Average Health	Poor Suitability for Preservation		

1875 Dobbins Drive

Report Description: Complete Inventory

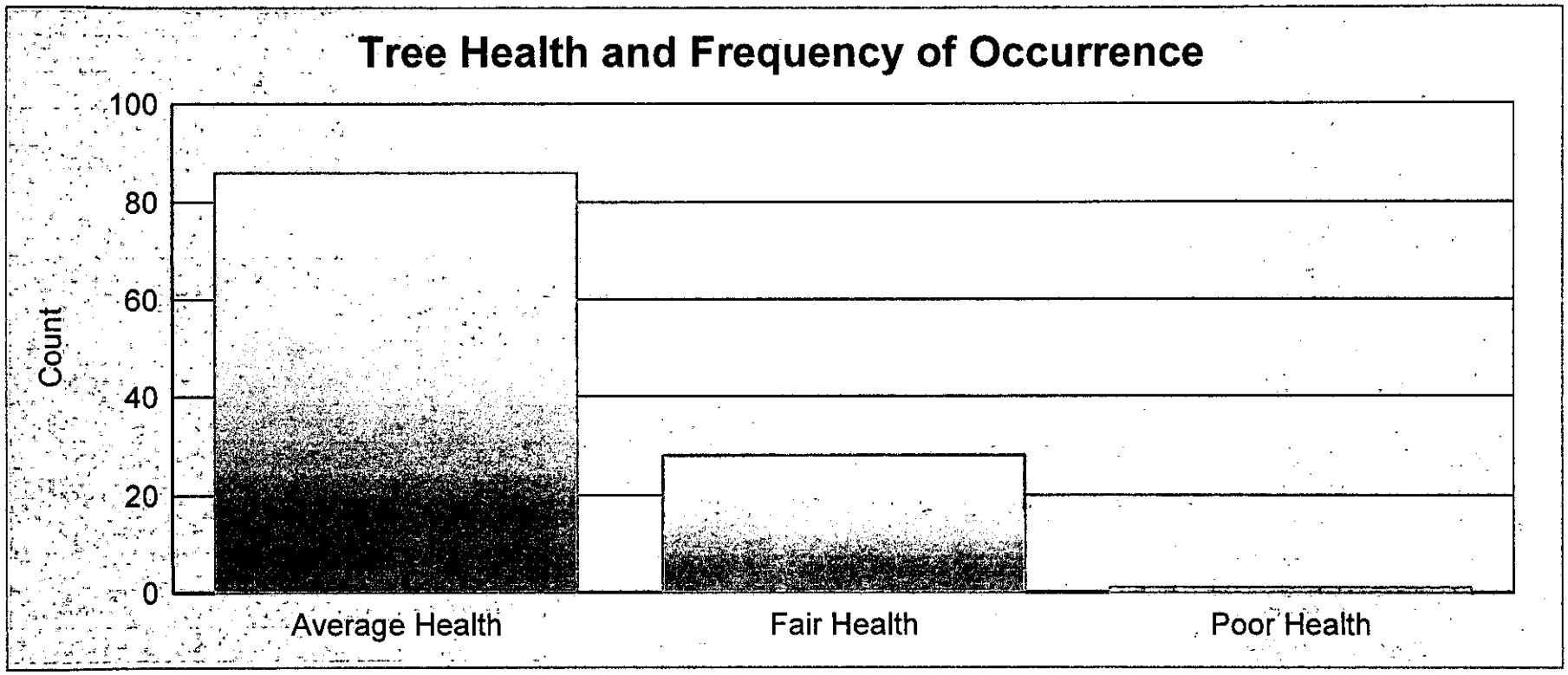
Tag Number	Diameter	Common Name	Health Rating	Suitibility for Preservation	Comment	Picture
97	6	Tree-of-Heaven	Average Health	Poor Suitability for Preservation		
98	6	Tree-of-Heaven	Average Health	Poor Suitability for Preservation		
99	9	Redwood	Average Health	Poor Suitability for Preservation		
100	6	Plum	Average Health	Poor Suitability for Preservation		
101	8	Coast Live Oak	Average Health	Good Suitability for Preservation		
102	7	Coast Live Oak	Average Health	Good Suitability for Preservation		
103	3	Plum	Average Health	Poor Suitability for Preservation		
104	6	Tree-of-Heaven	Average Health	Poor Suitability for Preservation		
105	6	Tree-of-Heaven	Average Health	Poor Suitability for Preservation		
106	6	Tree-of-Heaven	Average Health	Poor Suitability for Preservation		
107	6	Tree-of-Heaven	Average Health	Poor Suitability for Preservation		
108	6	Tree-of-Heaven	Average Health	Poor Suitability for Preservation		
109	6	Tree-of-Heaven	Average Health	Poor Suitability for Preservation		
110	9	Tree-of-Heaven	Average Health	Poor Suitability for Preservation		
111	9	Tree-of-Heaven	Average Health	Poor Suitability for Preservation		
112	9	Tree-of-Heaven	Average Health	Poor Suitability for Preservation		
113	9	Tree-of-Heaven	Average Health	Poor Suitability for Preservation		
114	9	Tree-of-Heaven	Average Health	Poor Suitability for Preservation		
115	7	Tristainia	Fair Health	Poor Suitability for Preservation	Sheared	

Total Number of Trees in this Inventory: 115

1875 Dobbins Drive

Printed Date: 2/24/2007 Last modified: 2/24/2007

Report Description: Tree Health and Frequency of Occurrence



The inspection was done at ground level and no biological tests were preformed.

Printed Date: 2/24/2007 Last modified: 2/24/2007

Average Health

Tag	Diameter	Common Name	Scientific Name	Variety	Comment
1	14	Eucalyptus	Eucalyptus	x	Structurally Flawed
3	30	Ash	Fraxinus	x	
10	21	Ash	Fraxinus	x	Structurally Flawed:Topped
11	28	Ash	Fraxinus	x	Structurally Flawed:Topped
13	22	Ash	Fraxinus	x	Structurally Flawed:Topped
15	28	Ash	Fraxinus	x	Structurally Flawed:Topped
16	44	Eucalyptus	Eucalyptus	x	Structurally Flawed:Co-Dominant St
23	6	Eugenia	Eugenia	x	
24	6	Eugenia	Eugenia	x	
25	6	Eugenia	Eugenia	x	
34	3	Purple-Leaf Plum	Prunus	atropurpurea	Structurally Flawed:Topped
35	31	Eucalyptus	Eucalyptus	x	Structurally Flawed:Topped
36	31	Eucalyptus	Eucalyptus	x	Structurally Flawed:Topped
37	27	Eucalyptus	Eucalyptus	x	Structurally Flawed:Topped
38	29	Pepper	Schinus	molle	
39	29	Pepper	Schinus	molle	
40	38	Eucalyptus	Eucalyptus	x	Structurally Flawed:Topped
41	23	Eucalyptus	Eucalyptus	x	Structurally Flawed:Topped
42	18	Eucalyptus	Eucalyptus	x	Structurally Flawed:Topped
43	18	Eucalyptus	Eucalyptus	x	Structurally Flawed:Topped
44	19	Eucalyptus	Eucalyptus	x	Structurally Flawed:Topped
45	29	Eucalyptus	Eucalyptus	x	Structurally Flawed:Topped
46	29	Eucalyptus	Eucalyptus	x	Structurally Flawed:Topped
48	5	Tristainia	Lophostemon	confertus	
49	5	Tristainia	Lophostemon	confertus	
50	18	Eucalyptus	Eucalyptus	x	
51	20	Palm	Palmea	Washingtonia	
52	9	Eucalyptus	Eucalyptus	x	

The inspection was done at ground level and no biological tests were preformed.

86	32	Redwood	Sequoia	sempervirens	Multi-Stemmed
88	7	Guava	Guava	x	
89	7	Guava	Guava	x	
90	7	Guava	Guava	x	
91	16	Redwood	Sequoia	sempervirens	
92	9	Plum	Prunus	x	
93	6	Tree-of-Heaven	Ailanthus	x	
94	6	Tree-of-Heaven	Ailanthus	x	
95	6	Tree-of-Heaven	Ailanthus	x	
96	6	Tree-of-Heaven	Ailanthus	x	
97	6	Tree-of-Heaven	Ailanthus	x	
98	6	Tree-of-Heaven	Ailanthus	x	
99	9	Redwood	Sequoia	sempervirens	
100	6	Plum	Prunus	x	
101	8	Coast Live Oak	Quercus	agrifolia	
102	7	Coast Live Oak	Quercus	agrifolia	
103	3	Plum	Prunus	x	
104	6	Tree-of-Heaven	Ailanthus	x	
105	6	Tree-of-Heaven	Ailanthus	x	
106	6	Tree-of-Heaven	Ailanthus	x	
107	6	Tree-of-Heaven	Ailanthus	x	
108	6	Tree-of-Heaven	Ailanthus	x	
109	6	Tree-of-Heaven	Ailanthus	x	
110	9	Tree-of-Heaven	Ailanthus	x	
111	9	Tree-of-Heaven	Ailanthus	x	
112	9	Tree-of-Heaven	Ailanthus	x	
113	9	Tree-of-Heaven	Ailanthus	x	
114	9	Tree-of-Heaven	Ailanthus	x	

Total for Average Health: 86

The inspection was done at ground level and no biological tests were preformed.

53	9	Eucalyptus	Eucalyptus	x	
54	21	Redwood	Sequoia	sempervirens	
55	13	Sycamore	Platanus	platanaceae	
56	10	Sycamore	Platanus	platanaceae	
57	11	Sycamore	Platanus	platanaceae	
58	12	Privet	Ligustrum	x	
59	10	Sycamore	Platanus	platanaceae	
60	13	Sycamore	Platanus	platanaceae	
61	10	Sycamore	Platanus	platanaceae	
62	8	Sycamore	Platanus	platanaceae	
63	12	Redwood	Sequoia	sempervirens	
64	21	Redwood	Sequoia	sempervirens	
65	12	Redwood	Sequoia	sempervirens	
66	12	Redwood	Sequoia	sempervirens	
67	9	Purple-Leaf Plum	Prunus	atropurpurea	
68	29	Cedar	Cedrus	deodara	
69	20	Cedar	Cedrus	deodara	
70	21	Cedar	Cedrus	deodara	
71	18	Cedar	Cedrus	deodara	
72	14	Eucalyptus	Eucalyptus	x	Insect Infestation
73	21	Eucalyptus	Eucalyptus	x	Insect Infestation
77	15	Palm	Palmea	Washingtonia	
78	27	Palm	Palmea	Washingtonia	
79	26	Palm	Palmea	Washingtonia	
80	12	Sweet Gum	Liquidambar	x	Structurally Flawed:Co-Dominant St
81	15	Cedar	Cedrus	deodara	Structural Failure
82	46	Redwood	Sequoia	sempervirens	Multi-Stemmed
83	36	Redwood	Sequoia	sempervirens	
84	31	Redwood	Sequoia	sempervirens	Multi-Stemmed
85	37	Redwood	Sequoia	sempervirens	Multi-Stemmed

The inspection was done at ground level and no biological tests were preformed.

Printed Date: 2/24/2007 Last modified: 2/24/2007

Fair Health

Tag	Diameter	Common Name	Scientific Name	Variety	Comment
2	13	Purple-Leaf Plum	Prunus	atropurpurea	Diseased
4	11	Purple-Leaf Plum	Prunus	atropurpurea	Diseased
5	10	Purple-Leaf Plum	Prunus	atropurpurea	Diseased
6	12	Purple-Leaf Plum	Prunus	atropurpurea	Diseased
7	11	Purple-Leaf Plum	Prunus	atropurpurea	Diseased
8	11	Purple-Leaf Plum	Prunus	atropurpurea	Diseased
9	11	Purple-Leaf Plum	Prunus	atropurpurea	Diseased
14	29	Ash	Fraxinus	x	Structurally Flawed:Topped
17	11	Purple-Leaf Plum	Prunus	atropurpurea	
18	7	Tristainia	Lophostemon	confertus	Sheared
19	7	Tristainia	Lophostemon	confertus	Sheared
115	7	Tristainia	Lophostemon	confertus	Sheared
20	7	Tristainia	Lophostemon	confertus	Sheared
21	7	Tristainia	Lophostemon	confertus	Sheared
22	7	Tristainia	Lophostemon	confertus	Sheared
26	6	Tristainia	Lophostemon	confertus	
27	6	Tristainia	Lophostemon	confertus	
28	6	Tristainia	Lophostemon	confertus	
29	4	Tristainia	Lophostemon	confertus	
30	4	Tristainia	Lophostemon	confertus	
31	6	Eugenia	Eugenia	x	
32	6	Eugenia	Eugenia	x	
33	6	Eugenia	Eugenia	x	
47	7	Purple-Leaf Plum	Prunus	atropurpurea	
74	7	Purple-Leaf Plum	Prunus	atropurpurea	
75	7	Purple-Leaf Plum	Prunus	atropurpurea	
76	7	Purple-Leaf Plum	Prunus	atropurpurea	
87	19	Birch	Betula	pendula	

The inspection was done at ground level and no biological tests were preformed.

Total for Fair Health: 28

Poor Health

Tag	Diameter	Common Name	Scientific Name	Variety	Comment
12	28	Ash	Fraxinus	x	Structural Failure

Total for Poor Health: 1

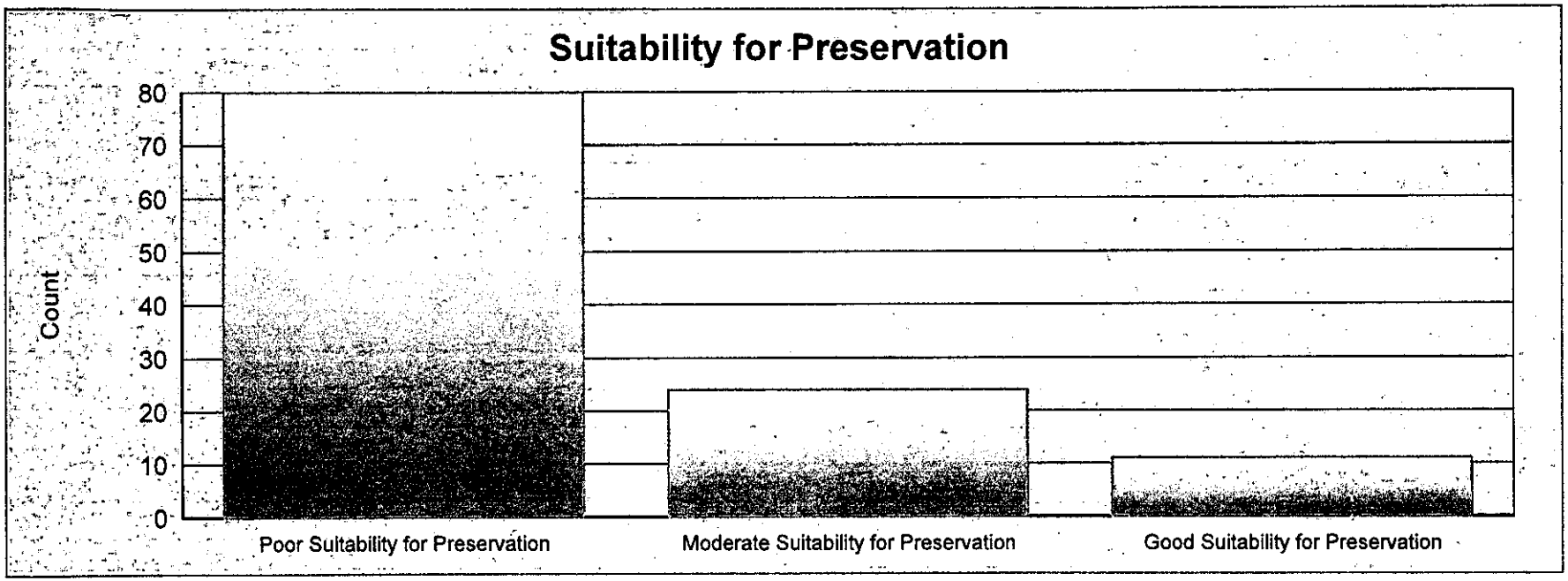
Total for Survey: 115

The inspection was done at ground level and no biological tests were preformed.

1875 Dobbins Drive

Printed Date: 2/24/2007 Last modified: 2/24/2007

Report Description:



The inspection was done at ground level and no biological tests were preformed.

Printed Date: 2/24/2007 Last modified: 2/24/2007

Poor Suitability for Preservation

Tag	Diameter	Common Name	Scientific Name		Comment	Picture
80	12	Sweet Gum	Liquidambar	x	Structurally Flawed:Co-Dominant St	
81	15	Cedar	Cedrus	deodara	Structural Failure	
52	9	Eucalyptus	Eucalyptus	x		
53	9	Eucalyptus	Eucalyptus	x		
1	14	Eucalyptus	Eucalyptus	x	Structurally Flawed	
2	13	Purple-Leaf Plum	Prunus	atropurpurea	Diseased	
72	14	Eucalyptus	Eucalyptus	x	Insect Infestation	27.jpg
73	21	Eucalyptus	Eucalyptus	x	Insect Infestation	28.jpg
74	7	Purple-Leaf Plum	Prunus	atropurpurea		
75	7	Purple-Leaf Plum	Prunus	atropurpurea		
76	7	Purple-Leaf Plum	Prunus	atropurpurea		
67	9	Purple-Leaf Plum	Prunus	atropurpurea		
40	38	Eucalyptus	Eucalyptus	x	Structurally Flawed:Topped	12.jpg
41	23	Eucalyptus	Eucalyptus	x	Structurally Flawed:Topped	13.jpg
42	18	Eucalyptus	Eucalyptus	x	Structurally Flawed:Topped	14.jpg
43	18	Eucalyptus	Eucalyptus	x	Structurally Flawed:Topped	15.jpg
44	19	Eucalyptus	Eucalyptus	x	Structurally Flawed:Topped	16.jpg
45	29	Eucalyptus	Eucalyptus	x	Structurally Flawed:Topped	17.jpg
46	29	Eucalyptus	Eucalyptus	x	Structurally Flawed:Topped	18.jpg
47	7	Purple-Leaf Plum	Prunus	atropurpurea		
48	5	Tristainia	Lophostemon	confertus		
49	5	Tristainia	Lophostemon	confertus		
50	18	Eucalyptus	Eucalyptus	x		19.jpg
4	11	Purple-Leaf Plum	Prunus	atropurpurea	Diseased	
5	10	Purple-Leaf Plum	Prunus	atropurpurea	Diseased	
6	12	Purple-Leaf Plum	Prunus	atropurpurea	Diseased	
7	11	Purple-Leaf Plum	Prunus	atropurpurea	Diseased	
8	11	Purple-Leaf Plum	Prunus	atropurpurea	Diseased	

The inspection was done at ground level and no biological tests were preformed.

9	11	Purple-Leaf Plum	Prunus	atropurpurea	Diseased	
10	21	Ash	Fraxinus	x	Structurally Flawed:Topped	2.jpg
11	28	Ash	Fraxinus	x	Structurally Flawed:Topped	2.jpg
12	28	Ash	Fraxinus	x	Structural Failure	3.jpg
13	22	Ash	Fraxinus	x	Structurally Flawed:Topped	4.jpg
14	29	Ash	Fraxinus	x	Structurally Flawed:Topped	5.jpg
15	28	Ash	Fraxinus	x	Structurally Flawed:Topped	6.jpg
16	44	Eucalyptus	Eucalyptus	x	Structurally Flawed:Co-Dominant St	7.jpg
17	11	Purple-Leaf Plum	Prunus	atropurpurea		
18	7	Tristainia	Lophostemon	confertus	Sheared	
19	7	Tristainia	Lophostemon	confertus	Sheared	
115	7	Tristainia	Lophostemon	confertus	Sheared	
20	7	Tristainia	Lophostemon	confertus	Sheared	
21	7	Tristainia	Lophostemon	confertus	Sheared	
22	7	Tristainia	Lophostemon	confertus	Sheared	
23	6	Eugenia	Eugenia	x		
24	6	Eugenia	Eugenia	x		
25	6	Eugenia	Eugenia	x		
26	6	Tristainia	Lophostemon	confertus		
27	6	Tristainia	Lophostemon	confertus		
28	6	Tristainia	Lophostemon	confertus		
29	4	Tristainia	Lophostemon	confertus		
30	4	Tristainia	Lophostemon	confertus		
31	6	Eugenia	Eugenia	x		
32	6	Eugenia	Eugenia	x		
33	6	Eugenia	Eugenia	x		
34	3	Purple-Leaf Plum	Prunus	atropurpurea	Structurally Flawed:Topped	
35	31	Eucalyptus	Eucalyptus	x	Structurally Flawed:Topped	8.jpg
36	31	Eucalyptus	Eucalyptus	x	Structurally Flawed:Topped	9.jpg
37	27	Eucalyptus	Eucalyptus	x	Structurally Flawed:Topped	10.jpg

87	19	Birch	Betula	pendula	36.jpg
103	3	Plum	Prunus	x	
104	6	Tree-of-Heaven	Ailanthus	x	
105	6	Tree-of-Heaven	Ailanthus	x	
106	6	Tree-of-Heaven	Ailanthus	x	
107	6	Tree-of-Heaven	Ailanthus	x	
108	6	Tree-of-Heaven	Ailanthus	x	
109	6	Tree-of-Heaven	Ailanthus	x	
110	9	Tree-of-Heaven	Ailanthus	x	
111	9	Tree-of-Heaven	Ailanthus	x	
112	9	Tree-of-Heaven	Ailanthus	x	
113	9	Tree-of-Heaven	Ailanthus	x	
114	9	Tree-of-Heaven	Ailanthus	x	
92	9	Plum	Prunus	x	
93	6	Tree-of-Heaven	Ailanthus	x	
94	6	Tree-of-Heaven	Ailanthus	x	
95	6	Tree-of-Heaven	Ailanthus	x	
96	6	Tree-of-Heaven	Ailanthus	x	
97	6	Tree-of-Heaven	Ailanthus	x	
98	6	Tree-of-Heaven	Ailanthus	x	
99	9	Redwood	Sequoia	sempervirens	
100	6	Plum	Prunus	x	

Total for Poor Suitability for Preservation: 80

The inspection was done at ground level and no biological tests were preformed.

Printed Date: 2/24/2007 Last modified: 2/24/2007

Moderate Suitability for Preservation

Tag	Diameter	Common Name	Scientific Name		Comment	Picture
3	30	Ash	Fraxinus	x		1.jpg
38	29	Pepper	Schinus	molle		11.jpg
39	29	Pepper	Schinus	molle		11.jpg
54	21	Redwood	Sequoia	sempervirens		21.jpg
55	13	Sycamore	Platanus	platanaceae		
56	10	Sycamore	Platanus	platanaceae		
57	11	Sycamore	Platanus	platanaceae		
58	12	Privet	Ligustrum	x		
59	10	Sycamore	Platanus	platanaceae		
60	13	Sycamore	Platanus	platanaceae		
61	10	Sycamore	Platanus	platanaceae		
62	8	Sycamore	Platanus	platanaceae		
63	12	Redwood	Sequoia	sempervirens		
64	21	Redwood	Sequoia	sempervirens		22.jpg
65	12	Redwood	Sequoia	sempervirens		
66	12	Redwood	Sequoia	sempervirens		
68	29	Cedar	Cedrus	deodara		23.jpg
69	20	Cedar	Cedrus	deodara		24.jpg
70	21	Cedar	Cedrus	deodara		25.jpg
71	18	Cedar	Cedrus	deodara		26.jpg
51	20	Palm	Palmea	Washingtonia		20.jpg
77	15	Palm	Palmea	Washingtonia		29.jpg
78	27	Palm	Palmea	Washingtonia		29.jpg
79	26	Palm	Palmea	Washingtonia		30.jpg

Total for Moderate Suitability for Preservation: 24

Good Suitability for Preservation

Tag	Diameter	Common Name	Scientific Name		Comment	Picture
88	7	Guava	Guava	x		
89	7	Guava	Guava	x		
90	7	Guava	Guava	x		
91	16	Redwood	Sequoia	sempervirens		
101	8	Coast Live Oak	Quercus	agrifolia		
102	7	Coast Live Oak	Quercus	agrifolia		
82	46	Redwood	Sequoia	sempervirens	Multi-Stemmed	31.jpg
83	36	Redwood	Sequoia	sempervirens		32.jpg
84	31	Redwood	Sequoia	sempervirens	Multi-Stemmed	33.jpg
85	37	Redwood	Sequoia	sempervirens	Multi-Stemmed	34.jpg
86	32	Redwood	Sequoia	sempervirens	Multi-Stemmed	35.jpg

Total for Good Suitability for Preservation: 11

Total for Survey: 115

The inspection was done at ground level and no biological tests were preformed.

Tree Protection Zones

1875 Dobbins Drive

Printed Date: 2/24/2007 Last modified: 2/24/2007

Physical barriers such as fencing should be erected around trees to prevent encroachment by construction equipment. This will minimize soil compaction and also prevent fill and other debris from being placed over the root system. Barriers preferably should be placed at least midway between the bole of the tree and the drip line. If construction equipment must pass close to the tree, a bridge can be constructed over the root system. This is done by placing a steel plate over railroad ties, which are placed at intervals along the ground as supports.

					Diameter (ft) of Zone		
Tag	Diameter	Common name	Health Description	Preservation Rating	Minimum		Prefered
3	30	Ash	Average Health	Moderate Suitability for Pre:	12	-	25
38	29	Pepper	Average Health	Moderate Suitability for Pre:	12	-	24
39	29	Pepper	Average Health	Moderate Suitability for Pre:	12	-	24
51	20	Palm	Average Health	Moderate Suitability for Pre:	8	-	16
54	21	Redwood	Average Health	Moderate Suitability for Pre:	8	-	17
55	13	Sycamore	Average Health	Moderate Suitability for Pre:	5	-	10
56	10	Sycamore	Average Health	Moderate Suitability for Pre:	4	-	8
57	11	Sycamore	Average Health	Moderate Suitability for Pre:	4	-	9
58	12	Privet	Average Health	Moderate Suitability for Pre:	5	-	10
59	10	Sycamore	Average Health	Moderate Suitability for Pre:	4	-	8

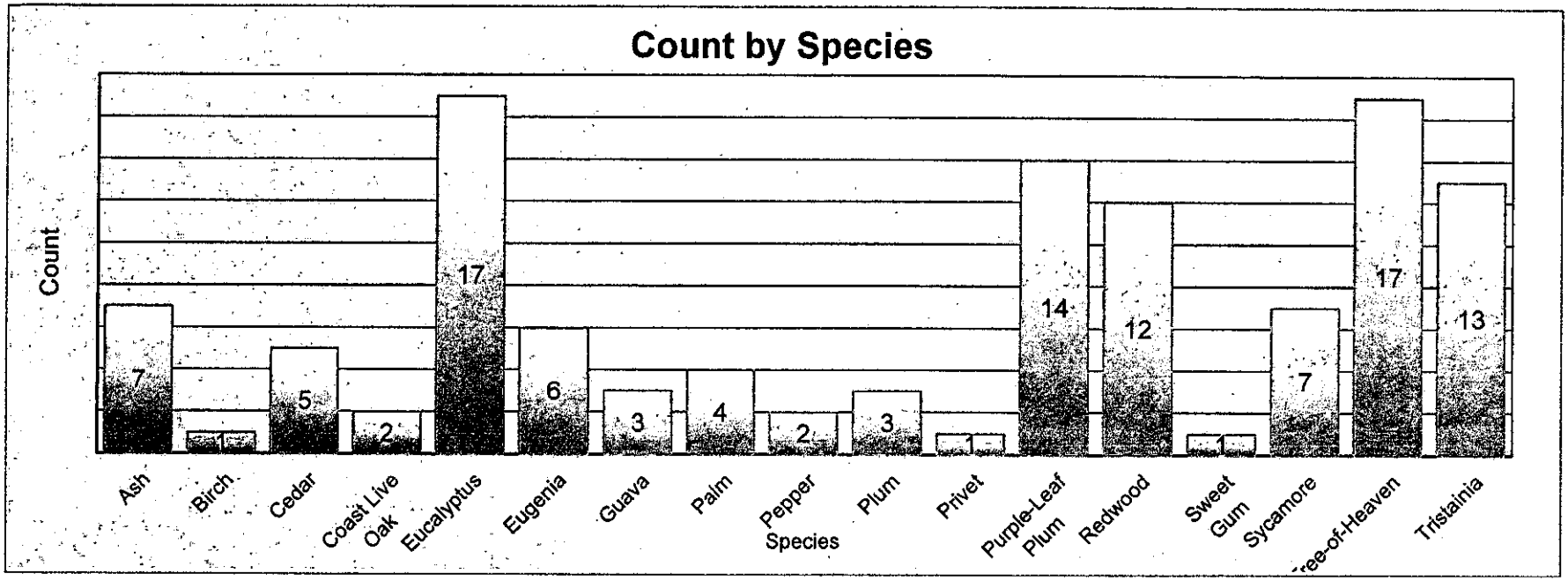
Tag	Diameter	Common Name	Health Description	Preservation Rating	MINIMUM	-	PREFERED
60	13	Sycamore	Average Health	Moderate Suitability for Pre:	5	-	10
61	10	Sycamore	Average Health	Moderate Suitability for Pre:	4	-	8
62	8	Sycamore	Average Health	Moderate Suitability for Pre:	3	-	6
63	12	Redwood	Average Health	Moderate Suitability for Pre:	5	-	10
64	21	Redwood	Average Health	Moderate Suitability for Pre:	8	-	17
65	12	Redwood	Average Health	Moderate Suitability for Pre:	5	-	10
66	12	Redwood	Average Health	Moderate Suitability for Pre:	5	-	10
68	29	Cedar	Average Health	Moderate Suitability for Pre:	12	-	24
69	20	Cedar	Average Health	Moderate Suitability for Pre:	8	-	16
70	21	Cedar	Average Health	Moderate Suitability for Pre:	8	-	17
71	18	Cedar	Average Health	Moderate Suitability for Pre:	7	-	15
77	15	Palm	Average Health	Moderate Suitability for Pre:	6	-	12
78	27	Palm	Average Health	Moderate Suitability for Pre:	11	-	22
79	26	Palm	Average Health	Moderate Suitability for Pre:	10	-	21
82	46	Redwood	Average Health	Good Suitability for Preserv	19	-	38
83	36	Redwood	Average Health	Good Suitability for Preserv	15	-	30
84	31	Redwood	Average Health	Good Suitability for Preserv	12	-	25
85	37	Redwood	Average Health	Good Suitability for Preserv	15	-	30
86	32	Redwood	Average Health	Good Suitability for Preserv	13	-	26
88	7	Guava	Average Health	Good Suitability for Preserv	2	-	5
89	7	Guava	Average Health	Good Suitability for Preserv	2	-	5

Tag	Diameter	Common Name	Health Description	Preservation Rating	MINIMUM	-	PREFERED
90	7	Guava	Average Health	Good Suitability for Preserv	2	-	5
91	16	Redwood	Average Health	Good Suitability for Preserv	6	-	13
101	8	Coast Live Oak	Average Health	Good Suitability for Preserv	3	-	6
102	7	Coast Live Oak	Average Health	Good Suitability for Preserv	2	-	5

1875 Dobbins Drive

Printed Date: 2/24/2007 Last modified: 2/24/2007

Report Description: Total Inventory with Stats



Printed Date: 2/24/2007 Last modified: 2/24/2007

Ash

Tag #	Diameter	Common name	Health Rating	Suitability for Preservation	Comment	Picture
3	30	Ash	Average Health	Moderate Suitability for Preservation		1.jpg
10	21	Ash	Average Health	Poor Suitability for Preservation	Structurally Flawed:Topped	2.jpg
11	28	Ash	Average Health	Poor Suitability for Preservation	Structurally Flawed:Topped	2.jpg
12	28	Ash	Poor Health	Poor Suitability for Preservation	Structural Failure	3.jpg
13	22	Ash	Average Health	Poor Suitability for Preservation	Structurally Flawed:Topped	4.jpg
14	29	Ash	Fair Health	Poor Suitability for Preservation	Structurally Flawed:Topped	5.jpg
15	28	Ash	Average Health	Poor Suitability for Preservation	Structurally Flawed:Topped	6.jpg

Number of Ash: 7
Maximum Ash Diameter: 30
Average Ash Diameter: 27

Birch

Tag #	Diameter	Common name	Health Rating	Suitability for Preservation	Comment	Picture
87	19	Birch	Fair Health	Poor Suitability for Preservation		36.jpg

Number of Birch: 1
Maximum Birch Diameter: 19
Average Birch Diameter: 19

Cedar

Tag #	Diameter	Common name	Health Rating	Suitability for Preservation	Comment	Picture
68	29	Cedar	Average Health	Moderate Suitability for Preservation		23.jpg
69	20	Cedar	Average Health	Moderate Suitability for Preservation		24.jpg
70	21	Cedar	Average Health	Moderate Suitability for Preservation		25.jpg
71	18	Cedar	Average Health	Moderate Suitability for Preservation		26.jpg
81	15	Cedar	Average Health	Poor Suitability for Preservation	Structural Failure	

Number of Cedar: 5
Maximum Cedar Diameter: 29
Average Cedar Diameter: 21

Coast Live Oak

Tag	Diameter	Common name	Health Rating	Suitability for Preservation	Comment	Picture
101	8	Coast Live Oak	Average Health	Good Suitability for Preservation		
102	7	Coast Live Oak	Average Health	Good Suitability for Preservation		

Number of Coast Live Oak: 2

Maximum Coast Live Oak Diameter: 8

Average Coast Live Oak Diameter: 8

Printed Date: 2/24/2007 Last modified: 2/24/2007

Eucalyptus

Tag	Diameter	Common name	Health Rating	Suitability for Preservation	Comment	Picture
1	14	Eucalyptus	Average Health	Poor Suitability for Preservation	Structurally Flawed	
16	44	Eucalyptus	Average Health	Poor Suitability for Preservation	Structurally Flawed:Co-Dominai	7.jpg
35	31	Eucalyptus	Average Health	Poor Suitability for Preservation	Structurally Flawed:Topped	8.jpg
36	31	Eucalyptus	Average Health	Poor Suitability for Preservation	Structurally Flawed:Topped	9.jpg
37	27	Eucalyptus	Average Health	Poor Suitability for Preservation	Structurally Flawed:Topped	10.jpg
40	38	Eucalyptus	Average Health	Poor Suitability for Preservation	Structurally Flawed:Topped	12.jpg
41	23	Eucalyptus	Average Health	Poor Suitability for Preservation	Structurally Flawed:Topped	13.jpg
42	18	Eucalyptus	Average Health	Poor Suitability for Preservation	Structurally Flawed:Topped	14.jpg
43	18	Eucalyptus	Average Health	Poor Suitability for Preservation	Structurally Flawed:Topped	15.jpg
44	19	Eucalyptus	Average Health	Poor Suitability for Preservation	Structurally Flawed:Topped	16.jpg
45	29	Eucalyptus	Average Health	Poor Suitability for Preservation	Structurally Flawed:Topped	17.jpg
46	29	Eucalyptus	Average Health	Poor Suitability for Preservation	Structurally Flawed:Topped	18.jpg
50	18	Eucalyptus	Average Health	Poor Suitability for Preservation		19.jpg
52	9	Eucalyptus	Average Health	Poor Suitability for Preservation		
53	9	Eucalyptus	Average Health	Poor Suitability for Preservation		
72	14	Eucalyptus	Average Health	Poor Suitability for Preservation	Insect Infestation	27.jpg
73	21	Eucalyptus	Average Health	Poor Suitability for Preservation	Insect Infestation	28.jpg

Number of Eucalyptus: 17

Maximum Eucalyptus Diameter: 44

Average Eucalyptus Diameter: 23

Eugenia

Tag	Diameter	Common name	Health Rating	Suitability for Preservation	Comment	Picture
23	6	Eugenia	Average Health	Poor Suitability for Preservation		
24	6	Eugenia	Average Health	Poor Suitability for Preservation		
25	6	Eugenia	Average Health	Poor Suitability for Preservation		
31	6	Eugenia	Fair Health	Poor Suitability for Preservation		
32	6	Eugenia	Fair Health	Poor Suitability for Preservation		
33	6	Eugenia	Fair Health	Poor Suitability for Preservation		

Number of Eugenia: 6
Maximum Eugenia Diameter: 6
Average Eugenia Diameter: 6

Guava

Tag	Diameter	Common name	Health Rating	Suitability for Preservation	Comment	Picture
88	7	Guava	Average Health	Good Suitability for Preservation		
89	7	Guava	Average Health	Good Suitability for Preservation		
90	7	Guava	Average Health	Good Suitability for Preservation		

Number of Guava: 3
Maximum Guava Diameter: 7
Average Guava Diameter: 7

Palm

Tag	Diameter	Common name	Health Rating	Suitability for Preservation	Comment	Picture
51	20	Palm	Average Health	Moderate Suitability for Preservation		20.jpg
77	15	Palm	Average Health	Moderate Suitability for Preservation		29.jpg
78	27	Palm	Average Health	Moderate Suitability for Preservation		29.jpg
79	26	Palm	Average Health	Moderate Suitability for Preservation		30.jpg

Number of Palm: 4
Maximum Palm Diameter: 27
Average Palm Diameter: 22

Printed Date: 2/24/2007 Last modified: 2/24/2007

Pepper

Tag #	Diameter	Common name	Health Rating	Suitability for Preservation	Comment	Picture
38	29	Pepper	Average Health	Moderate Suitability for Preservation		11.jpg
39	29	Pepper	Average Health	Moderate Suitability for Preservation		11.jpg

Number of Pepper: 2
Maximum Pepper Diameter: 29
Average Pepper Diameter: 29

Plum

Tag #	Diameter	Common name	Health Rating	Suitability for Preservation	Comment	Picture
92	9	Plum	Average Health	Poor Suitability for Preservation		
100	6	Plum	Average Health	Poor Suitability for Preservation		
103	3	Plum	Average Health	Poor Suitability for Preservation		

Number of Plum: 3
Maximum Plum Diameter: 9
Average Plum Diameter: 6

Privet

Tag #	Diameter	Common name	Health Rating	Suitability for Preservation	Comment	Picture
58	12	Privet	Average Health	Moderate Suitability for Preservation		

Number of Privet: 1
Maximum Privet Diameter: 12
Average Privet Diameter: 12

Purple-Leaf Plum

Tag	Diameter	Common name	Health Rating	Suitability for Preservation	Comment	Picture
2	13	Purple-Leaf Plum	Fair Health	Poor Suitability for Preservation	Diseased	
4	11	Purple-Leaf Plum	Fair Health	Poor Suitability for Preservation	Diseased	
5	10	Purple-Leaf Plum	Fair Health	Poor Suitability for Preservation	Diseased	
6	12	Purple-Leaf Plum	Fair Health	Poor Suitability for Preservation	Diseased	
7	11	Purple-Leaf Plum	Fair Health	Poor Suitability for Preservation	Diseased	
8	11	Purple-Leaf Plum	Fair Health	Poor Suitability for Preservation	Diseased	
9	11	Purple-Leaf Plum	Fair Health	Poor Suitability for Preservation	Diseased	
17	11	Purple-Leaf Plum	Fair Health	Poor Suitability for Preservation		
34	3	Purple-Leaf Plum	Average Health	Poor Suitability for Preservation	Structurally Flawed:Topped	
47	7	Purple-Leaf Plum	Fair Health	Poor Suitability for Preservation		
67	9	Purple-Leaf Plum	Average Health	Poor Suitability for Preservation		
74	7	Purple-Leaf Plum	Fair Health	Poor Suitability for Preservation		
75	7	Purple-Leaf Plum	Fair Health	Poor Suitability for Preservation		
76	7	Purple-Leaf Plum	Fair Health	Poor Suitability for Preservation		

Number of Purple-Leaf Plum: 14

Maximum Purple-Leaf Plum Diameter: 13

Average Purple-Leaf Plum Diameter: 9

Printed Date: 2/24/2007 Last modified: 2/24/2007

Redwood

Tag	Diameter	Common name	Health Rating	Suitability for Preservation	Comment	Picture
54	21	Redwood	Average Health	Moderate Suitability for Preservation		21.jpg
63	12	Redwood	Average Health	Moderate Suitability for Preservation		
64	21	Redwood	Average Health	Moderate Suitability for Preservation		22.jpg
65	12	Redwood	Average Health	Moderate Suitability for Preservation		
66	12	Redwood	Average Health	Moderate Suitability for Preservation		
82	46	Redwood	Average Health	Good Suitability for Preservation	Multi-Stemmed	31.jpg
83	36	Redwood	Average Health	Good Suitability for Preservation		32.jpg
84	31	Redwood	Average Health	Good Suitability for Preservation	Multi-Stemmed	33.jpg
85	37	Redwood	Average Health	Good Suitability for Preservation	Multi-Stemmed	34.jpg
86	32	Redwood	Average Health	Good Suitability for Preservation	Multi-Stemmed	35.jpg
91	16	Redwood	Average Health	Good Suitability for Preservation		
99	9	Redwood	Average Health	Poor Suitability for Preservation		

Number of Redwood: 12

Maximum Redwood Diameter: 46

Average Redwood Diameter: 24

Sweet Gum

Tag	Diameter	Common name	Health Rating	Suitability for Preservation	Comment	Picture
80	12	Sweet Gum	Average Health	Poor Suitability for Preservation	Structurally Flawed:Co-Dominai	

Number of Sweet Gum: 1

Maximum Sweet Gum Diameter: 12

Average Sweet Gum Diameter: 12

Sycamore

Tag	Diameter	Common name	Health Rating	Suitability for Preservation	Comment	Picture
55	13	Sycamore	Average Health	Moderate Suitability for Preservation		
56	10	Sycamore	Average Health	Moderate Suitability for Preservation		
57	11	Sycamore	Average Health	Moderate Suitability for Preservation		
59	10	Sycamore	Average Health	Moderate Suitability for Preservation		
60	13	Sycamore	Average Health	Moderate Suitability for Preservation		
61	10	Sycamore	Average Health	Moderate Suitability for Preservation		
62	8	Sycamore	Average Health	Moderate Suitability for Preservation		

Number of Sycamore: 7

Maximum Sycamore Diameter: 13

Average Sycamore Diameter: 11

Printed Date: 2/24/2007 Last modified: 2/24/2007

Tree-of-Heaven

Tag	Diameter	Common name	Health Rating	Suitability for Preservation	Comment	Picture
93	6	Tree-of-Heaven	Average Health	Poor Suitability for Preservation		
94	6	Tree-of-Heaven	Average Health	Poor Suitability for Preservation		
95	6	Tree-of-Heaven	Average Health	Poor Suitability for Preservation		
96	6	Tree-of-Heaven	Average Health	Poor Suitability for Preservation		
97	6	Tree-of-Heaven	Average Health	Poor Suitability for Preservation		
98	6	Tree-of-Heaven	Average Health	Poor Suitability for Preservation		
104	6	Tree-of-Heaven	Average Health	Poor Suitability for Preservation		
105	6	Tree-of-Heaven	Average Health	Poor Suitability for Preservation		
106	6	Tree-of-Heaven	Average Health	Poor Suitability for Preservation		
107	6	Tree-of-Heaven	Average Health	Poor Suitability for Preservation		
108	6	Tree-of-Heaven	Average Health	Poor Suitability for Preservation		
109	6	Tree-of-Heaven	Average Health	Poor Suitability for Preservation		
110	9	Tree-of-Heaven	Average Health	Poor Suitability for Preservation		
111	9	Tree-of-Heaven	Average Health	Poor Suitability for Preservation		
112	9	Tree-of-Heaven	Average Health	Poor Suitability for Preservation		
113	9	Tree-of-Heaven	Average Health	Poor Suitability for Preservation		
114	9	Tree-of-Heaven	Average Health	Poor Suitability for Preservation		

Number of Tree-of-Heaven: 17

Maximum Tree-of-Heaven Diameter: 9

Average Tree-of-Heaven Diameter: 7

Tristainia

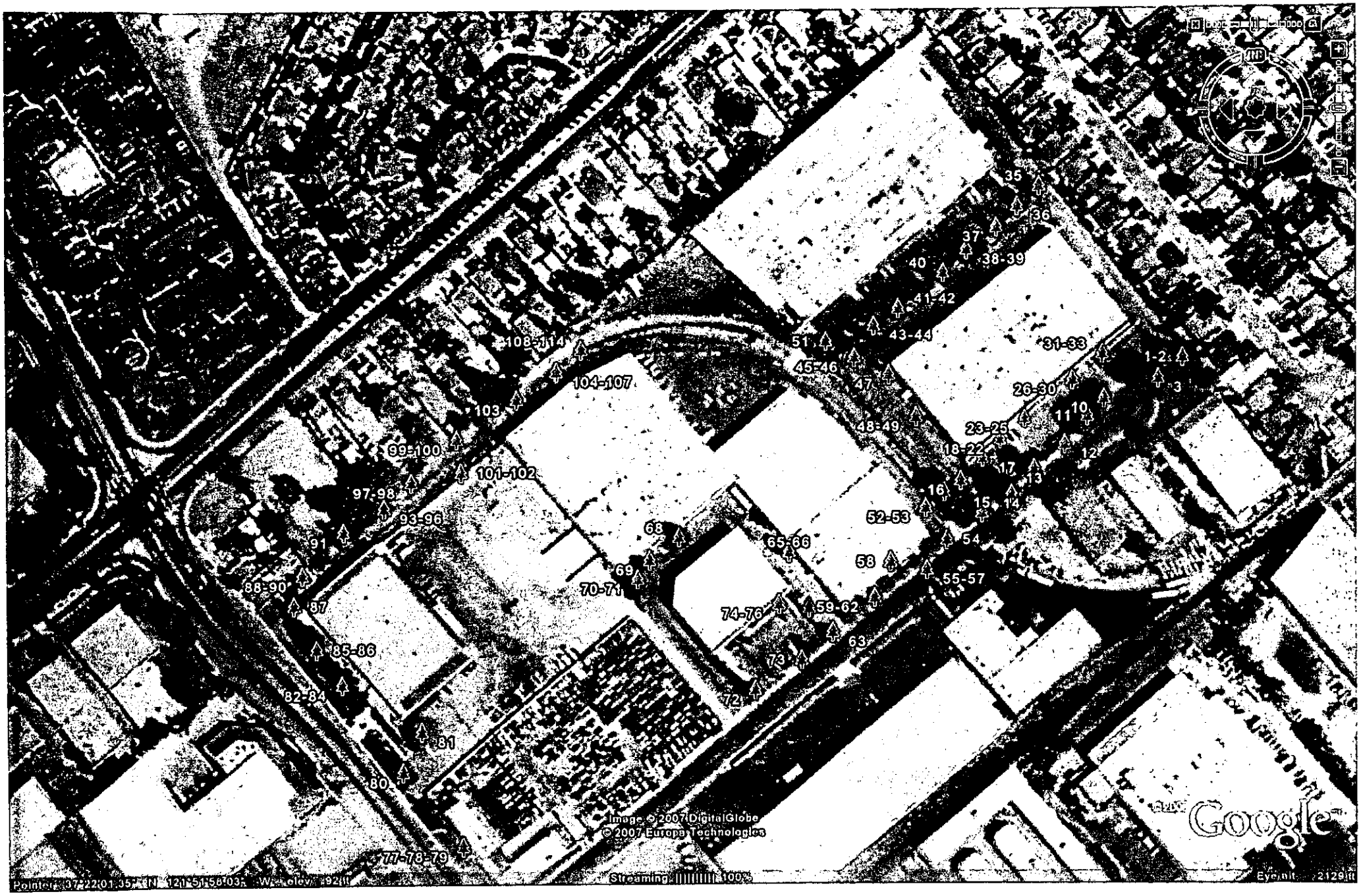
Tag	Diameter	Common name	Health Rating	Suitability for Preservation	Comment	Picture
18	7	Tristainia	Fair Health	Poor Suitability for Preservation	Sheared	
19	7	Tristainia	Fair Health	Poor Suitability for Preservation	Sheared	
20	7	Tristainia	Fair Health	Poor Suitability for Preservation	Sheared	
21	7	Tristainia	Fair Health	Poor Suitability for Preservation	Sheared	
22	7	Tristainia	Fair Health	Poor Suitability for Preservation	Sheared	
26	6	Tristainia	Fair Health	Poor Suitability for Preservation		
27	6	Tristainia	Fair Health	Poor Suitability for Preservation		
28	6	Tristainia	Fair Health	Poor Suitability for Preservation		
29	4	Tristainia	Fair Health	Poor Suitability for Preservation		
30	4	Tristainia	Fair Health	Poor Suitability for Preservation		
48	5	Tristainia	Average Health	Poor Suitability for Preservation		
49	5	Tristainia	Average Health	Poor Suitability for Preservation		
115	7	Tristainia	Fair Health	Poor Suitability for Preservation	Sheared	

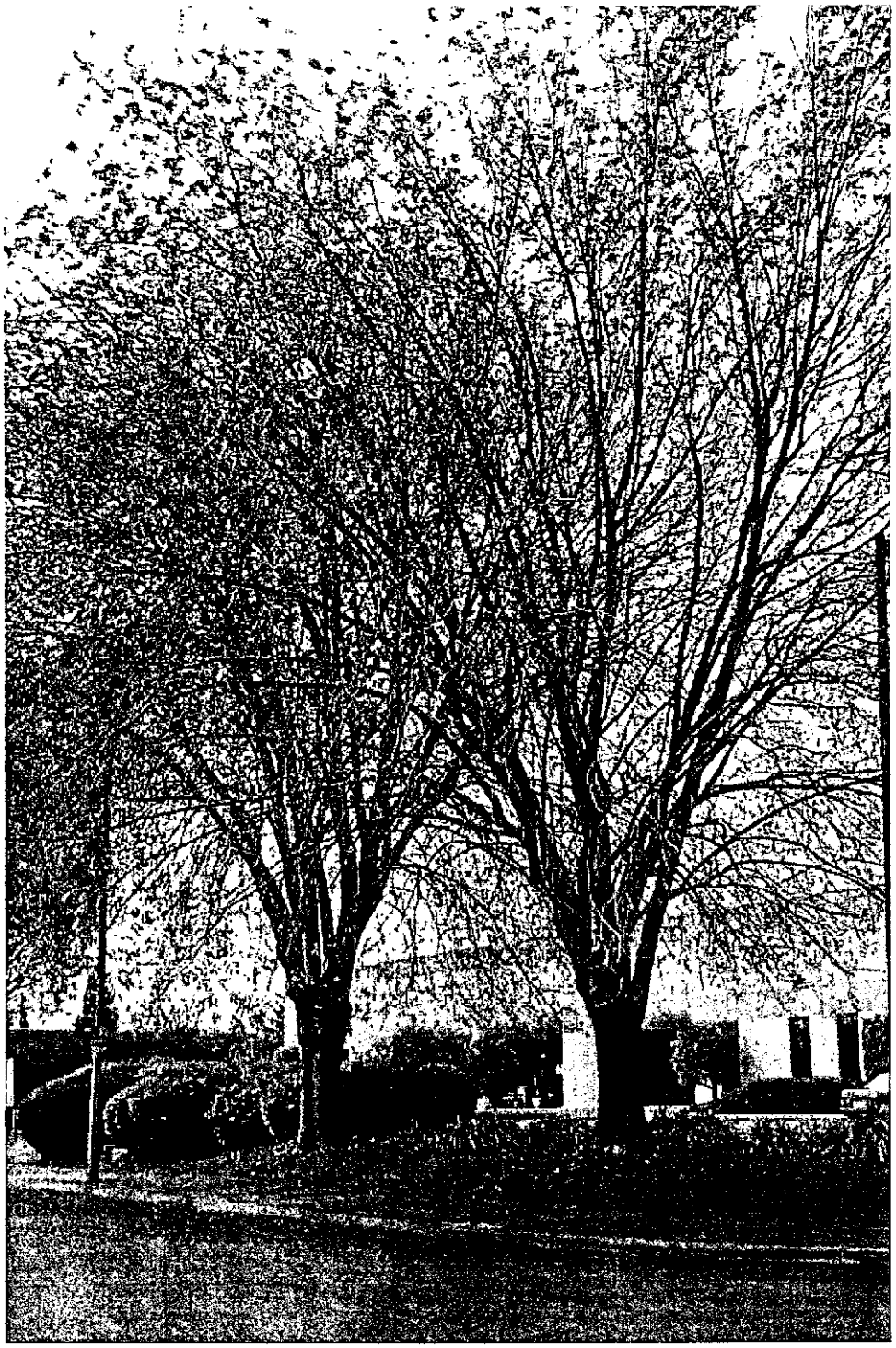
Number of Tristainia: 13

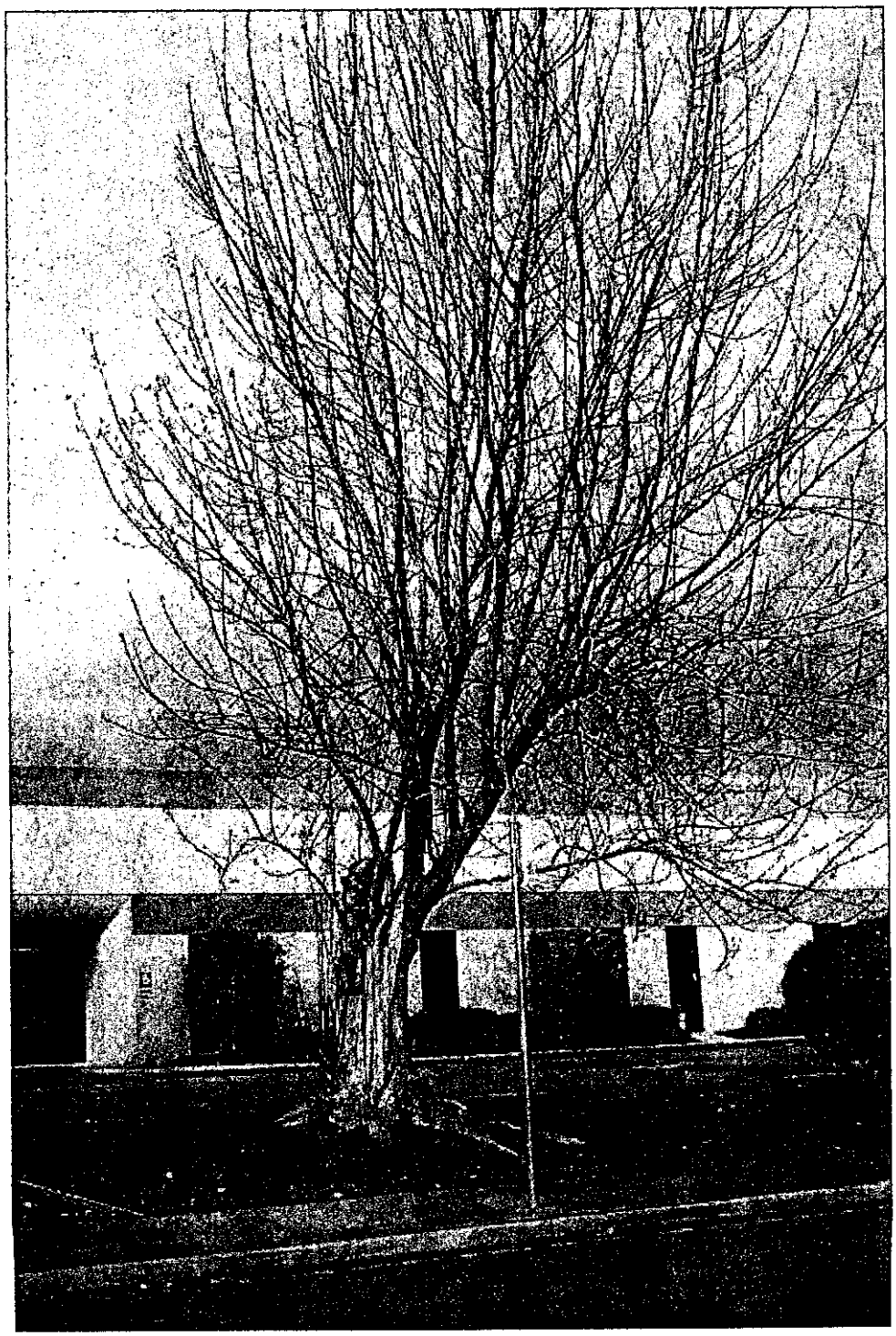
Maximum Tristainia Diameter: 7

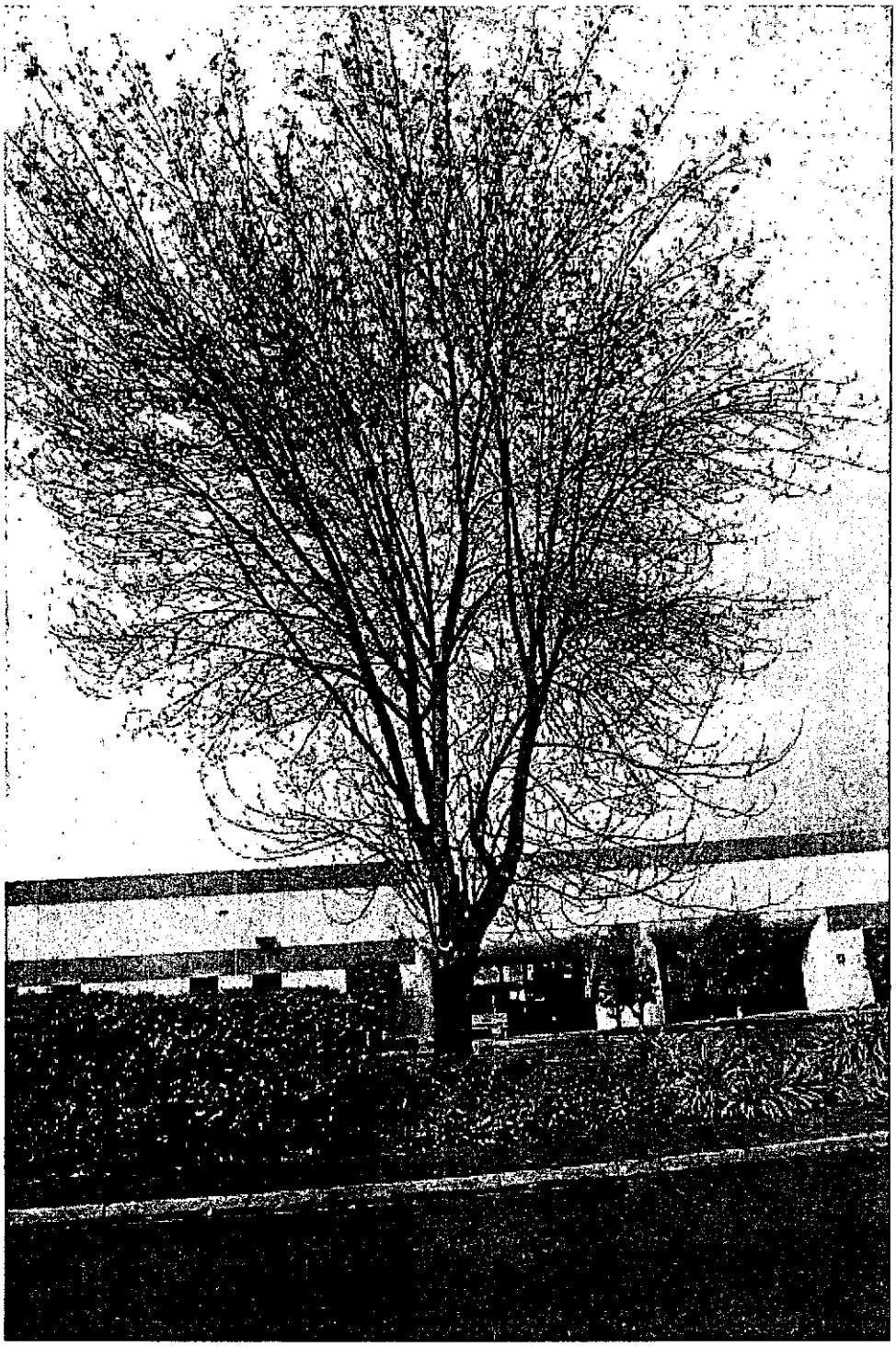
Average Tristainia Diameter: 6

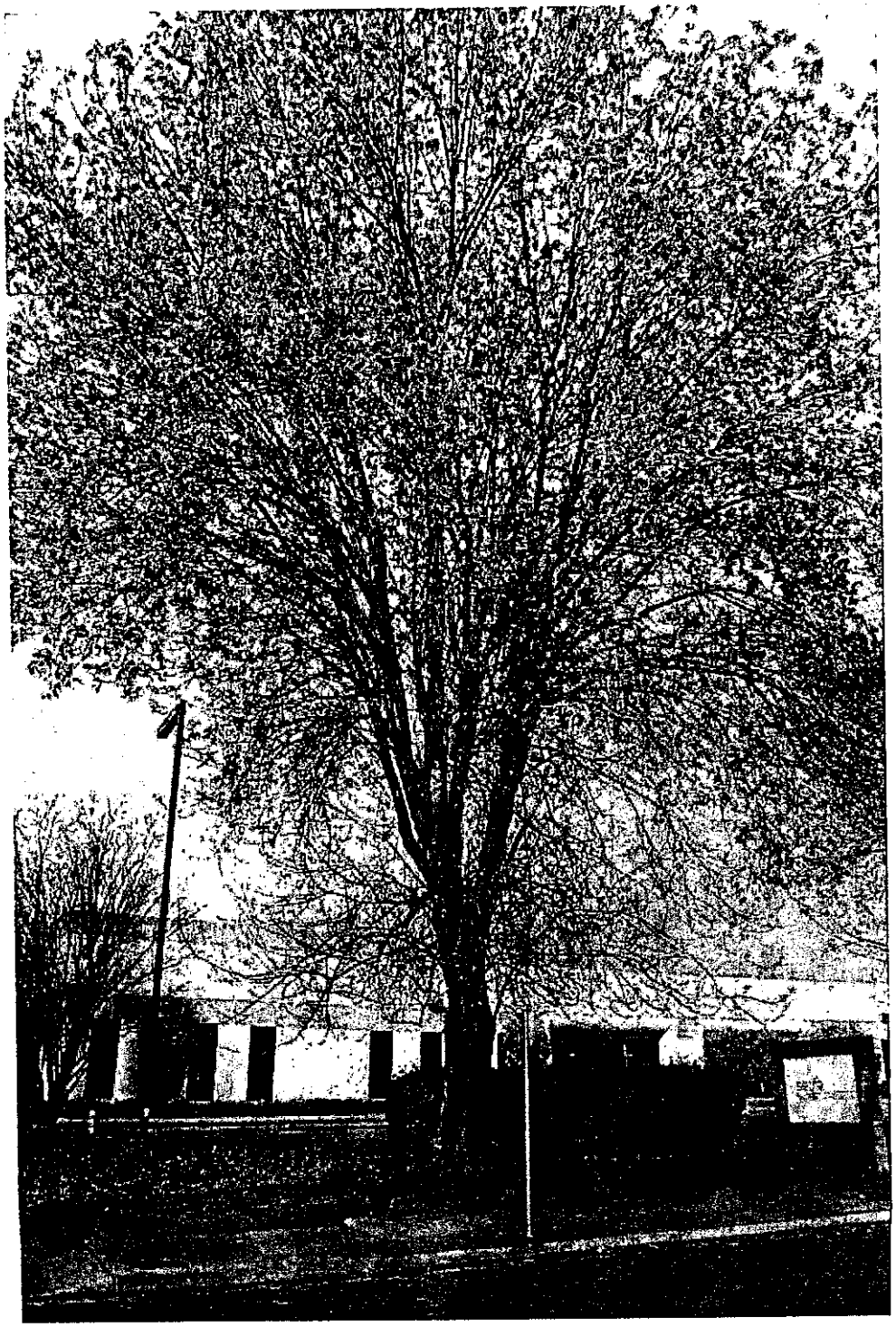
Total Trees in this Survey: 115

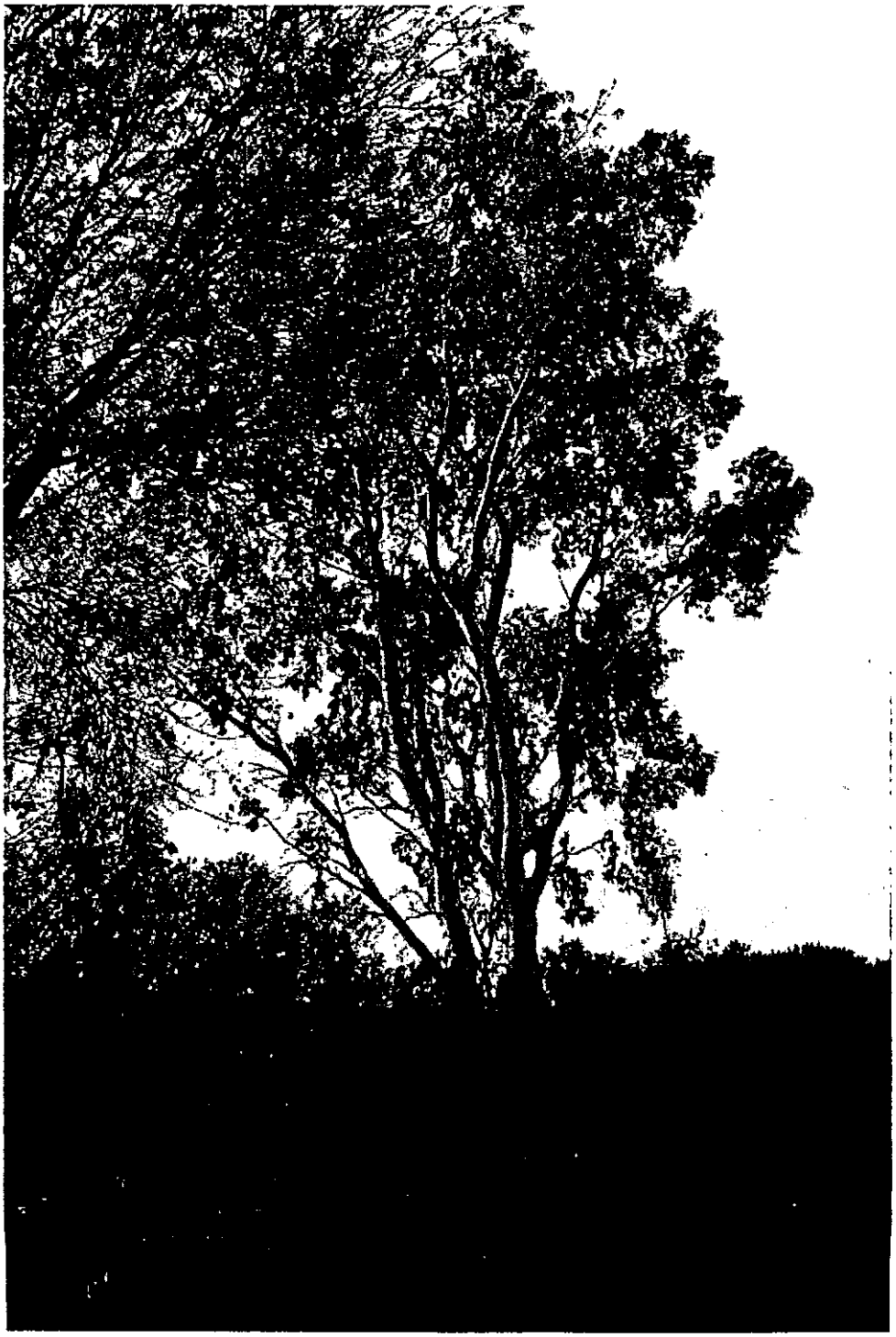

35
36
37
38-39
40
41-42
43-44
51
45-46
47
31-33
1-2
3
26-30
10
11
12
23-25
48-49
18-22
17
13
16
15
14
52-53
54
55-57
58
59-62
63
73
74-76
65-66
68
69
70-71
108-114
104-107
103
99-100
101-102
97-98
93-96
91
88-90
87
85-86
82-84
81
80
77-78-79
Image © 2007 DigitalGlobe
© 2007 Europa Technologies
Google
Pointer 37°22'01.35" N 121°51'58.03" W elev 921 ft
Streaming 100%
Eye alt 2129 ft

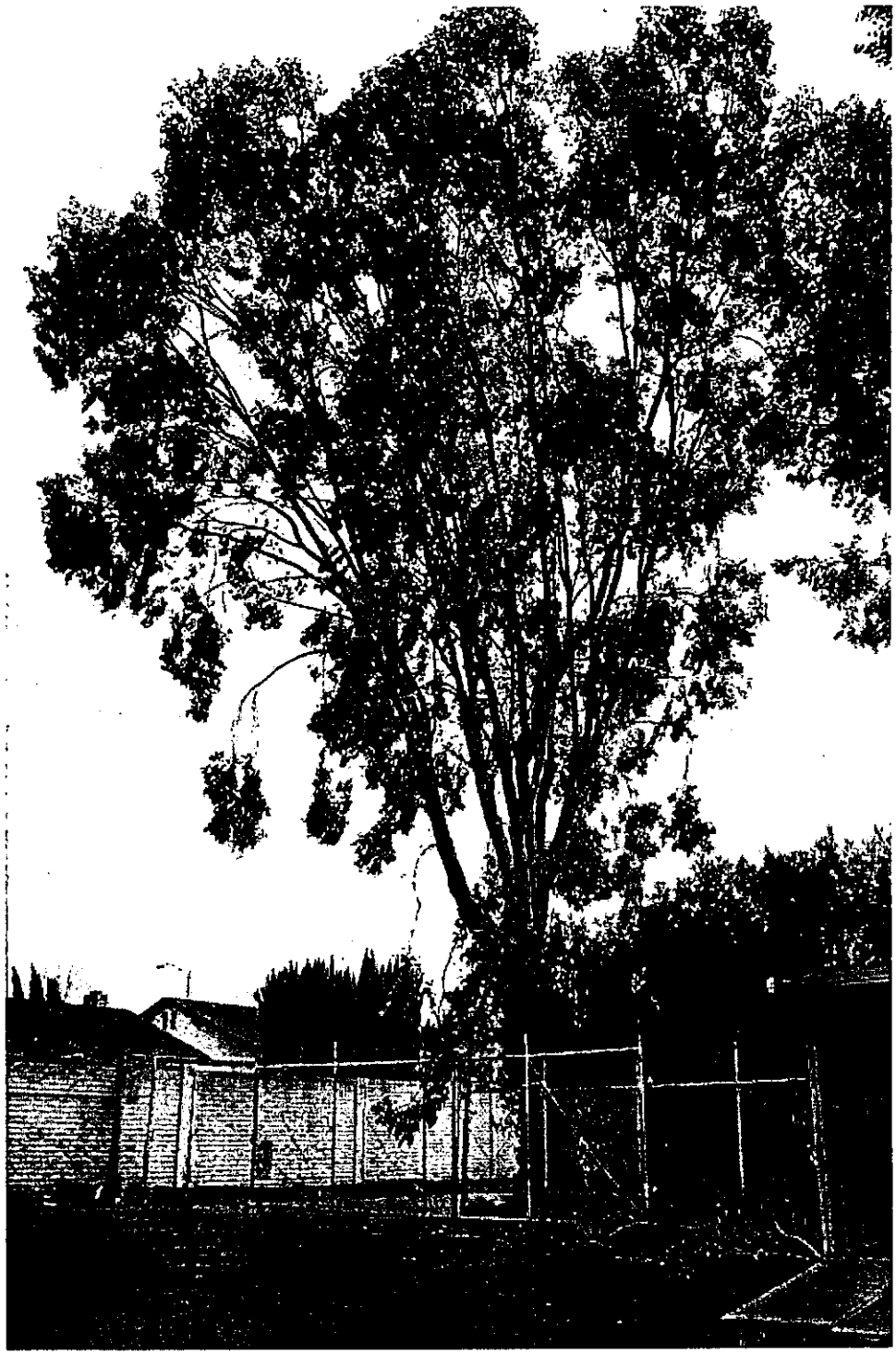


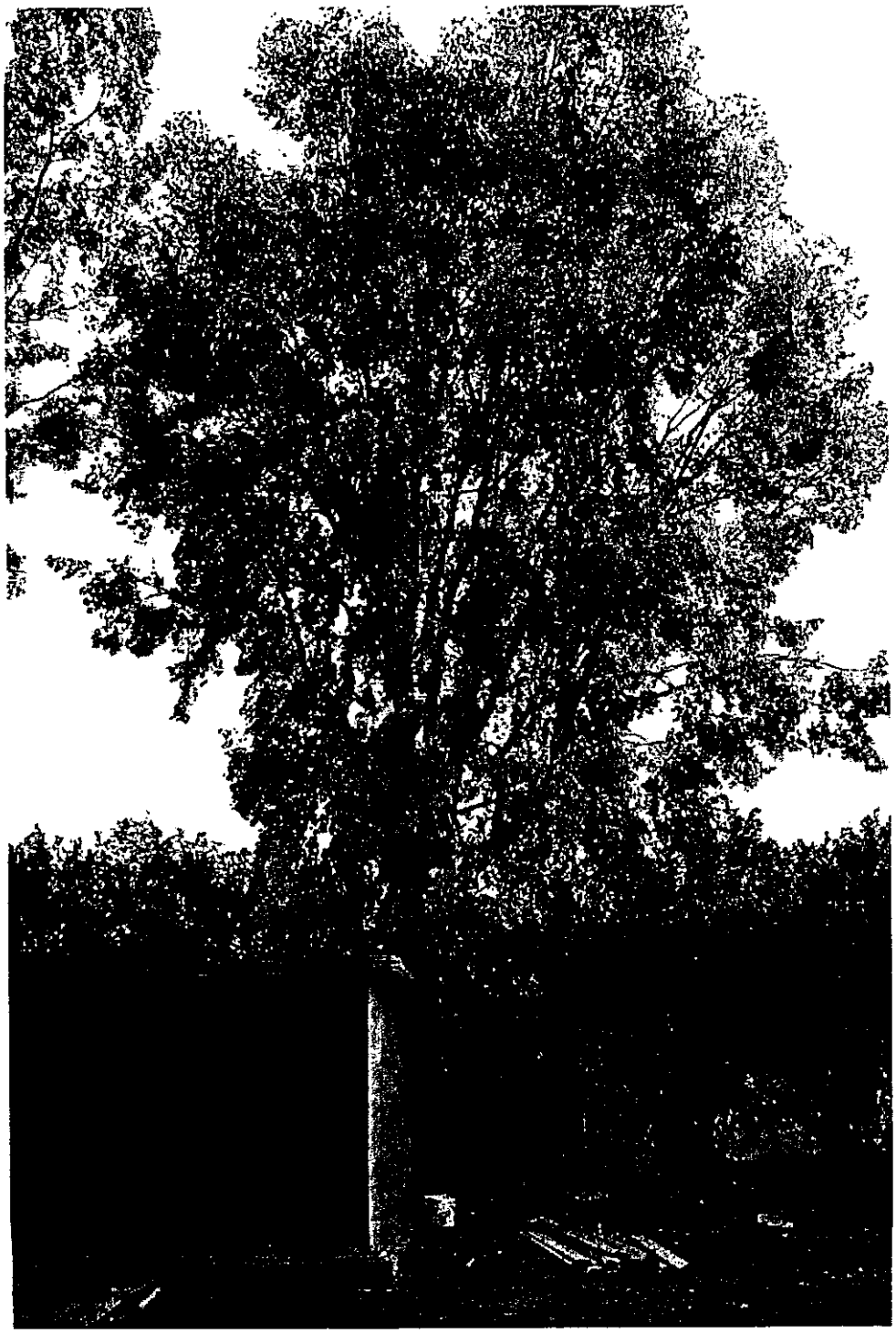


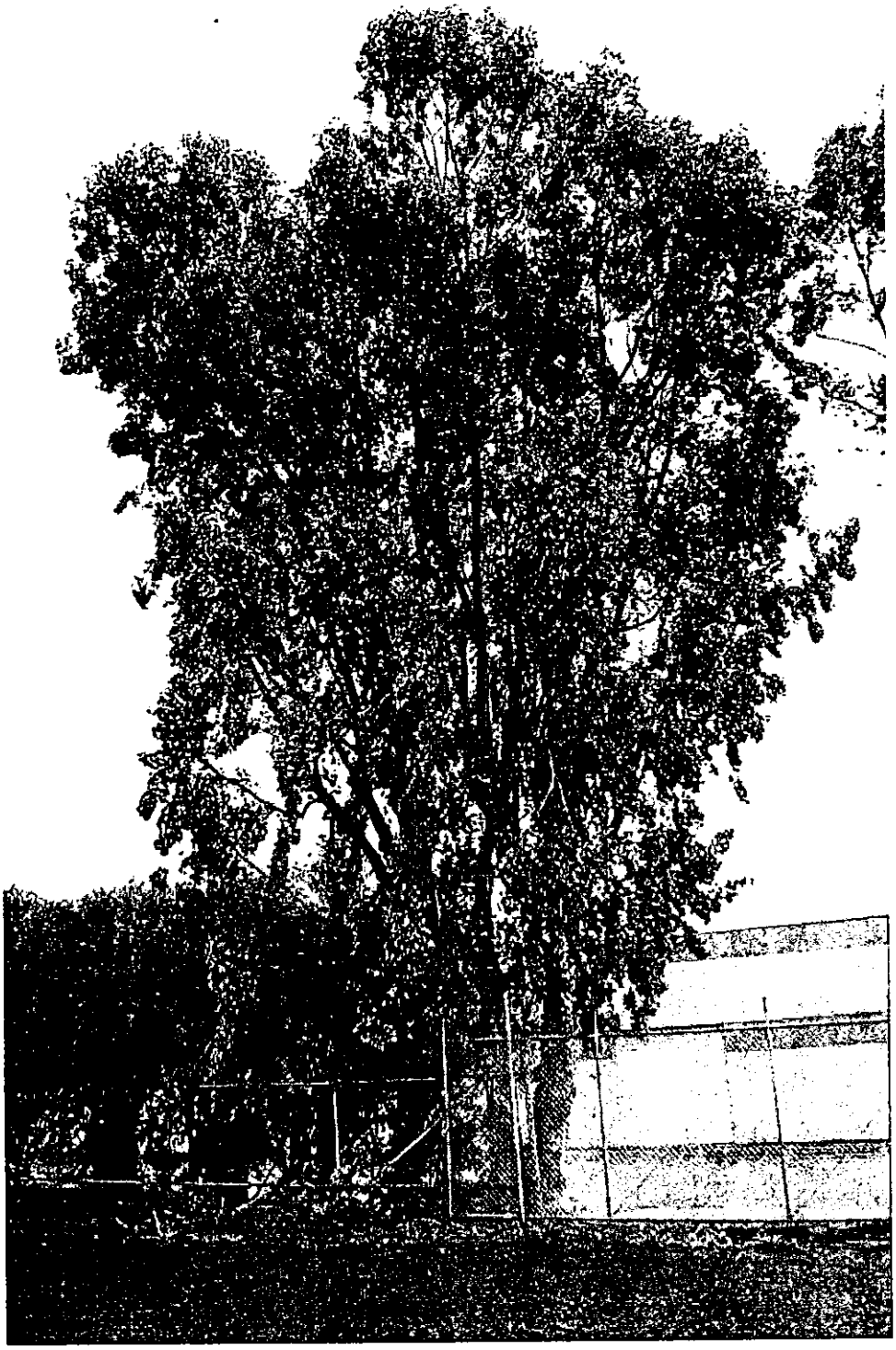


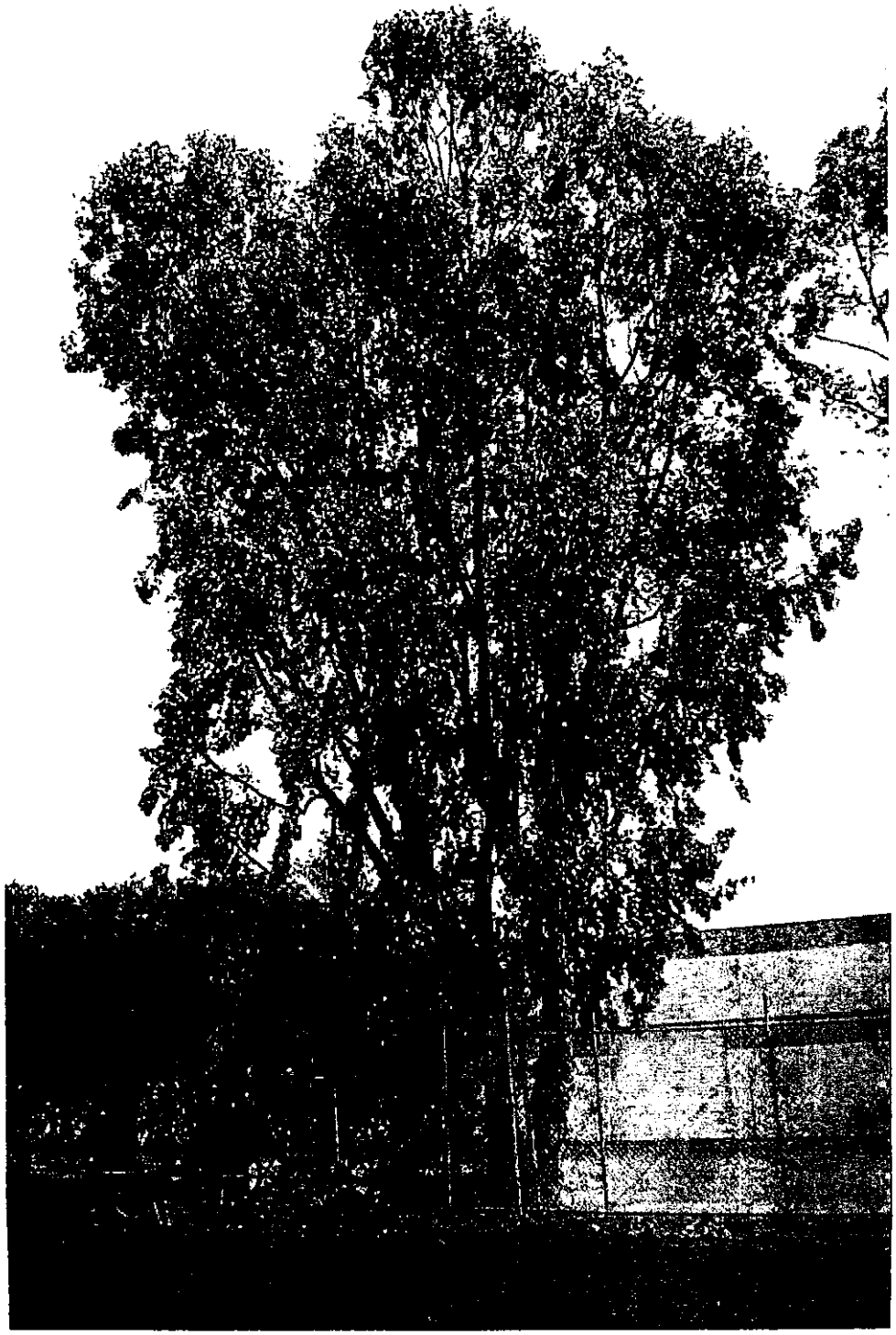


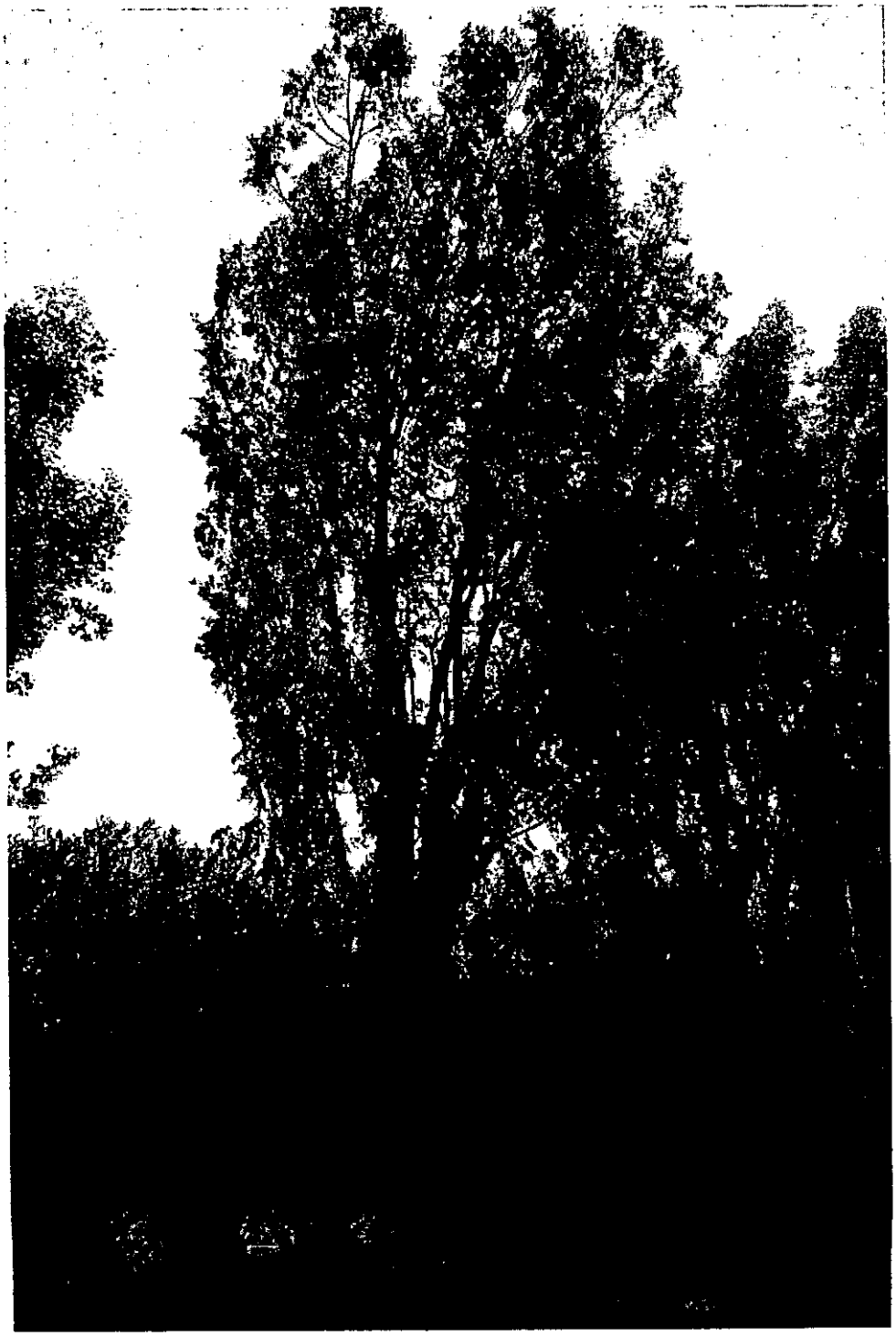


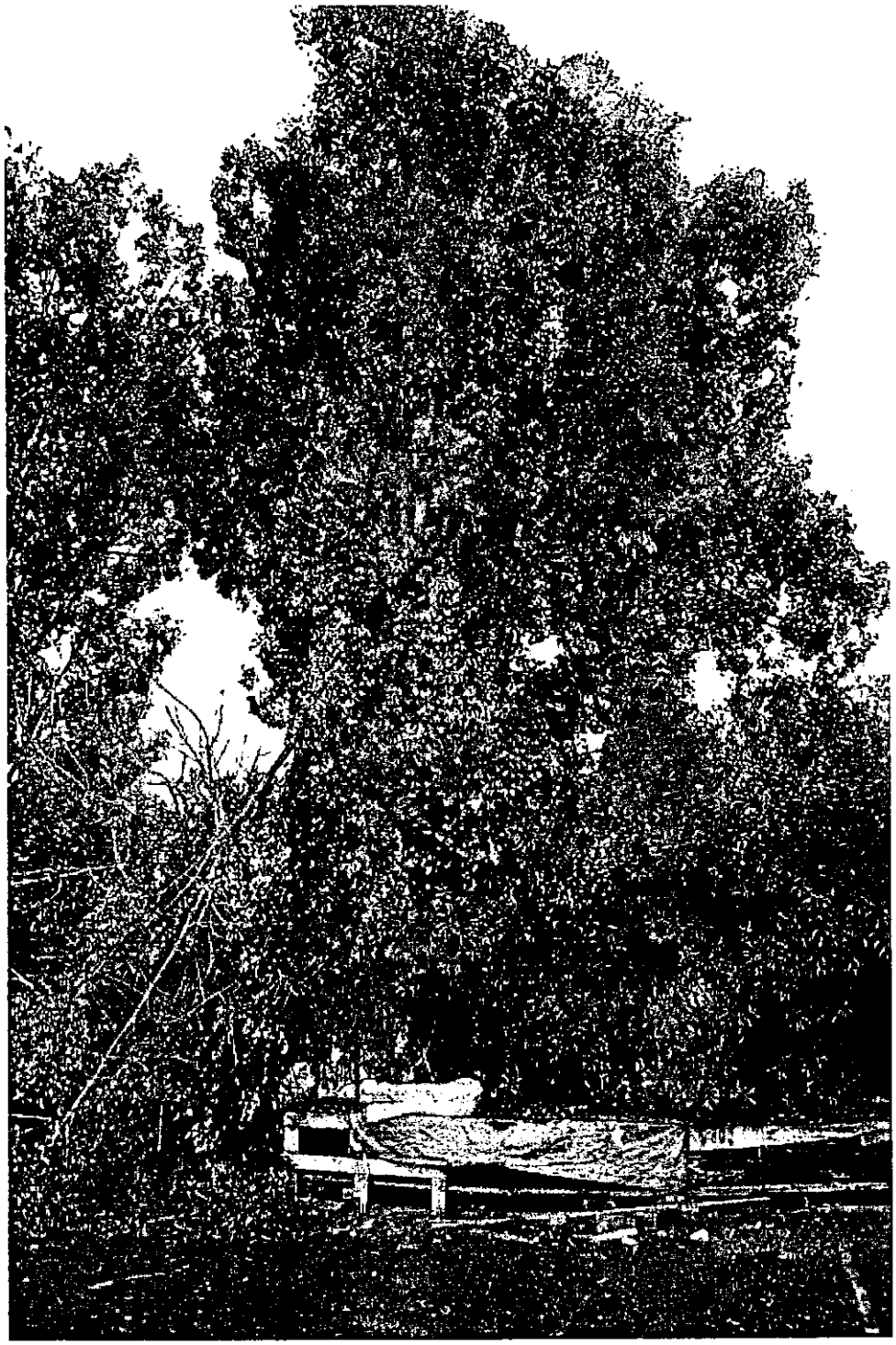


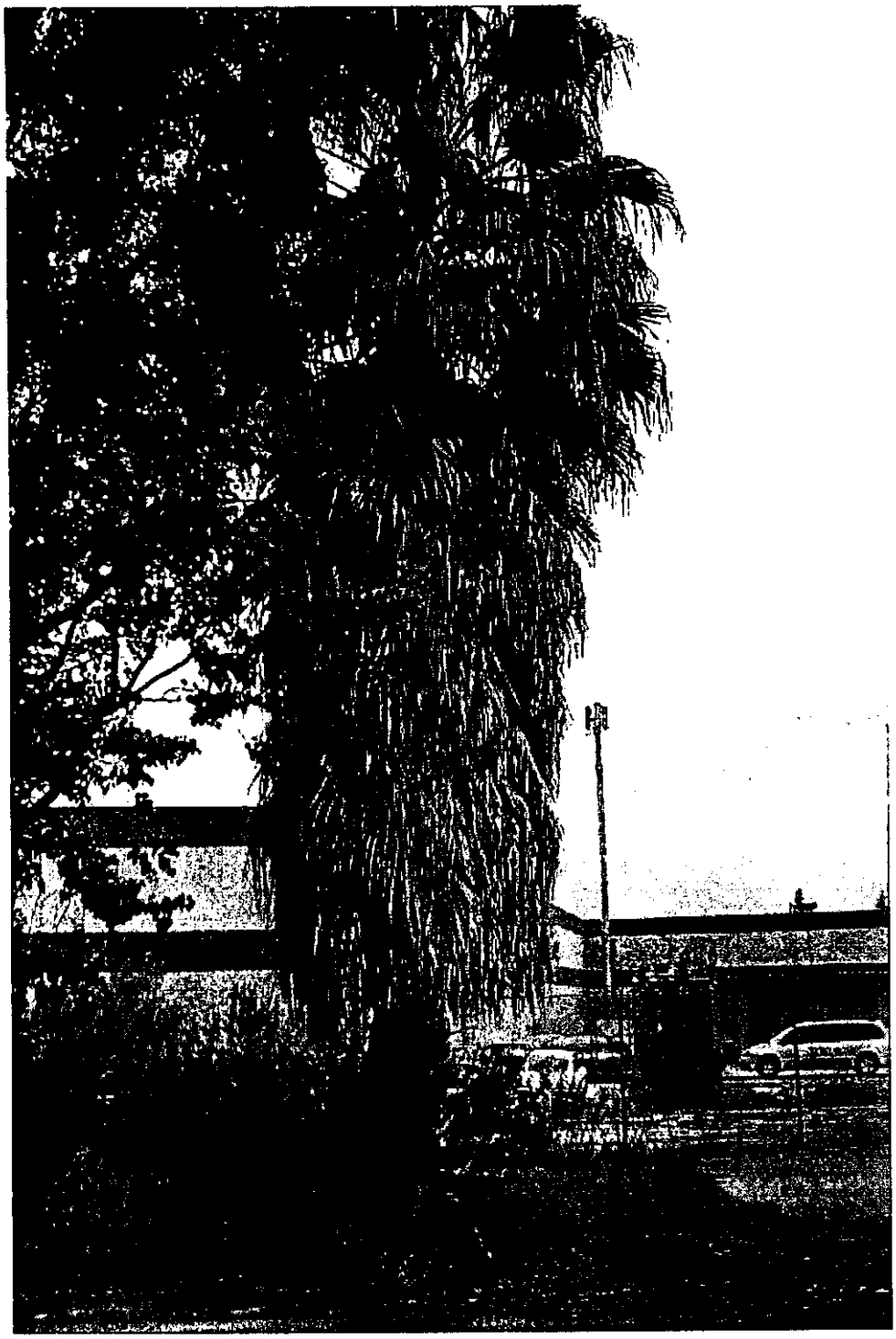


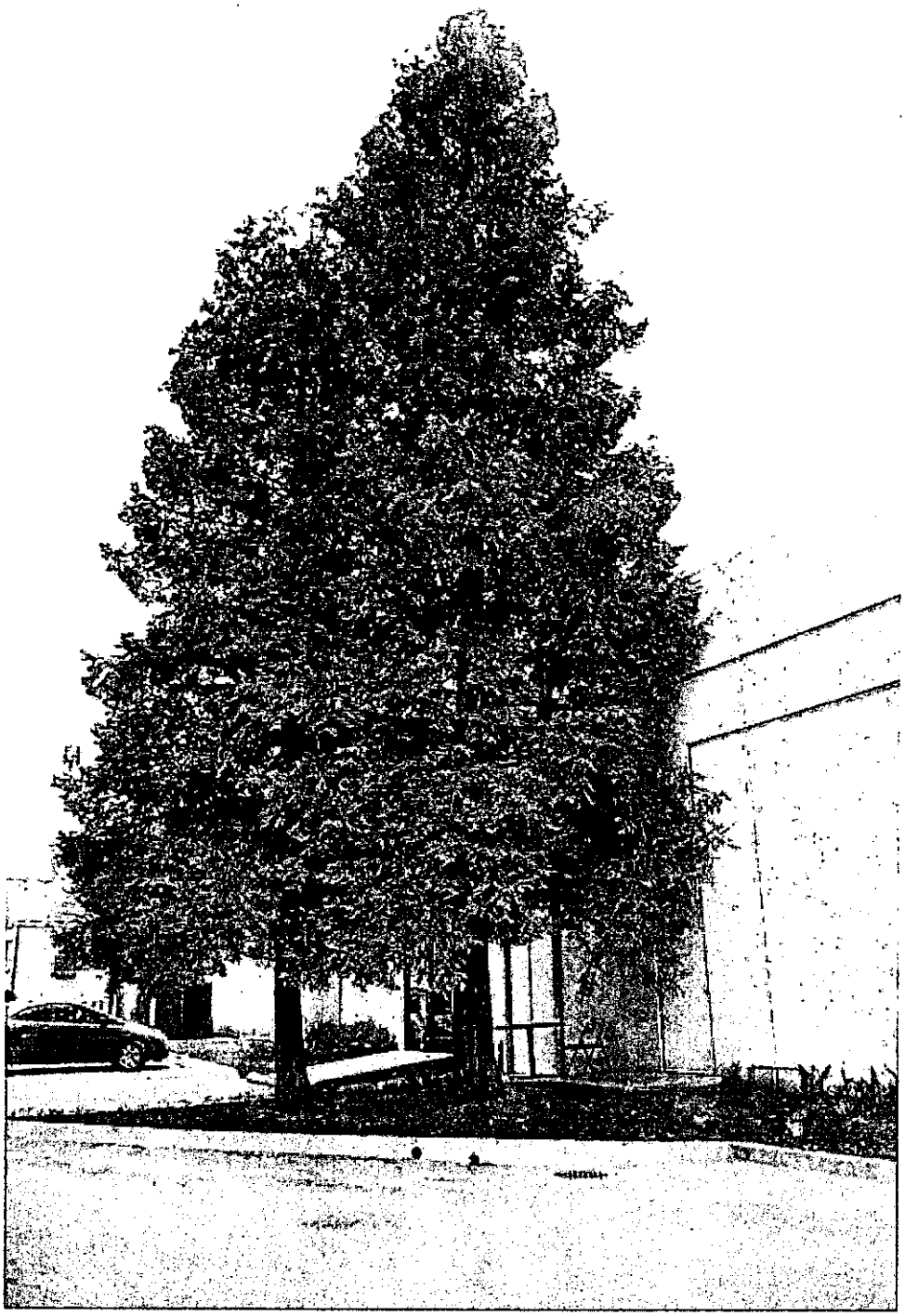


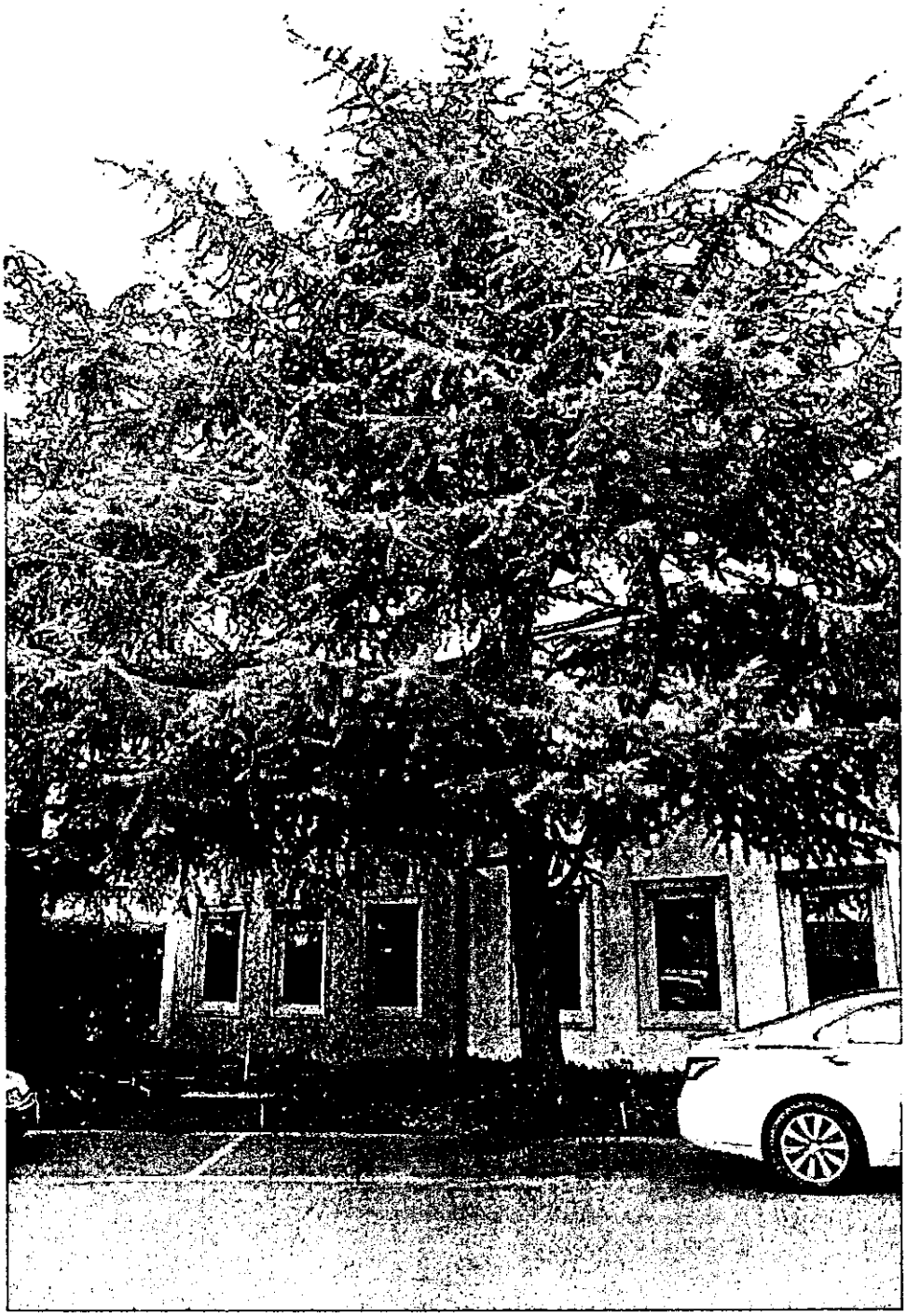


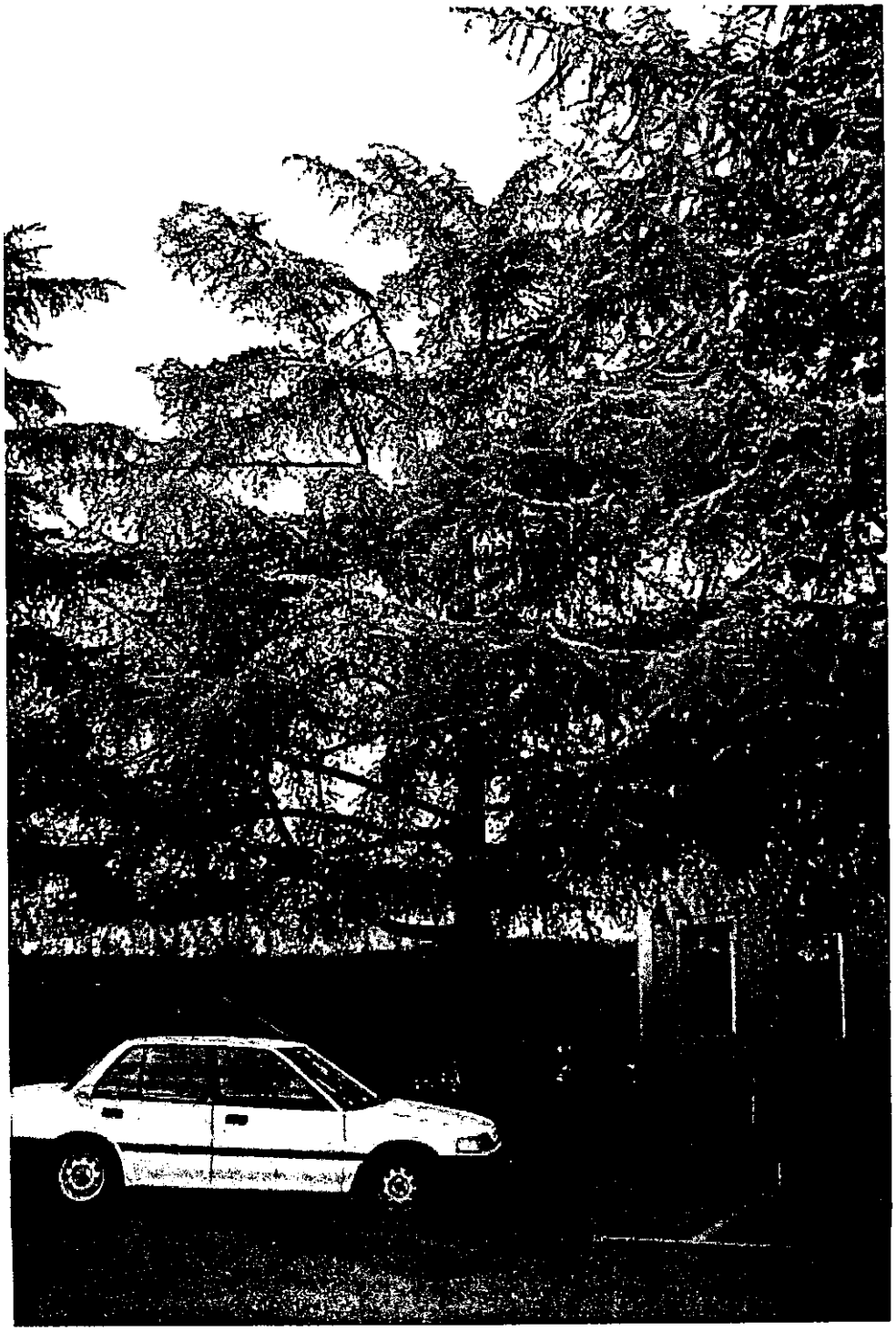




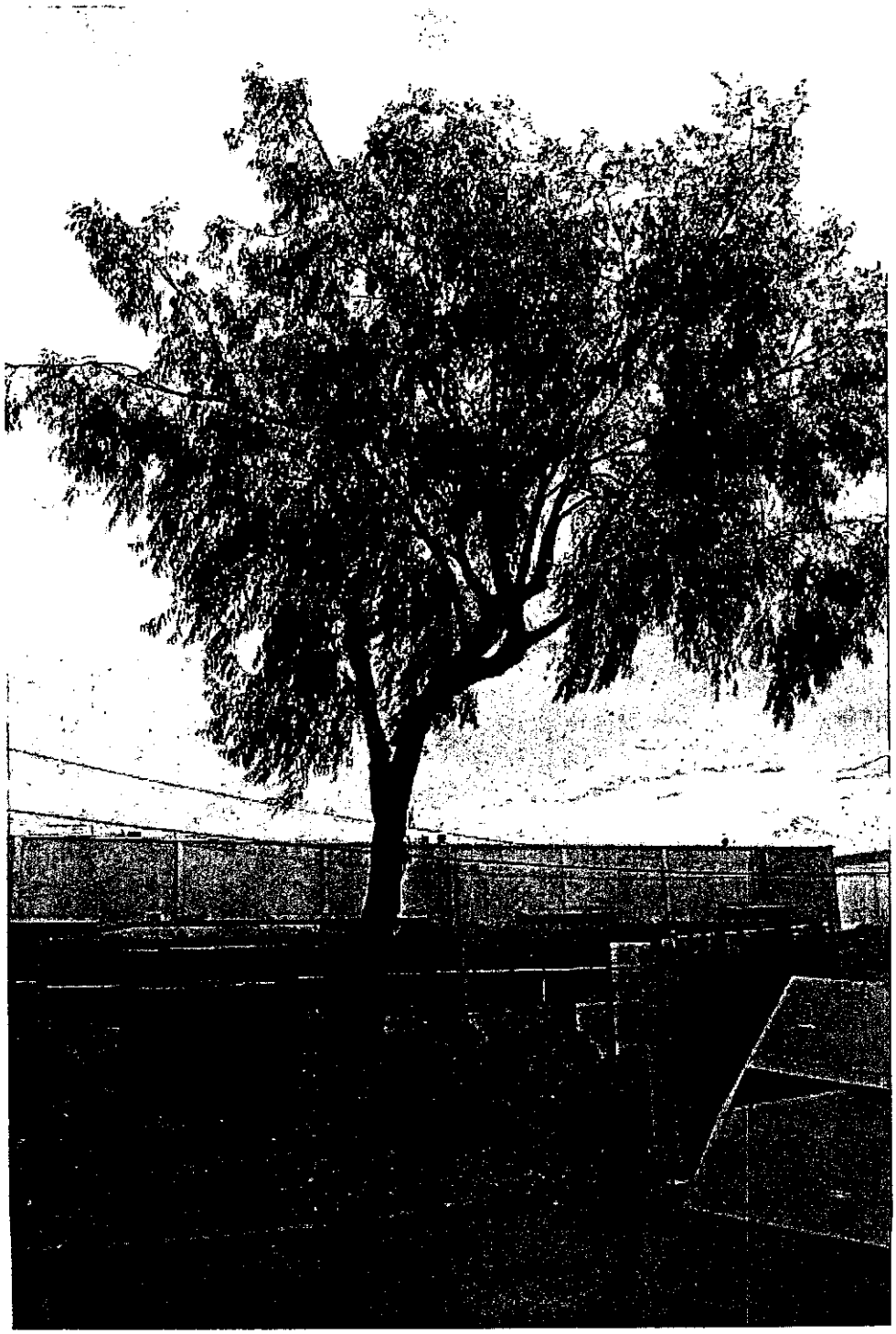


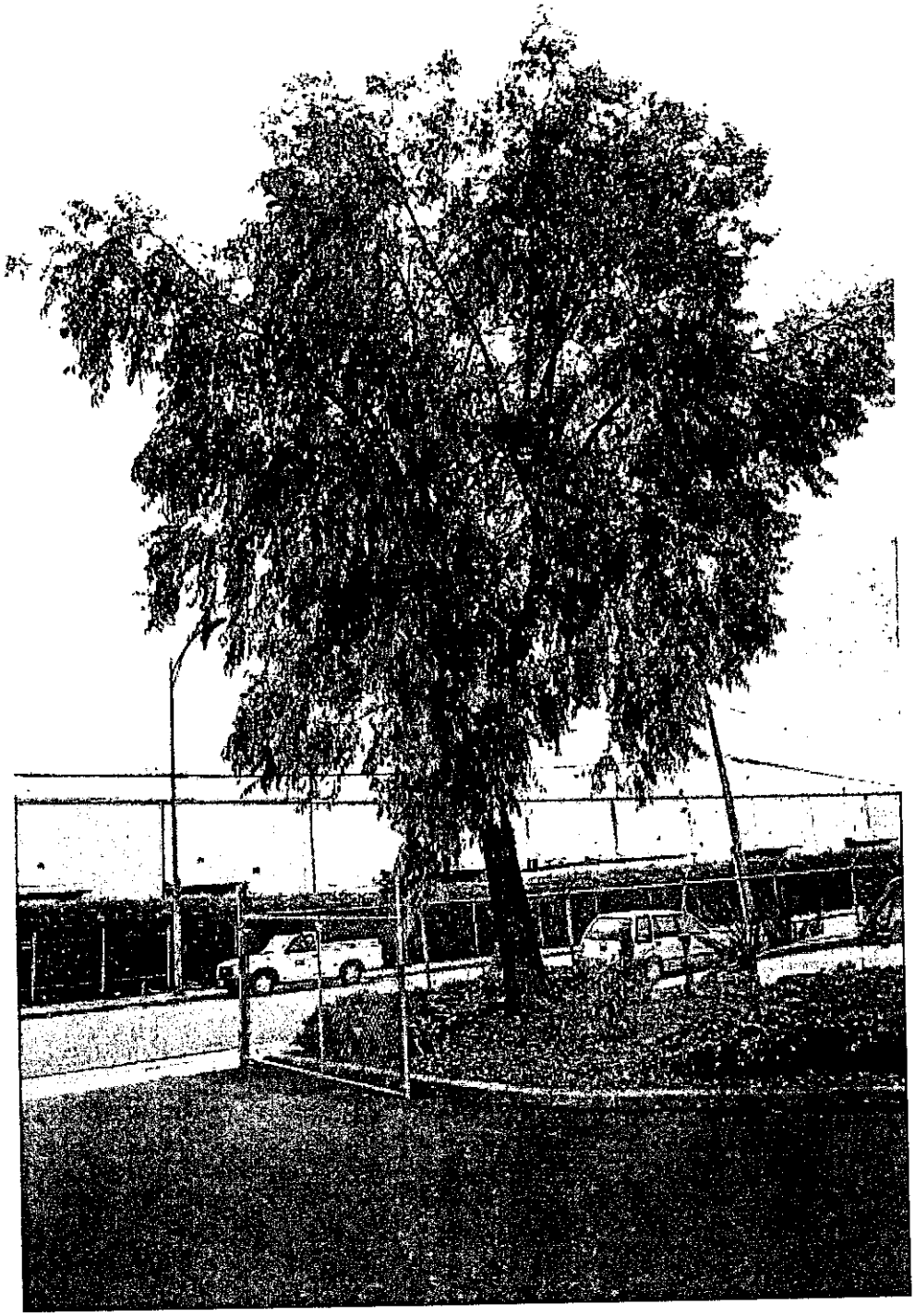


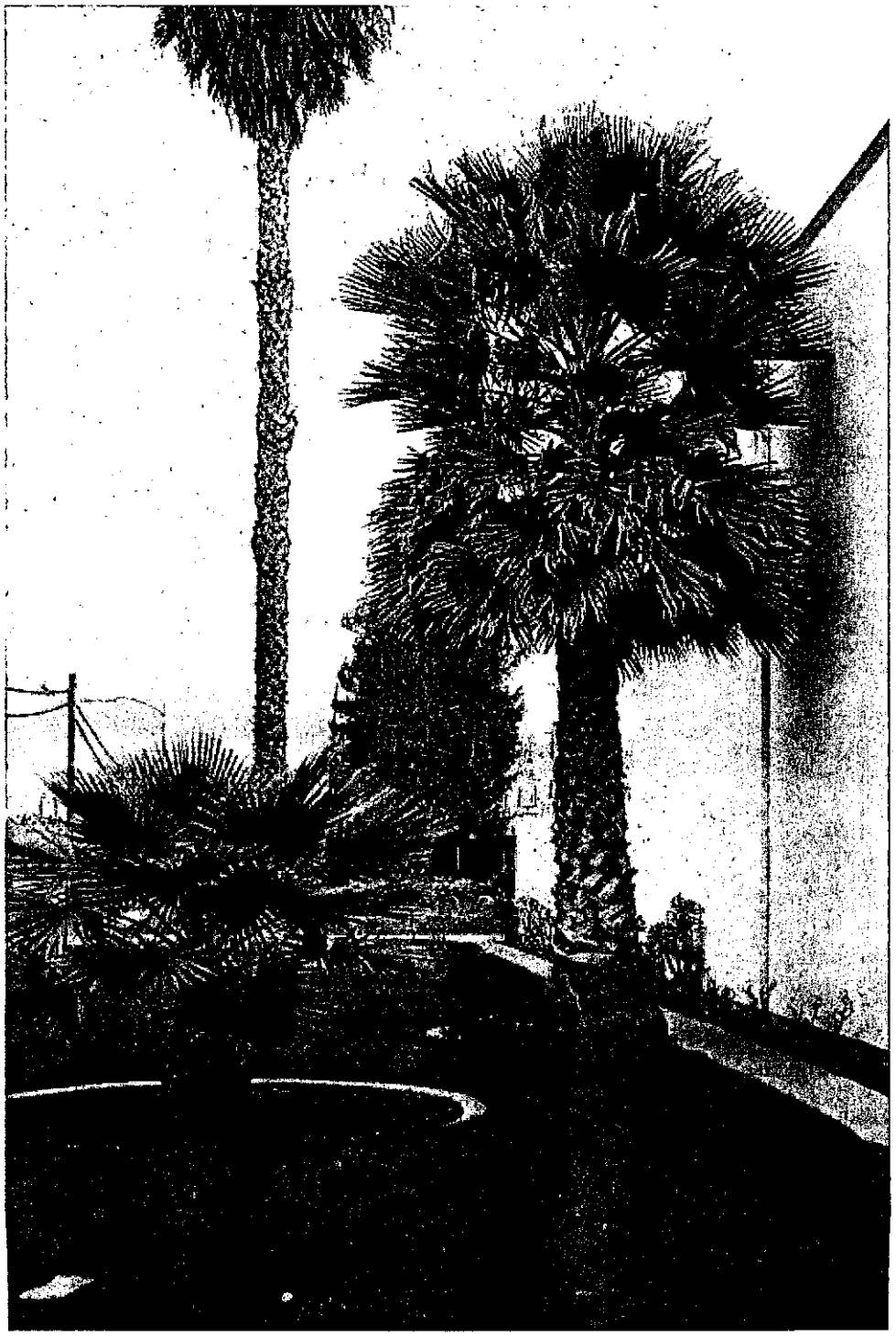


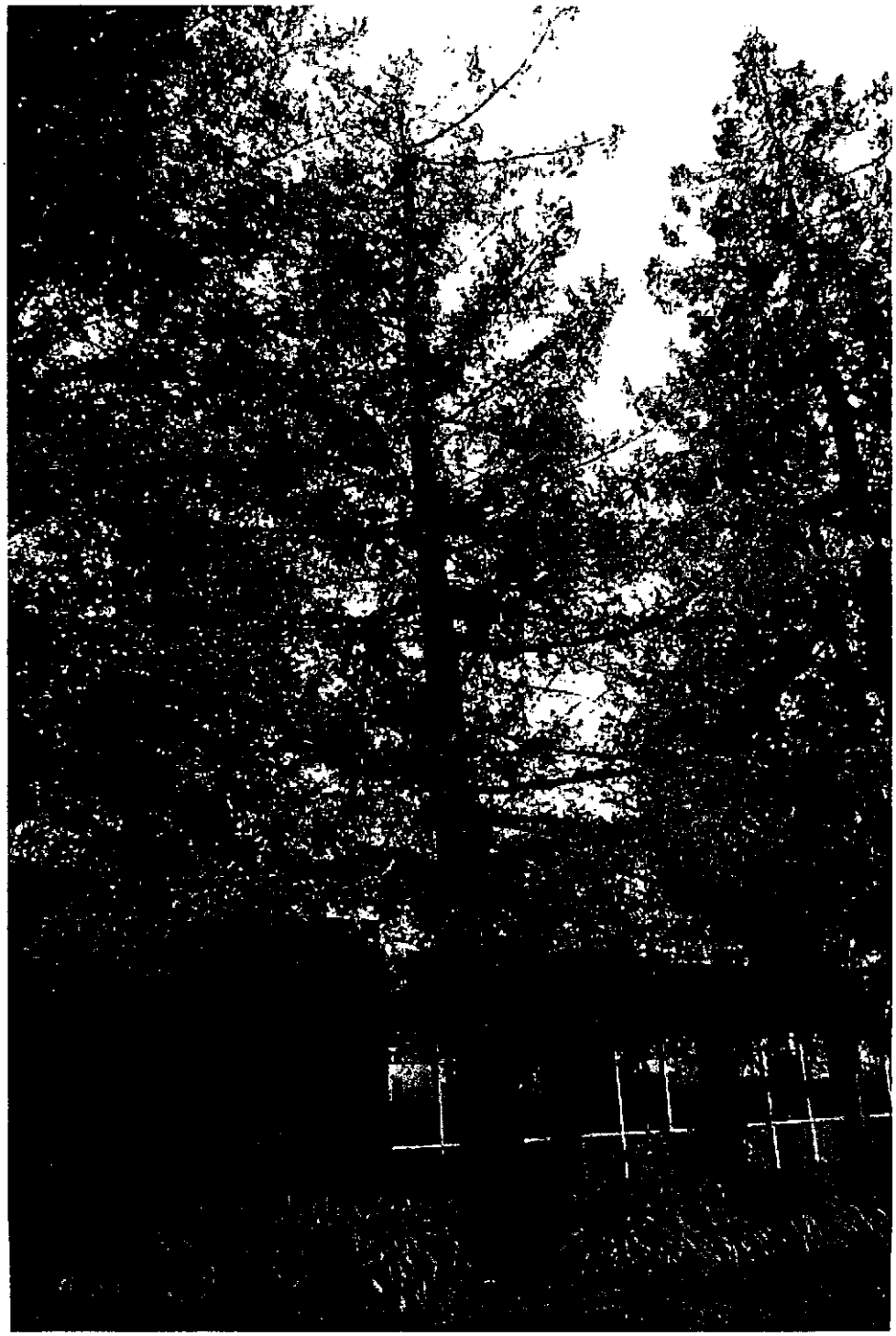


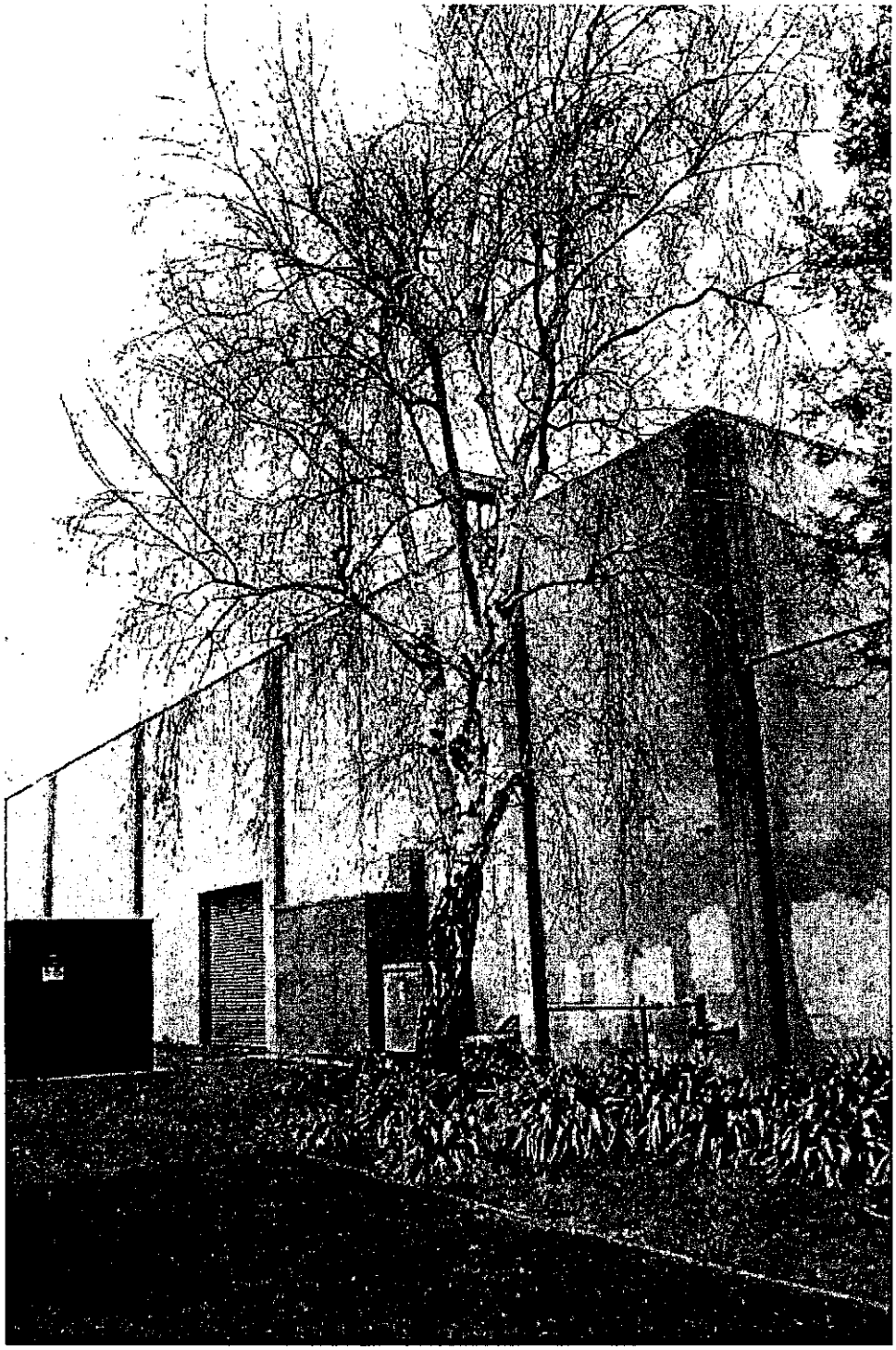
XEROX











APPENDIX I
AIR QUALITY IMPACT ANALYSIS

AIR QUALITY IMPACT ANALYSIS FOR THE PROPOSED KING AND MABURY MIXED-USE VILLAGE CITY OF SAN JOSE

Prepared for:
David J. Powers & Associates
1885 The Alameda, Suite 204
San Jose, CA. 95126

July 2007

EXISTING CONDITIONS

Air Pollution Climatology

The amount of a given pollutant in the atmosphere is determined by the amount of pollutant released and the atmosphere's ability to transport and dilute the pollutant. The major determinants of transport and dilution are wind, atmospheric stability, terrain and, for photochemical pollutants, sunshine.

Northwest winds and northerly winds are most common in the project area, reflecting the orientation of the Bay and the San Francisco Peninsula. Winds from these directions carry pollutants released by autos and factories from upwind areas of the Peninsula toward San Jose, particularly during the summer months. Winds are lightest on the average in fall and winter. Every year in fall and winter there are periods of several days when winds are very light and local pollutants can build up.

Pollutants can be diluted by mixing in the atmosphere both vertically and horizontally. Vertical mixing and dilution of pollutants are often suppressed by inversion conditions, when a warm layer of air traps cooler air close to the surface. During the summer, inversions are generally elevated above ground level, but are present over 90 percent of the time in both the morning and afternoon. In winter, surface-based inversions dominate in the morning hours, but frequently dissipate by afternoon.

Topography can restrict horizontal dilution and mixing of pollutants by creating a barrier to air movement. The South Bay has significant terrain features that affect air quality. The Santa Cruz Mountains and Hayward Hills on either side of the South Bay restrict horizontal dilution, and this alignment of the terrain also channels winds from the north to south, carrying pollution from the northern Peninsula toward San Jose.

The combined effects of moderate ventilation, frequent inversions that restrict vertical dilution and terrain that restrict horizontal dilution give San Jose a relatively high atmospheric potential for pollution compared to other parts of the San Francisco Bay Air Basin and provide a high potential for transport of pollutants to the east and south.

Ambient Air Quality Standards

Criteria Pollutants

Both the U. S. Environmental Protection Agency and the California Air Resources Board have established ambient air quality standards for common pollutants. These ambient air quality standards are levels of contaminants which represent safe levels that avoid specific adverse health effects associated with each pollutant. The ambient air quality standards cover what are called "criteria" pollutants because the health and other effects of each pollutant are described in criteria documents. Table 1 identifies the major criteria pollutants, characteristics, health effects and typical sources. The federal and California state ambient air quality standards are summarized in Table 2.

The federal and state ambient standards were developed independently with differing purposes and methods, although both processes attempted to avoid health-related effects. As a result, the federal and state standards differ in some cases. In general, the California state standards are more stringent. This is particularly true for ozone and particulate matter (PM_{10} and $PM_{2.5}$)

Suspended particulate matter (PM) is a complex mixture of tiny particles that consists of dry solid fragments, solid cores with liquid coatings, and small droplets of liquid. These particles vary greatly in shape, size and chemical composition, and can be made up of many different materials such as metals, soot,. soil, and dust. "Inhalable" PM consists of particles less than 10 microns in diameter, and is defined as "suspended particulate matter" or PM_{10}. Fine particles are less than 2.5 microns in diameter ($PM_{2.5}$). $PM_{2.5}$, by definition, is included in PM_{10}.

Toxic Air Contaminants

In addition to the criteria pollutants discussed above, Toxic Air Contaminants (TACs) are another group of pollutants of concern. There are many different types of TACs, with varying degrees of toxicity. Sources of TACs include industrial processes such as petroleum refining and chrome plating operations, commercial operations such as gasoline stations and dry cleaners, and motor vehicle exhaust. Cars and trucks release at least forty different toxic air contaminants. The most important, in terms of health risk, are diesel particulate, benzene, formaldehyde, 1,3-butadiene and acetaldehyde.

Public exposure to TACs can result from emissions from normal operations, as well as accidental releases. Health effects of TACs include cancer, birth defects, neurological damage and death.

Ambient Air Quality

The Bay Area Air Quality Management District (BAAQMD) monitors air quality at several locations within the San Francisco Bay Air Basin. The closest multi-pollutant monitoring site to the project site is located in downtown San Jose on Jackson Street. Table 3 summarizes exceedances of State and Federal standards at this monitoring site during the period 2004-2006. Table 3 shows that ozone and PM_{10} exceed the state standards in the South Bay.

Of the three pollutants known to at times exceed the state and federal standards in the project area, two are regional pollutants. Both ozone and particulate matter (PM_{10} and $PM_{2.5}$) are considered regional pollutants in that concentrations are not determined by proximity to individual sources, but show a relative uniformity over a region. Thus, the data shown in Table 3 for ozone and PM_{10} provide a good characterization of levels of these pollutants on the project site.

Table 1: Major Criteria Pollutants

Pollutant	Characteristics	Health Effects	Major Sources
Ozone	A highly reactive photochemical pollutant created by the action of sunshine on ozone precursors (primarily reactive hydrocarbons and oxides of nitrogen. Often called photochemical smog.	•Eye Irritation •Respiratory function impairment.	The major sources ozone precursors are combustion sources such as factories and automobiles, and evaporation of solvents and fuels.
Carbon Monoxide	Carbon monoxide is an odorless, colorless gas that is highly toxic. It is formed by the incomplete combustion of fuels.	•Impairment of oxygen transport in the bloodstream. •Aggravation of cardiovascular disease. •Fatigue, headache, confusion, dizziness. •Can be fatal in the case of very high concentrations.	Automobile exhaust, combustion of fuels, combustion of wood in woodstoves and fireplaces.
Nitrogen Dioxide	Reddish-brown gas that discolors the air, formed during combustion.	•Increased risk of acute and chronic respiratory disease.	Automobile and diesel truck exhaust, industrial processes, fossil-fueled power plants.
Sulfur Dioxide	Sulfur dioxide is a colorless gas with a pungent, irritating odor.	•Aggravation of chronic obstruction lung disease. •Increased risk of acute and chronic respiratory disease.	Diesel vehicle exhaust, oil-powered power plants, industrial processes.
Particulate Matter	Solid and liquid particles of dust, soot, aerosols and other matter which are small enough to remain suspended in the air for a long period of time.	•Aggravation of chronic disease and heart/lung disease symptoms.	Combustion, automobiles, field burning, factories and unpaved roads. Also a result of photochemical processes.

Table 2: Federal and State Ambient Air Quality Standards

Pollutant	Averaging Time	Federal Primary Standard	State Standard
Ozone	1-Hour 8-Hour	-- 0.08 PPM	0.09 PPM 0.07 PPM
Carbon Monoxide	8-Hour 1-Hour	9.0 PPM 35.0 PPM	9.0 PPM 20.0 PPM
Nitrogen Dioxide	Annual Average 1-Hour	0.05 PPM --	0.03 PPM 0.18 PPM
Sulfur Dioxide	Annual Average 24-Hour 1-Hour	0.03 PPM 0.14 PPM --	-- 0.04 PPM 0.25 PPM
PM_{10}	Annual Average 24-Hour	-- 150 $\mu g/m^3$	20 $\mu g/m^3$ 50 $\mu g/m^3$
$PM_{2.5}$	Annual 24-Hour	15 $\mu g/m^3$ 35 $\mu g/m^3$	12 $\mu g/m^3$ --
Lead	Calendar Quarter 30 Day Average	1.5 $\mu g/m^3$ --	-- 1.5 $\mu g/m^3$
Sulfates	24 Hour	25 $\mu g/m^3$	--
Hydrogen Sulfide	1-Hour	0.03 PPM	--
Vinyl Chloride	24-Hour	0.01 PPM	--

PPM = Parts per Million
$\mu g/m^3$ = Micrograms per Cubic Meter

Source: California Air Resources Board, Ambient Air Quality Standards (2/22/07) http://www.arb.ca.gov/research/aaqs/aaqs2.pdf

Carbon monoxide is a local pollutant, i.e., high concentrations are normally only found very near sources. The major source of carbon monoxide, a colorless, odorless, poisonous gas, is automobile traffic. Elevated concentrations, therefore, are usually only found near areas of high traffic volumes.

Attainment Status and Regional Air Quality Plans

The federal Clean Air Act and the California Clean Air Act of 1988 require that the State Air Resources Board, based on air quality monitoring data, designate portions of the state where the federal or state ambient air quality standards are not met as "nonattainment areas". Because of the differences between the national and state standards, the designation of nonattainment areas is different under the federal and state legislation.

The U. S. Environmental Protection Agency has classified the San Francisco Bay Area as a non-attainment area for the federal 8-hour ozone standard. The Bay Area was designated as unclassifiable/attainment for the federal PM_{10} and $PM_{2.5}$ standards.

Under the California Clean Air Act Santa Clara County is a non-attainment area for ozone and particulate matter (PM_{10} and $PM_{2.5}$). The county is either attainment or unclassified for other pollutants.

Air districts periodically prepare and update plans to achieve the goal of healthy air. Typically, a plan will analyze emissions inventories (estimates of current and future emissions from industry, motor vehicles, and other sources) and combine that information with air monitoring data (used to assess progress in improving air quality) and computer modeling simulations to test future strategies to reduce emissions in order to achieve air quality standards. Air quality plans usually include measures to reduce air pollutant emissions from industrial facilities, commercial processes, motor vehicles, and other sources. Bay Area plans are prepared with the cooperation of the Metropolitan Transportation Commission, and the Association of Bay Area Governments. Ozone Attainment Demonstrations are prepared for the national ozone standard and Clean Air Plans are prepared for the California ozone standard.

The *Bay Area 2001 Ozone Attainment Plan* is the current federal air quality plan. It was prepared by the BAAQMD, the Metropolitan Transportation Commission, and the Association of Bay Area Governments. This plan was a revision to the Bay Area part of California's plan (State Implementation Plan, or SIP) to achieve the national ozone standard. The plan was approved by the California Air Resources Board (CARB) and on November 30, 2001, CARB submitted the 2001 Plan to the U.S. Environmental Protection Agency. The U.S. Environmental Protection Agency is currently reviewing the plan.

Table 3: Summary of Air Quality Data for Downtown San Jose

Pollutant	Standard	Days Exceeding Standard in:		
		2004	2005	2006
Ozone	Federal 1-Hour	0	0	0
Ozone	State 1-Hour	0	1	5
Ozone	Federal 8-Hour	0	0	1
Carbon Monoxide	State/Federal 8-Hour	0	0	0
Nitrogen Dioxide	State 1-Hour	0	0	0
PM_{10}	Federal 24-Hour	0	0	0
PM_{10}	State 24-Hour	4	2	0
$PM_{2.5}$	Federal 24-Hour	0	0	0

Source: Air Resources Board, Aerometric Data Analysis and Management (ADAM), 2007. (http: //www.arb.ca.gov./adam/cgi-bin/adamtop/d2wstart)

The Bay Area Air Quality Management District (Air District or BAAQMD), in cooperation with the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG), has recently prepared the *Bay Area 2005 Ozone Strategy*. The Ozone Strategy is a roadmap showing how the San Francisco Bay Area will achieve compliance with the State one-hour air quality standard for ozone as expeditiously as practicable and how the region will reduce transport of ozone and ozone precursors to neighboring air basins.

Sensitive Receptors

The Bay Area Air Quality Management District defines sensitive receptors as facilities where sensitive receptor population groups (children, the elderly, the acutely ill and the chronically ill) are likely to be located. These land uses include residences, schools playgrounds, child care centers, retirement homes, convalescent homes, hospitals and medical clinics. Commercial/industrial lands abut the project site to the southeast and southwest. Residences abut the site's northwest and northeast boundaries.

Significance Criteria

The document *BAAQMD CEQA Guidelines*[1] provide the following definitions of a significant air quality impact:

- A project contributing to carbon monoxide (CO) concentrations exceeding the State Ambient Air Quality Standard of 9 parts per million (ppm) averaged over 8 hours or 20 ppm for 1 hour would be considered to have a significant impact.

- A project that generates criteria air pollutant emissions in excess of the BAAQMD annual or daily thresholds would be considered to have a significant air quality impact. The current thresholds are 15 tons/year or 80 pounds/day for Reactive Organic Gases (ROG), Nitrogen Oxides (NO_x) or PM_{10}. Any proposed project that would individually have a significant air quality impact would also be considered to have a significant cumulative air quality impact.

- Any project with the potential to frequently expose members of the public to objectionable odors would be deemed to have a significant impact.

- Any project with the potential to expose sensitive receptors or the general public to substantial levels of toxic air contaminants would be deemed to have a significant impact.

Despite the establishment of both federal and state standards for $PM_{2.5}$ (particulate matter, 2.5 microns), the BAAQMD has not developed a threshold of significance for this pollutant. For this analysis, $PM_{2.5}$ impacts would be considered significant if project emissions of

[1] Bay Area Air Quality Management District, BAAQMD CEQA Guidelines, 1996 (Revised December 1999).

PM_{10} exceed 80 pounds per day.

The BAAQMD significance threshold for construction dust impact is based on the appropriateness of construction dust controls. The BAAQMD guidelines provide feasible control measures for construction emission of PM_{10}. If the appropriate construction controls are to be implemented, then air pollutant emissions for construction activities would be considered less-than-significant.

IMPACTS

Impact 1: Construction Dust Emissions. Construction activities such as demolition, clearing, excavation and grading operations, construction vehicle traffic and wind blowing over exposed earth would generate fugitive particulate matter emissions that would temporarily affect local air quality. This impact is potentially significant, but normally mitigable.

The proposed project would require demolition of existing buildings. The physical demolition of existing structures and other infrastructure are construction activities with a high potential for creating air pollutants. In addition to the dust created during demolition, substantial dust emissions could be created as debris is loaded into trucks for disposal.

According to the *BAAQMD CEQA Guidelines*, emissions of ozone precursors (ROG and NOx) and carbon monoxide related to construction equipment are already included in the emission inventory that is the basis for regional air quality plans, and thus are not expected to impede attainment or maintenance of ozone and carbon monoxide standards in the Bay Area. Thus, the effects of construction activities would be increased dustfall and locally elevated levels of PM_{10} downwind of construction activity. Construction dust has the potential for creating a nuisance at nearby properties. This is considered a potentially significant impact.

Mitigation Measure 1: Require implementation of the following dust control measures by contractors during demolition of existing structures:

- Watering should be used to control dust generation during demolition of structures and break-up of pavement.
- Cover all trucks hauling demolition debris from the site.
- Use dust-proof chutes to load debris into trucks whenever feasible. Watering should be used to control dust generation during transport and handling of recycled materials.

Consistent with guidance from the BAAQMD, the following measures shall be required of construction contracts and specifications for the project:

- Water all active construction areas at least twice daily and more often during windy periods; active areas adjacent to existing land uses shall be kept damp at all times, or shall be treated with non-toxic stabilizers or dust palliatives;
- Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least 2 feet of freeboard;
- Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites;

- Sweep daily (preferably with water sweepers) all paved access roads, parking areas, and staging areas at construction sites; water sweepers shall vacuum up excess water to avoid runoff-related impacts to water quality;

- Sweep streets daily (preferably with water sweepers) if visible soil material is carried onto adjacent public streets;

- Apply non-toxic soil stabilizers to inactive construction areas;

- Enclose, cover, water twice daily, or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.);

- Limit traffic speeds on unpaved roads to 15 mph;

- Install sandbags or other erosion control measures to prevent silt runoff to public roadways;

- Replant vegetation in disturbed areas as quickly as possible.

The following are additional mitigation measures recommended by the BAAQMD to reduce engine exhaust emissions:

- Use alternative fueled construction equipment

- Minimize idling time (5 minutes maximum);

- Maintain properly tuned equipment;

- Limit the hours of operation of heavy equipment and/or the amount of equipment in use.

The above measures include all feasible measures for construction emissions identified by the Bay Area Air Quality Management District for large sites. According to the District threshold of significance for construction impacts, implementation of the measures would reduce construction impacts of the project to a less-than-significant level.

Impact 2: Construction TAC Emissions. During construction various diesel-powered vehicles and equipment would be in use on the site. Exposure of sensitive receptors to diesel particulate would represent a less-than-significant impact.

In 1998 the California Air Resources Board identified particulate matter from diesel-fueled engines as a toxic air contaminant (TAC). CARB has completed a risk management process that identified potential cancer risks for a range of activities using diesel-fueled

engines.[2] High volume freeways, stationary diesel engines and facilities attracting heavy and constant diesel vehicle traffic (distribution centers, truckstop) were identified as having the highest associated risk.

Health risks from Toxic Air Contaminants are function of both concentration and duration of exposure. Unlike the above types of sources, construction diesel emissions are temporary, affecting an area for a period of weeks at any one location. Additionally, construction related sources are mobile and transient in nature, and the bulk of the emission occurs within the project site at a substantial distance from most nearby receptors. The prevailing north and northwest winds would carry construction emissions away from neighboring residential properties. Because of these factors, health risks from construction emissions of diesel particulate would be a less-than-significant impact.

Mitigation Measure 2: None required.

Impact 3: Permanent Local Impacts. Project traffic would add to carbon monoxide concentrations near streets and intersections providing access to the site. This is a less than significant impact.

On the local scale, the project would change traffic on the local street network, changing carbon monoxide levels along roadways used by project traffic. Carbon monoxide is an odorless, colorless poisonous gas whose primary source in the Bay Area is automobiles. Concentrations of this gas are highest near intersections of major roads.

Carbon monoxide concentrations under worst-case meteorological conditions have been predicted for signalized intersections affected by project. These intersections were selected as having the highest approach volumes, and therefore, highest potential for elevated carbon monoxide concentrations.. Peak hour traffic volumes were applied to a screening form of the CALINE-4 dispersion model to predict maximum 1-and 8-hour concentrations near these intersections. Appendix 1 provides a description of the model and a discussion of the methodology and assumptions used in the analysis. The model results were used to predict the maximum 1- and 8-hour concentrations, corresponding to the 1- and 8-hour averaging times specified in the state and federal ambient air quality standards for carbon monoxide.

Table 4 shows the results of the CALINE-4 analysis for the peak 1-hour and 8-hour traffic periods in parts per million (PPM). The analysis was carried out for four traffic scenarios:

Existing Traffic
Background Traffic
Project Traffic
Project + Worst-Case ADP Traffic

---

[2] California Air Resources Board, Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles, October 2000.

Table 4: Worst Case Carbon Monoxide Concentrations Near Selected Intersections, in Parts Per Million

Intersection	Existing		Background		Project		Project + ADP	
	1-Hour	8-Hour	1-Hour	8-Hour	1-Hour	8-Hour	1-Hour	8-Hour
US 101 NB/ Oakland	9.6	7.1	10.2	7.5	10.2	7.5	10.2	7.5
Oakland/ Commercial	9.7	7.1	10.3	7.6	10.3	7.6	10.4	7.6
US 101 SB/ Oakland	9.5	7.0	9.8	7.2	9.9	7.3	10.1	7.5
Hedding/ 13th Street	8.9	6.6	9.3	6.9	9.4	6.9	9.6	7.1
Mabury/ Berryessa	8.4	6.2	8.5	6.3	8.5	6.3	8.7	6.5
Lundy/ Berryessa	9.9	7.3	9.6	7.1	9.6	7.1	11.1	8.1
Mabury/ N. King	8.7	6.5	10.2	7.5	10.3	7.5	10.3	7.5
Mabury/ Jackson	8.6	6.4	8.7	6.4	9.2	6.8	9.2	6.8
McKee/ N. King	9.4	7.0	9.9	7.3	10.1	7.4	10.7	7.8
Airport/ Old Bayshore							9.1	6.7
First Street/ Old Bayshore							11.0	8.1
I-880 WB/ Old Bayshore							9.4	7.0
I-880 EB/ Old Bayshore							9.2	6.8
Fourth Street/ Hedding							8.9	6.6
10th Street/ Hedding							10.4	7.6
11th Street/ Hedding							9.7	7.2
11th Street/ Taylor							8.9	6.6
Berryessa/ Commercial							9.9	7.3
10th Street/ Taylor Street							8.5	6.3
Standard	20.0	9.0	20.0	9.0	20.0	9.0	20.0	9.0

The last scenario superimposes the traffic impacts of the101/Oakland Road/Mabury Area Development Policy (ADP) upon project and background traffic growth.

The traffic volumes utilized for the carbon monoxide analysis shown in Table 4 reflect a project of 1287 residential units and 15,000 sq. ft. of retail space. The additional 10,00 sq. ft. of retail space currently proposed would increase am peak hour trip generation by 8 trips and pm peak hour trip generation by 36 trips, amounts too small to affect the results of the carbon monoxide analysis.

Seven intersections were selected for analysis for the King and Mabury Mixed-Use Project. In addition, ten other intersections were analyzed only for the cumulative project plus ADP scenario.

The 1-hour values are to be compared to the federal 1-hour standard of 35 PPM and the state standard of 20 PPM. The 8-hour values in Table 4 are to be compared to the state and federal standard of 9 PPM.

Table 4 shows that existing predicted concentrations near the intersections meet the 1-hour and 8-hour standards. Background traffic increases would increase concentrations by up to 1.5 Parts Per Million (PPM). Traffic from the project would further increase concentrations by up to 0.5 Parts Per Million (PPM). However, concentrations with background and project traffic growth would not exceed the state/federal ambient air quality standards.

Since background, project and the 101/Oakland Road/Mabury Area Development Policy (ADP) traffic growth would not cause any new violations of the 8-hour standards for carbon monoxide, nor contribute substantially to an existing or projected violation, project and ADP impacts on local carbon monoxide concentrations are considered to be less-than-significant.

Mitigation Measure 3: None required.

Impact 4: Permanent Regional Impacts. Additional trips to and from the project would result in new air pollutant emissions within the air basin. The emissions from these new trips would not exceed the BAAQMD thresholds of significance for ROG, and would represent a less-than-significant impact.

Vehicle trips generated by the project would result in air pollutant emissions affecting the entire San Francisco Bay Air Basin. Regional emissions associated with project vehicle use have been calculated using the URBEMIS2002 emission model. The methodology used in estimating vehicular emissions is described in Attachment 2.

The incremental daily emission increase associated with project land uses is identified in Table 5 for reactive organic gases and oxides of nitrogen (two precursors of ozone) and PM_{10}. Emission from existing land uses that would be replaced is also shown. The Bay

Table 5: Project Regional Emissions in Pounds Per Day

	Reactive Organic Gases	**Nitrogen Oxides**	**PM_{10}**
Project Emissions	92.9	92.7	94.2
Emissions from Removed Light Industrial Uses	36.1	36.6	30.9
Net Increase	56.8	56.1	63.3
BAAQMD Significance Threshold	80.0	80.0	80.0

Area Air Quality Management District has established threshold of significance for ozone precursors and PM_{10} of 80 pounds per day. Net project emissions shown in Table 5 would not exceed these thresholds of significance, so the proposed project would have a less-than-significant effect on regional air quality.

Mitigation Measure 4: None required.

Impact 5: Increased Exposure to TACs. The project would include sensitive receptors that would be exposed to stationary and mobile sources of TACs. This impact would be less-than-significant.

The project is located within a mixed light industrial/residential area. The current inventory of Toxic Air Contaminant emissions maintained by the Bay Area Air Quality Management District lists one source source of TACs within one-fourth mile of the project. It is Strongwell Corporation located at 615 N. King Road. Emissions of styrene are below the toxic trigger level that would require a health risk screening analysis. This TAC source is not identified as a priority source requiring preparation of a health risk assessment or notification under the Air Toxics "Hot Spots" Information and Assessment Act.[3]

The California Air Resources Board recently published an air quality/land use handbook.[4] The handbook, which is advisory and not regulatory, was developed in response to recent studies that have demonstrated a link between exposure to poor air quality and respiratory illnesses, both cancer and non-cancer related. The CARB handbook recommends that planning agencies strongly consider proximity to these sources when finding new locations for "sensitive" land uses such as homes, medical facilities, daycare centers, schools and playgrounds. Air pollution sources of concern include freeways, rail yards, ports, refineries, distribution centers, chrome plating facilities, dry cleaners and large gasoline service stations.

The project site is across Dobbin Drive from a North American relocation and storage facility that could be considered a distribution center. Key recommendations in the handbook regarding locating sensitive receptors are:

- Avoid siting new sensitive land uses within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating Truck Refrigeration Units (TRU) per day, or where TRU unit operations exceed 300 hours per week.
- Take into account the configuration of exiting distribution centers and avoid locating residences and other new sensitive land uses near entry and exist points.

---

[3] Bay Area Air Quality Management District, Toxic Air Contaminant Control Program Annual Report 2002, June 2004.

[4] California Air Resources Board, Air Quality and Land Use Handbook: A Community Health Perspective, April 2005.

The project would create new residential areas closer than 1000 feet from the North American facility. However, the CARB recommendation does not preclude residential development in such areas, as the recommendations are advisory and should not be interpreted as "buffer zones". The handbook recommends that a site-specific analysis be made whenever possible.

The North American facility does not involve trucks with TRUs, and daily truck traffic is reported by the operator to be from 2 to 12 truck trips per day, well below the 100 truck threshold cited in the ARB handbook. Additionally, the North American facility is located southeast of the proposed site, which places it downwind of the project for prevailing north and northwest winds. For the above reasons, the roughly 150 foot setback between the proposed project and truck loading docks is considered adequate, and project impacts with respect to TAC exposure would be less-than-significant.

Mitigation Measure 5: None required.

Impact 6: Cumulative Regional Impacts. The project would not require a General Plan Amendment and therefore would not have a cumulatively significant regional air quality impact.

According the *BAAQMD CEQA Guidelines*, a project that generates criteria air pollutant emissions in excess of the BAAQMD annual or daily thresholds would have a significant air quality impact individually and cumulatively. Proposed project emissions shown in Table 5 would not exceed the BAAQMD thresholds.

The BAAQMD CEQA Guidelines do provide, however, that projects with individually insignificant impacts could have a cumulatively significant impact.[5] If a project requires a General Plan amendment it would have a significant cumulative impact if the project generates more Vehicle Miles Traveled than that anticipated under the previous land use designation. The proposed project does not require a General Plan amendment, and therefore would not have a significant cumulative air quality impact on regional air quality.

Mitigation Measure 6: None required.

---

[5] Bay Area Air Quality Management District, BAAQMD CEQA Guidelines, April 1996 (Revised December 1999)

ATTACHMENT 1: CALINE-4 MODELING

The CALINE-4 model is a fourth-generation line source air quality model that is based on the Gaussian diffusion equation and employs a mixing zone concept to characterize pollutant dispersion over the roadway. Given source strength, meteorology, site geometry and site characteristics, the model predicts pollutant concentrations for receptors located within 150 meters of the roadway. The CALINE-4 model allows roadways to be broken into multiple links that can vary in traffic volume, emission rates, height, width, etc.

A screening-level form of the CALINE-4 program was used to predict concentrations.[6] Normalized concentrations for each roadway size (2 lanes, 4 lanes, etc.) are adjusted for the two-way traffic volume and emission factor. Calculations were made for a receptor at a corner of the intersection, located 25 feet from the curb. Emission factors were derived from the California Air Resources Board EMFAC2007 computer program based on a 2007 Bay Area vehicle mix.

The screening form of the CALINE-4 model calculates the local contribution of nearby roads to the total concentration. The other contribution is the background level attributed to more distant traffic. The 1-hour background level in 2007 was taken as 7.2 PPM and the 8-hour background concentration was taken as 5.4 PPM. These backgrounds were estimated using isopleth maps and correction factors developed by the Bay Area Air Quality Management District.

Eight-hour concentrations were obtained from the 1-hour output of the CALINE-4 model using a persistence factor of 0.7.

---

[6] Bay Area Air Quality Management District, BAAQMD CEQA Guidelines, 1999.

ATTACHMENT 2: NEW VEHICLE TRAVEL EMISSIONS

Estimates of regional emissions generated by project traffic (and existing land uses on the project site) were made using a program called URBEMIS-2002.[7] URBEMIS-2002 is a program that estimates the emissions that result from various land use development projects. Land use projects can include residential uses such as single-family dwelling units, apartments and condominiums, and nonresidential uses such as shopping centers, office buildings, and industrial parks. URBEMIS-2002 contains default values for much of the information needed to calculate emissions. However, project-specific, user-supplied information can also be used when it is available.

Inputs to the URBEMIS-2002 program include trip generation rates, vehicle mix, average trip length by trip type and average speed. Trip generation rates for project land uses were provided by the project transportation consultant. Average trip lengths and vehicle mixes for the Bay Area were used. Average speed for all types of trips was assumed to be 30 MPH.

The URBEMIS-2002 run assumed summertime conditions with an ambient temperature of 85 degrees F.

The analysis was carried out assuming a 2008 vehicle mix. The URBEMIS-2002 output is attached.

---

[7] Jones and Stokes Associates, Software User's Guide: URBEMIS2002 for Windows with Enhanced Construction Module, Version 8.7, April 2005.

URBEMIS 2002 For Windows 8.7.0

File Name: <Not Saved>
Project Name: Dobbin Drive Existing
Project Location: San Francisco Bay Area
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Pounds/Day - Summer)

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	36.13	36.60	388.24	0.34	30.88

URBEMIS 2002 For Windows 8.7.0

File Name: <Not Saved>
Project Name: Dobbin Drive Existing
Project Location: San Francisco Bay Area
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Summer)

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
General light industry	36.13	36.60	388.24	0.34	30.88
TOTAL EMISSIONS (lbs/day)	36.13	36.60	388.24	0.34	30.88

Includes correction for passby trips.
Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2005 Temperature (F): 85 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Acreage	Trip Rate	No. Units	Total Trips
General light industry		6.74 trips/1000 sq. ft.	420.80	2,836.17
		Sum of Total Trips		2,836.17
		Total Vehicle Miles Traveled		20,250.22

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	56.10	2.30	97.10	0.60
Light Truck < 3,750 lbs	15.10	4.00	93.40	2.60
Light Truck 3,751- 5,750	15.50	1.90	96.80	1.30
Med Truck 5,751- 8,500	6.80	1.50	95.60	2.90
Lite-Heavy 8,501-10,000	1.00	0.00	80.00	20.00
Lite-Heavy 10,001-14,000	0.30	0.00	66.70	33.30
Med-Heavy 14,001-33,000	1.00	10.00	20.00	70.00
Heavy-Heavy 33,001-60,000	0.80	0.00	12.50	87.50
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.10	0.00	0.00	100.00
Motorcycle	1.60	87.50	12.50	0.00
School Bus	0.30	0.00	0.00	100.00
Motor Home	1.40	14.30	78.60	7.10

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.8	4.6	6.1	11.8	5.0	5.0
Rural Trip Length (miles)	15.0	10.0	10.0	15.0	10.0	10.0
Trip Speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	27.3	21.2	51.5			

% of Trips - Commercial (by land use)

General light industry	50.0	25.0	25.0

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Operations

07/27/2007 2:55 PM

URBEMIS 2002 For Windows 8.7.0

File Name: C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\dobbindrivemixeduse.urb
Project Name: Dobbin Drive Mixed Use
Project Location: San Francisco Bay Area
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Pounds/Day - Summer)

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	92.87	92.65	969.32	0.63	94.20

URBEMIS 2002 For Windows 8.7.0

File Name: C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\dobbindrivemixeduse.urb
Project Name: Dobbin Drive Mixed Use
Project Location: San Francisco Bay Area
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Summer)

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Apartments mid rise	7.88	7.58	79.49	0.05	7.76
Condo/townhouse general	79.83	80.20	841.20	0.55	82.12
Specialty Retail	5.16	4.87	48.63	0.03	4.32
TOTAL EMISSIONS (lbs/day)	92.87	92.65	969.32	0.63	94.20

Includes correction for passby trips.
Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2008 Temperature (F): 85 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Acreage	Trip Rate	No. Units	Total Trips
Apartments mid rise	3.58	5.83 trips/dwelling unit	136.00	792.88
Condo/townhouse general	71.94	7.29 trips/dwelling unit	1,151.00	8,390.79
Specialty Retail		40.00 trips/1000 sq. ft.	25.00	1,000.00
		Sum of Total Trips		10,183.67
		Total Vehicle Miles Traveled		61,833.05

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	55.00	1.60	98.00	0.40
Light Truck < 3,750 lbs	15.00	2.70	95.30	2.00
Light Truck 3,751- 5,750	16.20	1.20	97.50	1.30
Med Truck 5,751- 8,500	7.20	1.40	95.80	2.80
Lite-Heavy 8,501-10,000	1.10	0.00	81.80	18.20
Lite-Heavy 10,001-14,000	0.40	0.00	50.00	50.00
Med-Heavy 14,001-33,000	1.00	0.00	20.00	80.00
Heavy-Heavy 33,001-60,000	0.90	0.00	11.10	88.90
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.20	0.00	50.00	50.00
Motorcycle	1.70	76.50	23.50	0.00
School Bus	0.10	0.00	0.00	100.00
Motor Home	1.20	8.30	83.30	8.40

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.8	4.6	6.1	11.8	5.0	5.0
Rural Trip Length (miles)	15.0	10.0	10.0	15.0	10.0	10.0
Trip Speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	27.3	21.2	51.5			
% of Trips - Commercial (by land use)						
Specialty Retail				2.0	1.0	97.0

Changes made to the default values for Land Use Trip Percentages

The Trip Rate and/or Acreage values for Apartments mid rise
have changed from the defaults 5.76/3.58 to 5.83/3.58
The Trip Rate and/or Acreage values for Condominium/townhouse general
have changed from the defaults 6.9/71.94 to 7.29/71.94

Changes made to the default values for Operations

The operational emission year changed from 2005 to 2008

APPENDIX J
WATER SUPPLY ASSESSMENT

San Jose Water Company

374 West Santa Clara St.
San Jose, CA 95196-0001

RECEIVED
APR 24 2006
CITY OF SAN JOSE
PLANNING DEPARTMENT

April 20, 2006

Allen Tai
City of San Jose
Department of Planning, Building & Code Enforcement
200 E. Santa Clara Avenue, Tower 3rd Floor
San Jose, CA 95113

Reference: Revised Water Supply Assessment (WSA) for the Dobbin Drive Project

Dear Mr. Tai:

The City of San Jose (City) requested a revised WSA from San Jose Water Company (SJWC) for the Dobbin Drive Residential General Plan Amendment per your email dated April 11, 2006. The revised Dobbin Drive project site consists of nine parcels on 24.8 acres located on the north side of Dobbin Drive at North King Road. The project site is currently developed with light industrial and warehouse buildings. The proposed project consists of a land use designation change from light industrial to transit corridor residential, with a maximum of 1,364 residential units, near the planned Berryessa BART Station. Also included is the general plan amendment is 248,800 square feet of commercial development.

The water usage of this proposed development was included in the growth projections of SJWC's 2005 Urban Water Management Plan. In addition, a hydraulic analysis of SJWC's existing distribution system was performed with and without the Dobbin Drive Project demand of 352,800 gallons per day (245 gallons per minute) or approximately 130 million gallons per year. This demand was based on the City's estimates of 225 gallons per day usage for each single family high density residential unit and 0.18 gallons per day per square foot of commercial space. The model results showed that the additional Dobbin Drive Project demand had a minimal impact on the existing distribution system. SJWC should be able to adequately supply the Dobbin Drive Project without any additional source of supply or system operation changes.

If you have any questions, call me at (408) 279-7862.

Sincerely,

Nicole Dunbar, P.E.

Nicole Dunbar, P.E.
Planning Supervisor

APPENDIX K
NOTICE OF PREPARATION (NOP) AND RESPONSES TO THE NOP

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

Department of Planning, Building and Code Enforcement
JOSEPH HORWEDEL, DIRECTOR

NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE KING AND DOBBIN TRANSIT VILLAGE PLANNED DEVELOPMENT ZONING AND US 101/OAKLAND/MABURY AREA DEVELOPMENT POLICY

File number: PDC07-015
Applicant: San José Transit Village Partners, LLC
As the lead agency, the City of San José will prepare an Environmental Impact Report (EIR) for the project referenced above. The City welcomes your input regarding the scope and content of the environmental information that is relevant to your area of interest, or to your agency's statutory responsibilities in connection with the proposed projects. If you are affiliated with a public agency, this EIR may be used by your agency when considering subsequent approvals related to the project.

The project description, location, and probable environmental effects that will be analyzed in the EIR for the project are attached. According to State law, the deadline for your response is 30 days after receipt of this notice. However, we would appreciate an earlier response, if possible.

If you have any comments on this Notice of Preparation and US 101/Oakland/Mabury Area Development Policy please identify a contact person and send your correspondence to:

- City of San Jose Planning Division, Attn: Dipa Chundur, Planner
  200 East Santa Clara Street, 3rd Floor San Jose, CA 95113-1905
  Phone: (408) 535-7688, e-mail: dipa.chundur@sanjoseca.gov

If you have general, non-EIR related questions or comments about the King and Dobbin Transit Village Planned Development Zoning, including anticipated scheduling of next steps in the review process, please contact the Planning Division's Project Manager Avril Baty at 408-535-7652 or avril.baty@sanjoseca.gov

The Draft EIR for the King and Dobbin Transit Village Planned Development Zoning and US 101/Oakland/Mabury Area Development Policy is currently being prepared. A separate EIR Notice of Availability will be circulated when the Draft EIR becomes available for public review and comments (currently anticipated to begin in September 2007).

The Planning Division will hold a neighborhood meeting and an EIR public scoping meeting to describe the proposed project and the environmental review process, and to obtain your input on the EIR analysis for the proposal. The meeting will be held on June 26, 2007. Please refer to the attached notice for more detail.

Joseph Horwedel, Director
Planning, Building and Code Enforcement

_____
Deputy

Date: _____

NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE KING AND DOBBIN TRANSIT VILLAGE PLANNED DEVELOPMENT ZONING AND US 101/OAKLAND/MABURY AREA DEVELOPMENT POLICY

June 2007

A. Introduction

The purpose of an Environmental Impact Report (EIR) is to inform decision-makers and the general public of the environmental effects of a proposed project that an agency may implement or approve. The EIR process is intended to provide information sufficient to evaluate a project and its potential for significant impacts on the environment; to examine methods of reducing adverse impacts; and to consider alternatives to the project.

The EIR for the proposed projects will be prepared and processed in accordance with the California Environmental Quality Act (CEQA) of 1970, as amended. In accordance with the requirements of CEQA, the EIR will include the following:

- A summary of the project;
- A project description;
- A description of the existing environmental setting, potential environmental impacts, and mitigation measures;
- Alternatives to the project as proposed; and
- Environmental consequences, including (a) any significant environmental effects which cannot be avoided if the project is implemented; (b) any significant irreversible and irretrievable commitments of resources; (c) the growth inducing impacts of the proposed project; (d) effects found not to be significant; and (e) cumulative impacts.

B. Project Location

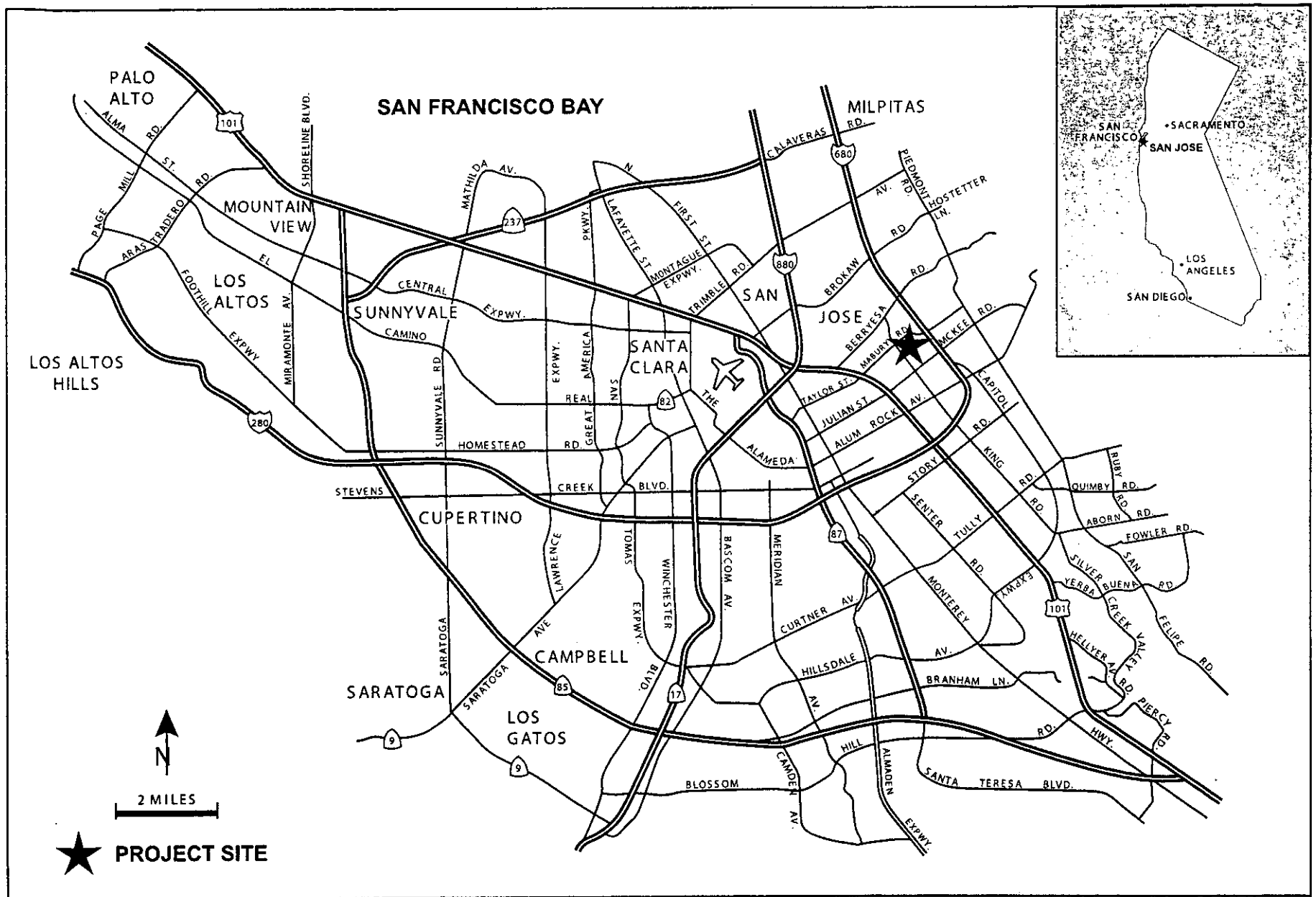
The proposed Planned Development zoning project is located on an approximately 24.8-acre site on the northeast corner of North King Road and Dobbin Drive in East San José. The project site is comprised of nine parcels [Assessor's Parcel Numbers (APNs): 254-04-076, 254-04-079, 254-04-080, 254-04-082, 254-04-087, 254-04-088, 254-04-098, 254-55-006, 254-55-010] . The site is bordered to the north and east with single-family residential uses and to the south and west by light industrial uses (refer to Figures 1-3).

The proposed Area Development Policy will address traffic congestion in the vicinity of the existing US 101 and Oakland Road interchange corridor and the planned US 101 and Mabury Road interchange in San José (refer to Figure 4).

C. Overview and Description of the Projects

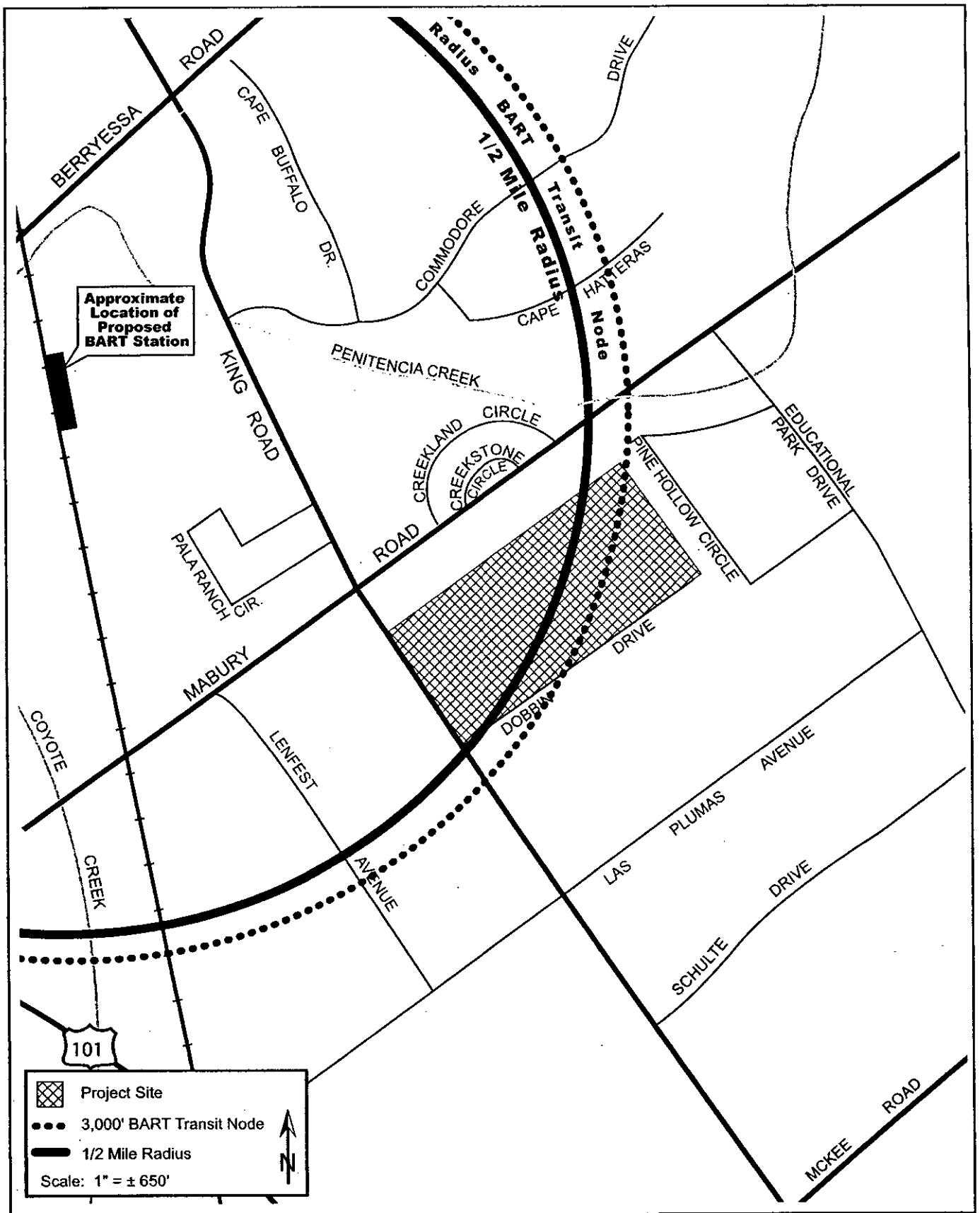
Planned Development (PD) Zoning Project: The 24.8 acre zoning project site is currently developed with approximately 421,000 square feet of light industrial and warehouse buildings. The project proposes rezoning the site to allow residential densities ranging from 20-110 dwelling units per acre (DU/AC). The project proposes to demolish the existing structures on the site and construct up to 1,300 residential units, 50,000 square feet of commercial space, and three-acre park on the site. The proposed residential units include approximately 136 affordable residential units that will accommodate the relocated San José Family Shelter. The majority of the site is located within the BART Berryessa Station Area Node, which calls for an overall minimum density within this BART station node of 55 dwelling units per acre. The proposed PD zoning is consistent with a General Plan Amendment (GP06-03-01) approved for the site by the San José City Council in December 2006. The approved General Plan Amendment converted the land use designation of the site from *Light Industrial* to *Transit Corridor Residential (20+ DU/AC) with a "Floating Park"*.

The proposed affordable housing and family shelter component of the project will seek federal funds from the Department of Housing and Urban Development (HUD). The EIR analysis will include an Environmental Assessment to comply with the National Environmental Policy Act (NEPA) and HUD requirements.



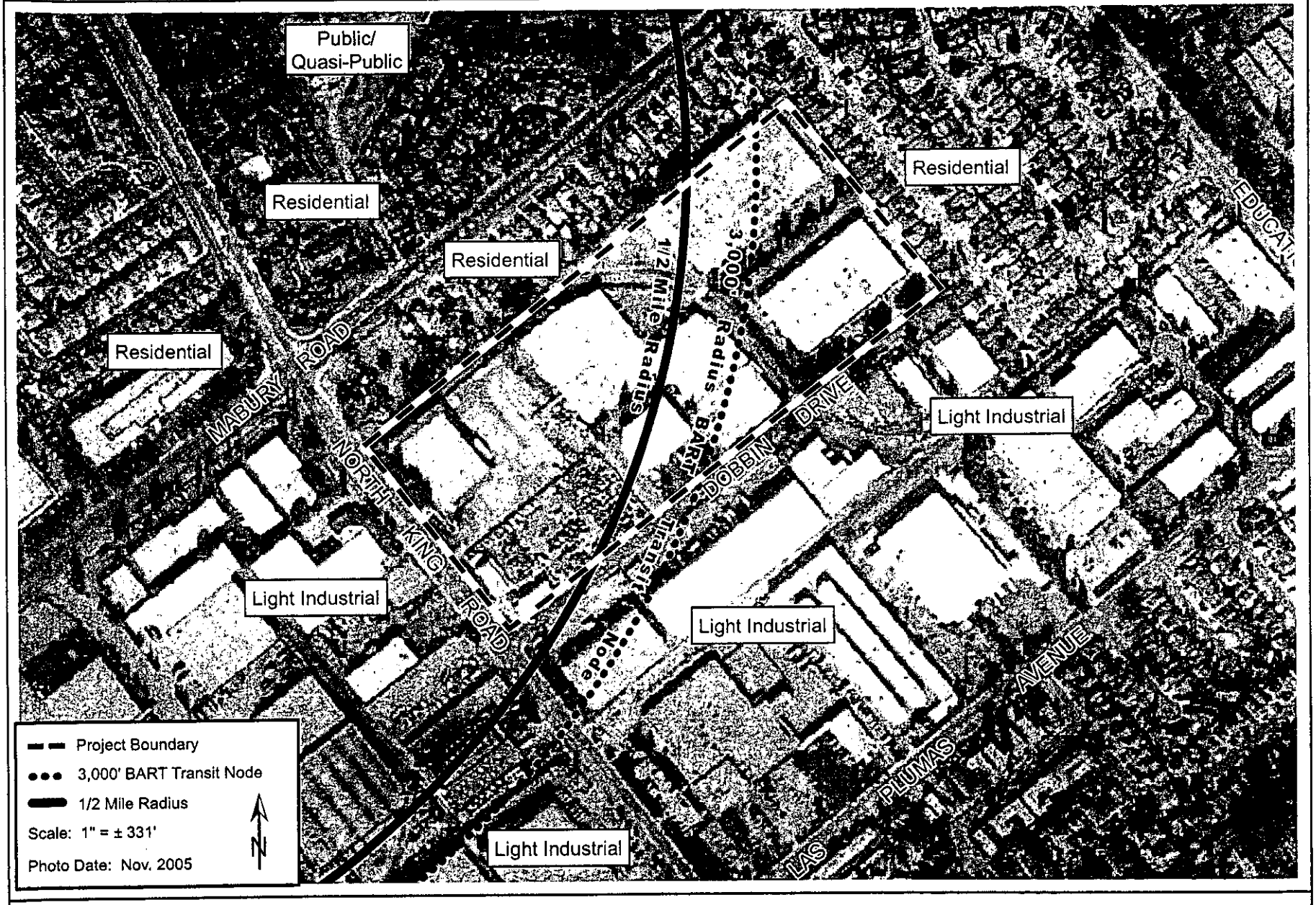
REGIONAL MAP

FIGURE 1



VICINITY MAP

FIGURE 2



AERIAL PHOTOGRAPH

FIGURE 3

Area Development Policy: The City of San Jose adopted an updated Council Policy 5-3 on June 21, 2005, for the development related transportation impact analysis in conformance with the provisions of General Plan Level f Service Policy #5. The policy's goal is to achieve an overall Level of Service of "D" for the city streets during peak travel periods. Consistent with provisions of the General Plan Level if Service Policy #5, an "area development policy" may be adopted by the City Council to establish special traffic level of service standards for a specific geographic area which determines development impacts and mitigation measures. The policy is proposed to manage the traffic congestion associated with near term "smart growth" development in the US 101/Oakland/Mabury area, including Transit Oriented Development near the planned BART Berryessa Station, Japantown Neighborhood Business District, Jackson Taylor Specific Plan, and Luna Park/13th Street Neighborhood Business District. The policy would allow the level of service (LOS) at the Oakland Road and US 101 interchange corridor to temporarily degrade below the City of San José's LOS standards, with a corresponding level of congestion, prior to the construction of improvements to the Oakland Road/US 101 interchange and construction of the Mabury Road/US 101 interchange. The policy creates a "fair share" traffic impact fee structure to finance Oakland Road/US 101 and Mabury Road/US 101 interchange improvements.

D. Potential Environmental Impacts of the Projects

The EIR will describe the existing environmental conditions on the project site and will identify the significant environmental impacts anticipated to result from the proposed redevelopment of the site and adoption of the Area Development Policy. Where potentially significant environmental impacts are identified, the EIR will also discuss mitigation measures that may make it possible to avoid or reduce significant impacts, as appropriate.

The analysis in the EIR will include the following specific categories of environmental impacts and concerns related to the proposed projects. Additional subjects may be added at a later date, as new information comes to light.

1. Land Use: The EIR will identify the land uses on and around the project site and identify potential land use conflicts that would occur due to the proposed development. The EIR will identify both impacts to the proposed development from existing development in the project area and the impact of the proposed development on existing development in the project area.

2. Transportation: The EIR will describe the existing traffic conditions in the project area, based on the City of San José's Level of Service (LOS) Policy. A near-term level of service (LOS) study will determine the traffic impacts of the proposed development on the key intersections and freeway segments in the vicinity of the site during the weekday AM and PM peak hours. The EIR will also evaluate the impacts of the Area Development Policy (ADP) on key intersections related to the existing and proposed interchanges.

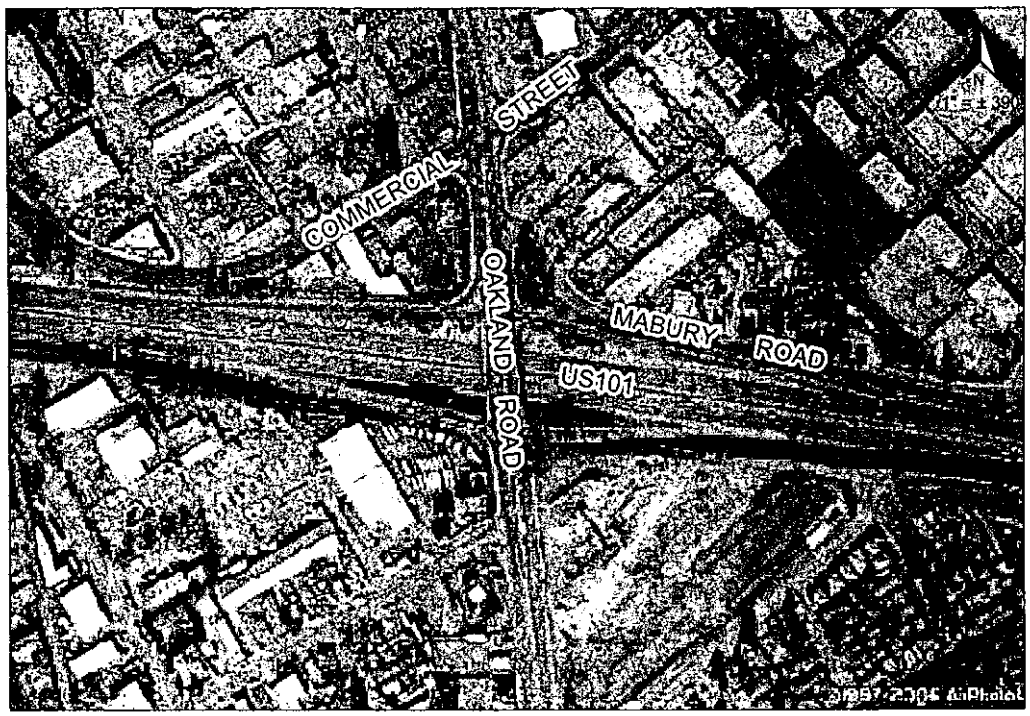
3. Cultural Resources: Due to the location of the site in an area of archaeological sensitivity, the EIR will discuss the potential for archaeological resources to be present on the site. The EIR will also discuss the possible impact of the project on any historic buildings adjacent to the site.

4. Hazardous Materials: The project site is currently developed with light industrial land uses. The EIR will discuss the potential for soil and groundwater contamination from existing and previous users of the project site as well as other hazardous materials users in the project area. The potential for impacts to residents of the site will be discussed. The EIR will also discuss the potential for hazardous materials use in the project area to impact residents of the site.

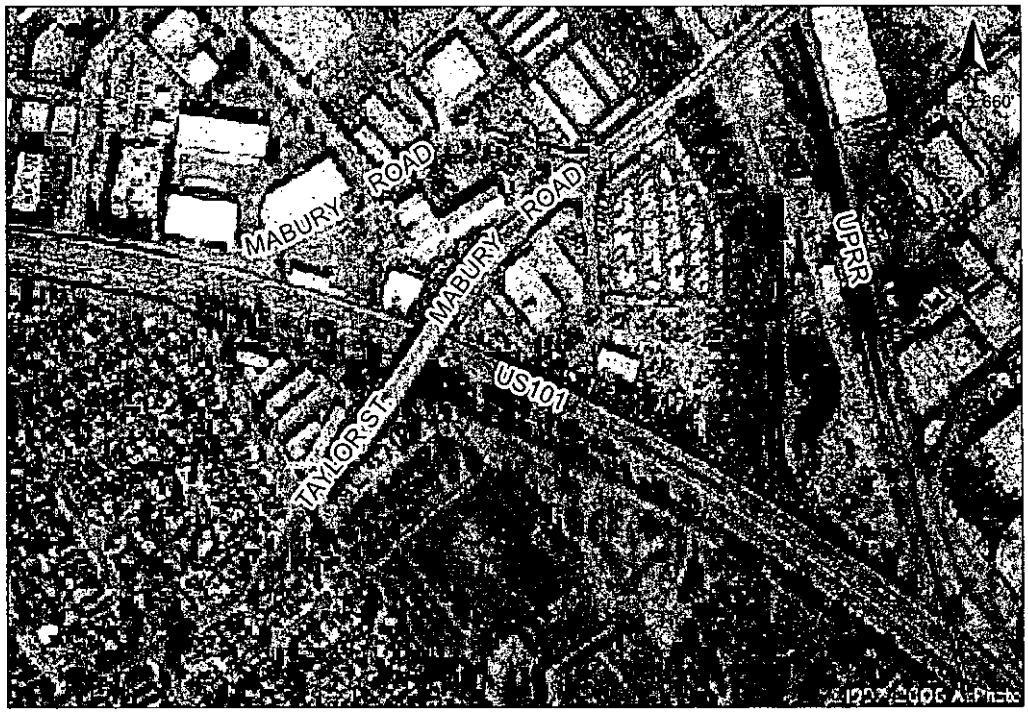
5. Noise: The EIR will characterize the existing noise environment in the project area and the compatibility of the ambient noise levels with the proposed noise-sensitive residential development. Potential noise impacts on the project resulting from nearby noise sources, including King Road and the adjacent light industrial land uses, will be discussed. The EIR will also discuss the possibility for the ADP to result in noise impacts on sensitive land uses in the vicinity of the affected freeway interchanges.

6. Geology and Soils: The EIR will discuss the existing geologic and soil conditions on the project site. Any potential impacts to future residential uses of the site will be identified.

7. Hydrology and Water Quality: The EIR will discuss the drainage conditions in the project area and the potential for flooding on the site. The impacts of residential development of the site on the quality of storm water runoff will also be addressed.



US101 / Oakland Road Interchange Corridor



Planned US101 / Mabury Road Interchange Location

ADP INTERCHANGE LOCATIONS

FIGURE 4

8. Population and Housing: The EIR will describe the existing and projected employment, population, and housing conditions in the City of San José, and evaluate the potential for the project to result in impacts due to increases in population and the loss of planned jobs.

9. Biological Resources: The project site is currently developed with light industrial and warehouse buildings, paved parking lots, urban landscaping, and mature trees. The EIR will discuss the potential for the proposed PD Zoning to result in impacts to biological resources on the site, including removal of mature trees.

10. Air Quality: The San Francisco Bay Area is a non-attainment area for carbon monoxide. The EIR will address the regional air quality conditions in the Bay Area, and discuss the proposed projects impacts to local and regional air quality. Temporary construction related impacts such as construction vehicle exhaust and air-borne particulates (i.e., dust) will also be discussed. The impact of the ADP on local air quality will also be discussed.

11. Utilities and Service Systems: Implementation of the proposed project could result in an increased demand on utilities and public facilities compared to existing conditions. The EIR will discuss the impacts of the project on public services, including utilities such as sanitary and storm drains, water supply, and solid waste management and also the ability of existing infrastructure in the project area to serve the proposed development.

12. Visual and Aesthetics: This section will discuss the visual and aesthetic resources of the site and any impacts that will occur as a result of the proposed PD Zoning.

13. Energy and Mineral Resources: The EIR will describe current energy demand from existing development on the site and will summarize any mineral resource on the project site or in the project vicinity. The EIR will describe potential impacts associated with the energy usage of the project.

14. Availability of Public Facilities and Services: The EIR will discuss the availability of public facilities and service systems, and the potential for the project to require the construction of new facilities. This discussion will include a review of the effects on the provision of police and fire services, public school districts, libraries, and parks that would occur as a result of the project.

15. Cumulative Impacts: The EIR will include a discussion of the potentially significant cumulative impacts of the projects when considered with other past, present, and reasonably foreseeable future projects in the area. This section will cover all relevant subject areas discussed in the EIR (e.g., traffic, air quality, and noise) and will specify which of the areas are anticipated to experience significant cumulative impacts. Cumulative impacts will be discussed qualitatively, unless specific quantitative information on other pending projects is available prior to publication of the Draft EIR.

16. Alternatives to the Project: The EIR will identify and evaluate project alternatives that might reasonably be assumed to reduce significant project impacts. The No Project Alternative is required by law. Other alternatives that may be discussed could include a Reduced Scale Alternative (either reduced development intensities and/or a smaller project area), Alternative Land Uses, and an Alternative Location.

The EIR will identify the degree to which each alternative might reduce one or more of the project's impacts, whether or not the alternative could result in other or increased impacts, the viability of the alternative, and the degree to which the alternative is consistent with the project's goals and objectives.

17. Other Required Sections: The EIR will also include other information typically required for an EIR. These other sections include the following: 1) Growth Inducing Impacts; 2) Significant, Unavoidable Impacts; 3) Significant Irreversible Environmental Changes; 4) References; and 5) EIR Authors. Relevant technical reports will be provided in a technical appendix.

RECEIVED
JUN 20 2007
CITY OF SAN JOSE
DEVELOPMENT SERVICES

James R. Stanclift
744 Creekland Circle
San Jose, California 95133

June 17, 2007

City of San Jose Planning Division
Attn.: Dipa Chundur, Planner
200 East Santa Clara Street, 3rd Floor
San Jose, CA 95113-1905

Re.: Draft EIR for the King and Dobbin Transi Village Planned Development Zoning and US 101/Oakland/Mabury Area Development Policy
Subj.: Comment re.: Traffic Provisions

Dear City Planning Division,

As a residence of the area of influence of the above referenced Draft EIR and having received a notice of the proposed Zoning change and Draft EIR preparation I bring the following concern to your attention.

With the completion of the KB developed units at Mabury and King coupled with the completed units on King south of Penitencia Creek traffic on King has increased, and will dramatically increase with the completion of the KB units under construction at King and Mabury. Add to that increase in traffic, and most likely future housing of a medium to high density in the area and the traffic throughout the area can only increase. Mabury and King will continue to increase in usage and and that use will escalate. This is obvious common sense, seemingly ignored by the City.

For the past fifteen (15) years the City has failed to recognize the dangerous condition on King Road created by the narrow, old country road, bridge across Penitencia Creek between Berryessa and Mabury. The City took no action to widen the bridge to two lanes plus shoulder in each direction when granting KB development rights to hundreds of housing units along King and Mabury. When the approval for the development of the property known as the "Flea Market" and its subsequent build out is completed the traffic burden on this hazardous, dangerous, scary bridge will only increase. Now with this proposal it is not only mandatory, but long past due to not only mitigate this hazard, but to eliminate it all together. If you do not believe that this is a hazard I invite you to drive across that bridge with a City transit bus or semi-truck barreling down on you from the other direction.

It is imperative that this bridge be widened to two full lanes in either direction with shoulder width on each side. Further delay in doing this only begs litigation and irreparable damage to some one sooner or later. It is the City's obligation to provide for the safety of its citizens and the planning process gives the City the means to finance this improvement through fee assessment to those that exacerbate the problem by increasing the demand on an inadequate, hazardous structure.

Sincerely,

James Stanclift

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION
111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-5505
FAX (510) 286-5559
TTY (800) 735-2929

Flex your power!
Be energy efficient!

RECEIVED

JUL 16 2007

CITY OF SAN JOSE
DEVELOPMENT SERVICES

July 9, 2007

SCL-101-35.78
SCL101843
SCH2007062068

Ms. Dipa Chundur
City of San José
200 East Santa Clara Street
San José, CA 95113

Dear Ms. Chundur:

King and Dobbin Transit Village Planned Development Zoning and US-101 / Oakland / Mabury Area Development Policy – Notice of Preparation (NOP)

Thank you for including the California Department of Transportation (Department) in the early stages of the environmental review process for the proposed project. The following comments are based on our review of the proposed project NOP. As lead agency, the City of San José is responsible for all project mitigation, including any needed improvements to state highways. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures. The project's traffic mitigation fees should be specifically identified in the Draft Environmental Impact Report (DEIR). Any required roadway improvements should be completed prior to issuance of project occupancy permits. While an encroachment permit is only required when the project involves work in the State Right of Way (ROW), the Department will not issue an encroachment permit until our concerns are adequately addressed. Therefore we strongly recommend that the lead agency ensure resolution of the Department's California Environmental Quality Act (CEQA) concerns prior to submittal of the encroachment permit application. Further comments will be provided during the encroachment permit process if required; see the end of this letter for more information regarding the encroachment permit process.

While the City of San José conducts its traffic studies in accordance with guidelines, which conform to the local Congestion Management Program managed by the Santa Clara County Valley Transportation Authority, the Department's thresholds are primarily concerned with potential impacts to the State Highway System. We encourage the City of San José to coordinate preparation of the study with our office to help sharpen the focus of your scope

of work and answer any questions you may have. Please see the Caltrans' *"Guide for the Preparation of Traffic Impact Studies"* at the following website for more information: http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf

Specifically, a detailed Traffic Impact Analysis (TIA) should identify impacts to I-880, I-680, and US 101 with and without the proposed project. The TIA should include, but not be limited to the following:

1. Information on the project's traffic impacts in terms of trip generation, distribution, and assignment. The assumptions and methodologies used in compiling this information should be addressed.

2. Average Daily Traffic (ADT) and AM and PM peak hour volumes on all significantly affected streets and highways, including crossroads and controlling intersections.

3. Schematic illustration of the traffic conditions for: 1) existing, 2) existing plus project, and 3) cumulative for the intersections in the project area.

4. Calculation of cumulative traffic volumes should consider all traffic-generating developments, both existing and future, that would affect the State Highway facilities being evaluated.

5. Mitigation measures should consider highway and non-highway improvements and services. Special attention should be given to the development of alternate solutions to circulation problems that do not rely on increased highway construction.

6. All mitigation measures proposed should be fully discussed, including financing, scheduling, implementation responsibilities, and lead agency monitoring.

We look forward to reviewing the TIA, including Technical Appendices and the Draft Environmental Impact Report (DEIR) for this project. Please send two copies to:

José L. Olveda
Office of Transit and Community Planning
Department of Transportation, District 4
P.O. Box 23660
Oakland, CA 94623-0660

Encroachment Permit

Work that encroaches onto the State ROW requires an encroachment permit that is issued by the Department. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating State ROW must be submitted to the address below. Traffic-related mitigation measures should be incorporated into the construction plans during the encroachment permit process.

See the website link below for more information.
http://www.dot.ca.gov/hq/traffops/developserv/permits/

Office of Permits
California DOT, District 4
P.O. Box 23660
Oakland, CA 94623-0660

Should you have any questions regarding this letter, please call José L. Olveda of my staff at (510) 286-5535.

Sincerely,

signed for Christian Bushong
TIMOTHY C. SABLE
District Branch Chief
IGR/CEQA

c: Scott Morgan (State Clearinghouse)

[Chundur, Dipa] -----Original Message-----
From: Ralston, Ernie [mailto:EER2@pge.com]
Sent: Wednesday, July 11, 2007 12:19 PM
To: dipa.chundur@sanjoseca.gov
Cc: Poon, Alfred
Subject: King & Dobbin Transit Village NOP

PG&E has reviewed the subject project and determined additional infrastructure will be required to serve the natural gas and electric load. I have received input from our service planning staff and will be providing a response by tomorrow afternoon via e-mail. Sorry for the delay. The necessary infrastructure is not that big a deal, but we strive to have the work included in the project description and environmental analysis so our activities are covered should a CEQA issue be raised when we obtain any necessary construction permits.

Ernie Ralston, AICP
Principal Planner
PG&E Land Planning & Routing
245 Market Street, N10A
San Francisco, CA 94105
o: 415.973.3215
c: 707.217.0960

STATE OF CALIFORNIA

Arnold Schwarzenegger, *Governor*

PUBLIC UTILITIES COMMISSION
505 VAN NESS AVENUE
SAN FRANCISCO, CA 94102-3298

RECEIVED

JUL 16 2007

CITY OF SAN JOSE
DEVELOPMENT SERVICES

July 11, 2007

Dipa Chundar
City of San Jose
200 East Santa Clara Street
San Jose, CA 95113-1905

RE: King and Dobbin Street Transit Village Planned Development, SCH# 2007062068

Dear Ms. Chundar:

As the state agency responsible for rail safety within California, we recommend that any development projects planned adjacent to or near the rail corridor in the City be planned with the safety of the rail corridor in mind. New developments may increase traffic volumes not only on streets and at intersections, but also at at-grade highway-rail crossings. This includes considering pedestrian circulation patterns/destinations with respect to railroad right-of-way (ROW).

Safety factors to consider include, but are not limited to, the planning for grade separations for major thoroughfares, improvements to existing at-grade highway-rail crossings due to increase in traffic volumes and appropriate fencing to limit the access of trespassers onto the railroad right-of-way. Any project that includes a modification to an exiting crossing or proposes a new crossing is legally required to obtain authority to construct from the Commission. If the project includes a proposed new crossing, the Commission will be a responsible party under CEQA and the impacts of the crossing must be discussed within the environmental documents.

Of specific concern is that these and other high density projects in the vicinity are undergoing the approval process prior to the BART-to-San Jose project receiving full funding.

The above-mentioned safety improvements should be considered when approval is sought for the new development. Working with Commission staff early in the conceptual design phase will help improve the safety to motorists and pedestrians in the County.

If you have any questions in this matter, please call me at (415) 703-2795.

Very truly yours,

Kevin Boles
Environmental Specialist
Rail Crossings Engineering Section
Consumer Protection and Safety Division

cc: Terrel Anderson, Union Pacific Railroad
John Donohue, VTA

SANTA CLARA
Valley Transportation Authority

July 25, 2007

City of San Jose
Department of Planning and Building
200 East Santa Clara Street
San Jose, CA 95113

Attention: Dipa Chundur

Subject: City File No. PDC07-015 / Dobbin Drive Residential Project

Dear Ms. Chundur:

Santa Clara Valley Transportation Authority (VTA) staff have reviewed the NOP for a Draft EIR for a Planned Development Zoning for 1,300 residential units and 50,000 square feet of commercial space at the northeast corner of North King Road and Dobbin Drive. We have the following comments.

Development Design

VTA's *Community Design & Transportation (CDT) Guidelines* should be used when designing this project. This document provides guidance on site planning, building design, street design, preferred pedestrian environment, intersection design and parking requirements. The *CDT Guidelines* are available upon request to any agency staff. For more information on *CDT Guidelines*, please call Chris Augenstein of the CMP at 408-321-7093.

Given the proximity to a future BART station, the development density is appropriate.

Bus Service

The proposed development is served by bus lines 12, 36, and 77. In order to provide convenient service for transit, VTA staff recommends that the City condition the developer to provide the following improvements:

- Establish a new bus stop adjacent to the development on King Road, north of Dobbin Drive
- Provide a 22-foot curb or bus duckout per VTA design standards (attached)
- Install a passenger waiting area (8' X 40') and sidewalk access to the passenger waiting pad.
- Install a 10' X 55' bus pad in the street per VTA design standards, if there is a 22' curb lane

3331 North First Street - San Jose, CA 95134-1906 - Administration 408.321.5555 - Customer Service 408.321.2300

Thank you for the opportunity to review this project. If you have any questions, please call me at (408) 321-5784.

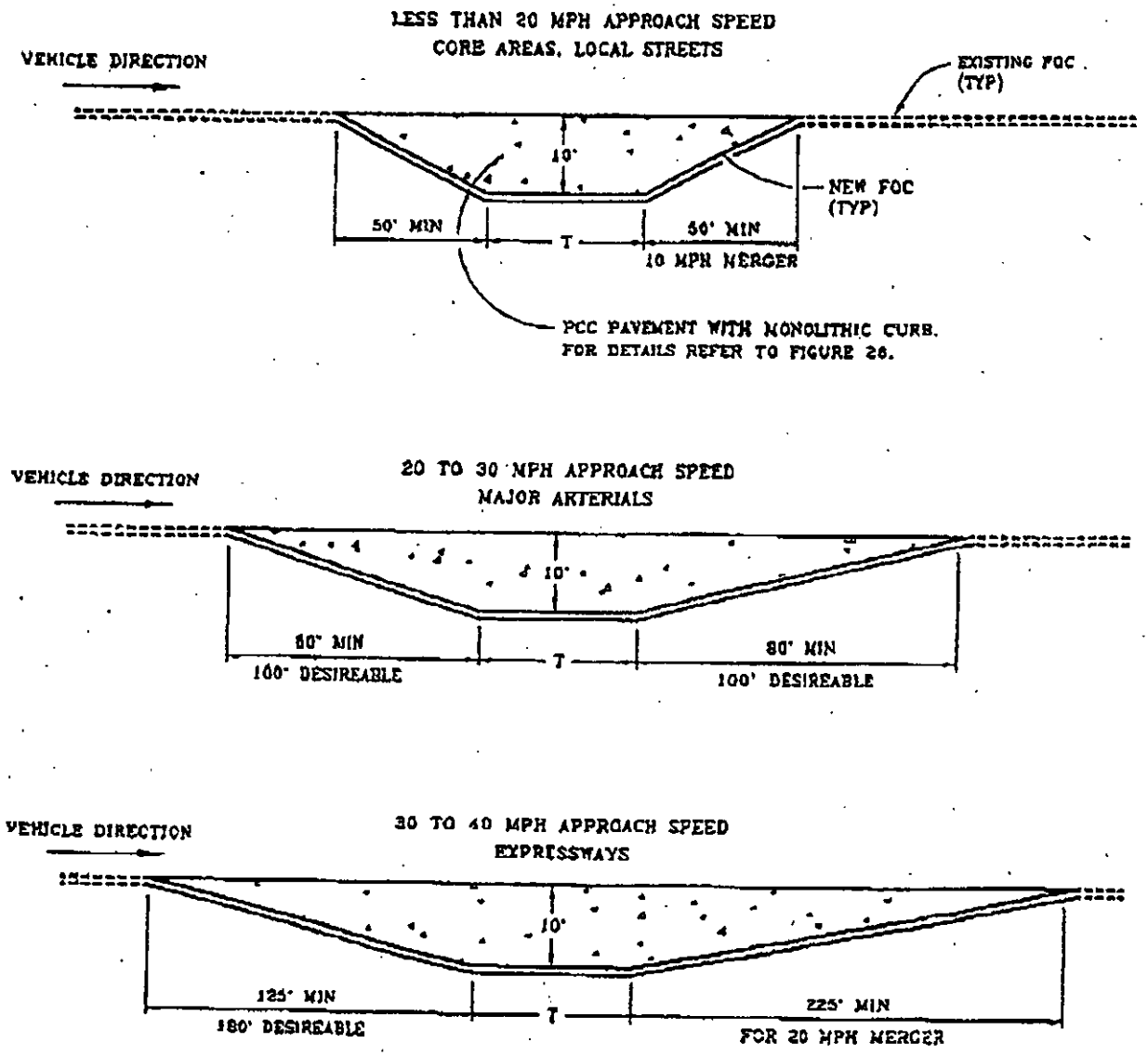
Sincerely,

Roy Molseed
Senior Environmental Planner

RM:kh

cc: Samantha Swan, VTA
Ebrahim Sohrabi, San Jose Public Works

SJ0605



PLAN VIEW

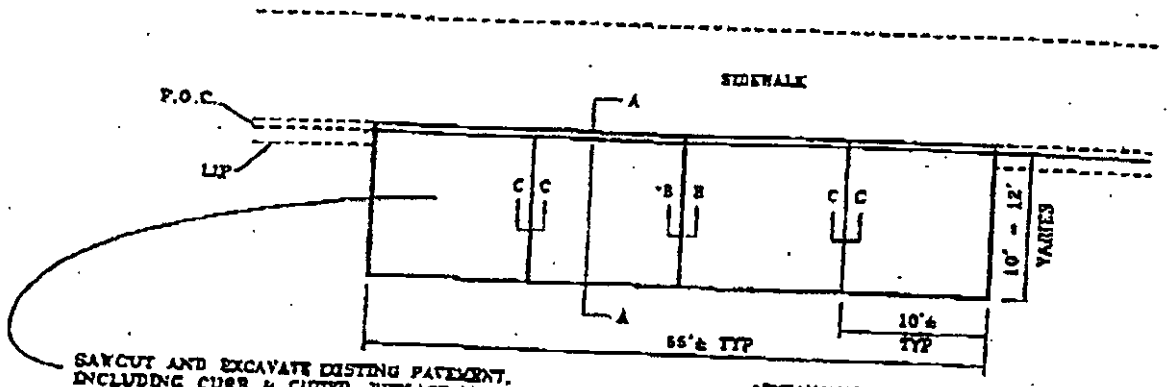
NOTE:

T (TANGENT LENGTH) = 55' REQUIRED FOR ONE BUS STOP.
= 55' + 70' (X-1), WHERE X = # OF BUSES
(USE AT MAJOR TRANSFER TERMINAL)

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY

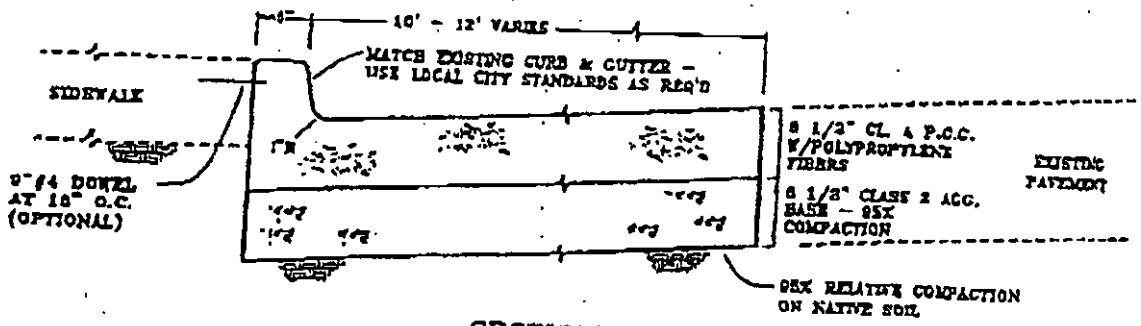
TYPICAL BUS DUCKOUT

FIGURE 22



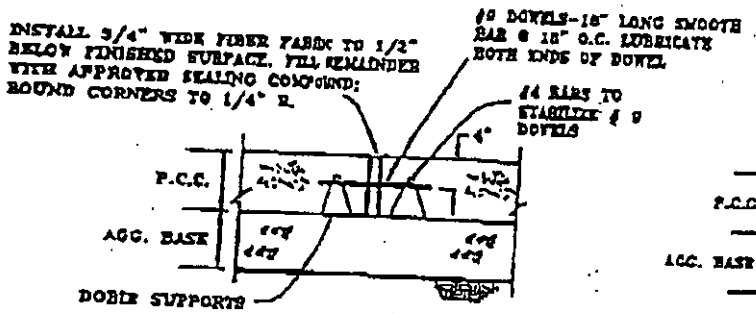
PLAN VIEW

*EXPANSION JOINT SHALL BE PLACED AT 1/2 THE LENGTH OF THE P.C.C. PAD.
IN LONG PADS, EXPANSION JOINTS SHALL BE PLACED AT APPROXIMATELY 50 FOOT INTERVALS OR AS SPECIFIED BY THE ENGINEER.



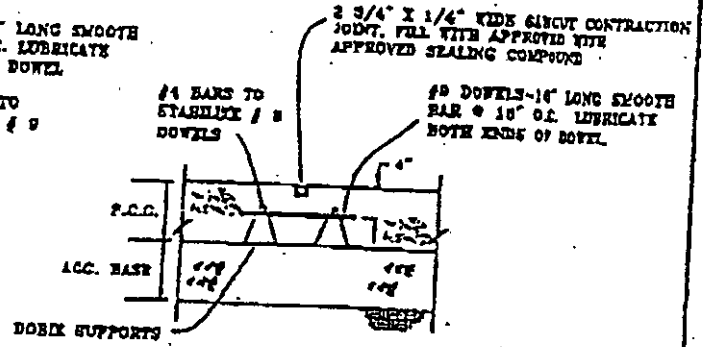
SECTION A-A

PCC PAVEMENT WITH MONOLITHIC CURB



SECTION B-B

EXPANSION JOINT



SECTION C-C

CONTRACTION JOINT

NOTE: FOR TECHNICAL SPECIFICATIONS REFER TO ATTACHMENT 1.

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY

BUS STOP PAVEMENT DETAILS

FIGURE 26

TECHNICAL SPECIFICATIONS

1. P.C.C. pavement with monolithic curb and gutter shall conform to the provisions in Section 40, " PORTLAND CEMENT CONCRETE PAVEMENT," and Section 90, " PORTLAND CEMENT CONCRETE" of the State Standard Specifications and these special provisions.

2. P.C.C. pavement shall be class A with a flexural strength of 650 psi at the age of 28 days to be determined by Test Method ASTM C78. Polypropylene fibers (Fibermesh or approved equal), length 1/2", shall be added to the concrete at a rate of 1 1/2 lbs/cy.

3. After spreading and compacting, P.C.C. concrete shall be given a preliminary finish, which shall be smooth and true to grade. In advance of curing operations, the pavement shall be given a final rough broom finish with grooves having a depth of 1/8" perpendicular to the curb and gutter.

4. All newly - placed concrete shall be cured in accordance with the provisions in Section 90-7, "Curing Concrete," of the State Standard Specifications. Curing compound to be used shall be applied to the P.C.C. following the surface finishing operations immediately before the moisture sheen disappears from the surface and before any drying, shrinkage or craze cracks begin to appear. Curing compound shall be applied at a nominal rate of one gallon per 150 square feet. At any point, the application rate shall be within +/- 50 square feet per gallon of the nominal rate specified.

5. Sawcutting of the contraction joints must be performed within 24 hours after concrete has received final surface finish.

6. Contractor shall protect P.C.C. Pad as specified in Section 90-8.03, " Protecting Concrete Pavement." Where public traffic will be required to cross over new pavement, and if directed by the Engineer, Type III Portland Cement shall be used in concrete. When Type III Portland Cement is used in concrete, and if permitted in writing by the Engineer, the pavement may be opened to traffic as soon as the concrete has developed a modulus of rupture of 550 pounds per square inch. The modulus of rupture will be determined by Test Method ASTM C78.

   No traffic or Contractor's equipment, except as hereinafter provided, will be permitted on the pavement before a period of ten (10) calendar days has elapsed after the concrete has been placed, nor before the concrete has developed a modulus of rupture of at least 550 pounds per square inch. Concrete that fails to attain a modulus of rupture of 550 pounds per square inch within 10 days shall not be opened to traffic until directed by the Engineer.

   Equipment for sawing contraction joints (weakened plane joints) will be permitted on the pavement as specified in Section 40-1.08B, "Weakened Plane Joints," of the State Standard Specifications.

7. Contraction joints, expansion joints and gaps between the P.C.C. pad and the existing pavement section shall be cleaned and sealed prior to permitting traffic on the pad. Joint sealing compound shall be type "A" joint seal and shall conform to the provisions of Section 51-1.12F of the State Standard Specifications. The 2 component polyurethane sealant shall be State Specification 8030 - 611 - 01 or approved equal.

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY

BUS STOP PAVEMENT DETAILS

ATTACHMENT I FOR FIGURE 26

APPENDIX L
FIRST AMENDMENT
TO THE DRAFT EIR

First Amendment to the Draft Environmental Impact Report/ Environmental Assessment

KING AND DOBBIN TRANSIT VILLAGE AND US 101 - OAKLAND/MABURY TRANSPORTATION DEVELOPMENT POLICY (PDC07-015, NR07-002 and PP07-172)

SCH# 2007062068

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

November 2007

TABLE OF CONTENTS

PREFACE 2

SECTION 1 LIST OF AGENCIES AND INDIVIDUALS RECEIVING THE DRAFT EIR 4

SECTION 2 LIST OF AGENCIES AND INDIVIDUALS COMMENTING ON THE DEIR.....6

SECTION 3 RESPONSES TO COMMENTS RECEIVED ON THE DEIR 7

SECTION 4 REVISIONS TO THE TEXT OF THE DEIR 22

SECTION 5 COPIES OF COMMENT LETTERS 27

PREFACE

This document, together with the September 2007 Draft Environmental Impact Report (Draft EIR) for the King and Dobbin Transit Village and US 101 – Oakland/Mabury TDP constitutes the Final Environmental Impact Report ("Final EIR" or "FEIR") for the proposed project. Under the California Environmental Quality Act (CEQA), the Final EIR is an informational document prepared by the Lead Agency that must be considered by the decision-makers before approving the proposed project. CEQA Guidelines Section 15132 specifies that a Final EIR shall consist of the following:

- The Draft EIR or a revision of the draft;
- Comments and recommendations received on the Draft EIR either verbatim or in summary;
- A list of persons, organizations, and public agencies commenting on the Draft EIR;
- The responses of the Lead Agency to the significant environmental points raised in the review and consultation process; and
- Any other information added by the Lead Agency.

In conformance with the CEQA Guidelines, the Final EIR provides objective information regarding the environmental consequences of the proposed project. The Final EIR also examines mitigation measures and alternatives to the project intended to reduce or eliminate significant environmental impacts. The Final EIR will be used by the City and other Responsible Agencies in making decisions regarding the project. The CEQA Guidelines require that, while the information in the Final EIR does not control the agency's ultimate discretion on the project, the agency must respond to each significant effect identified in the Draft EIR by making written findings for each of those significant effects before it approves a project.

According to Section 21081 of the California Public Resources Code, no public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects on the environment that would occur if the project is approved or carried out unless both of the following occur:

(A) The public agency makes one or more of the following findings with respect to each significant effect:

(1) Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.

(2) Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.

(3) Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the EIR.

(B) With respect to significant effects which were subject to a finding under paragraph (3) of subdivision (A), the public agency finds that specific overriding economic, legal, social, technological, or other benefits of the project outweigh the significant effects on the environment.

The Final EIR will be made available to the public and commenting public agencies 10 days prior to the EIR certification hearing.

All documents referenced in this EIR are available for public review at the Department of Planning, Building, and Code Enforcement, located at 200 East Santa Clara Street, San José, California, on weekdays during normal business hours.

SECTION 1 LIST OF AGENCIES AND INDIVIDUALS RECEIVING THE DRAFT EIR OR NOTICE OF AVAILABILITY OF THE DRAFT EIR

State of California (via State Clearinghouse)

- Air Resources Board, Transportation Projects
- Caltrans, District 4
- California Highway Patrol
- Department of Water Resources
- Department of Fish and Game, Region 3
- Native American Heritage Commission
- Office of Emergency Services
- Department of Parks and Recreation
- Public Utilities Commission
- Regional Water Quality Control Board, Region 2
- Caltrans, Division of Transportation Planning

County and Regional Agencies

- Alameda County Planning Department
- Association of Bay Area Governments
- Santa Clara County Planning Department
- Santa Clara Valley Water District
- Santa Clara Valley Transportation Authority
- County Roads and Airports

Local Governments

- City of Campbell
- City of Cupertino
- City of Fremont
- Town of Los Gatos
- City of Milpitas
- City of Morgan Hill
- City of Santa Clara
- City of Saratoga
- City of Sunnyvale

School Districts

- East Side Union High School District
- Alum Rock Union Elementary School District
- Mount Pleasant Elementary School District

Organizations, Companies, and Individuals

- Pacific Gas and Electric
- San Jose Water Company
- Union Pacific Railroad

The Draft EIR was also on file and available for review at the City of San José Planning Division, the Educational Park Branch Library, and the Dr. Martin Luther King Jr. Main Library.

SECTION 2 LIST OF AGENCIES AND INDIVIDUALS COMMENTING ON THE DEIR

Comment Received From		Date of Letter	Response on Page
State Agencies			
A.	Department of Toxic Substances Control	September 26, 2007	7
B.	Department of Transportation (Letter 1)	October 26, 2007	8
C.	Department of Transportation (Letter 2)	October 26, 2007	10
D.	Public Utilities Commission	October 29, 2007	13
County and Regional Agencies			
E.	East Side Union High School District	October 29, 2007	14
F.	Santa Clara Valley Transportation Authority	October 31, 2007	16
Organizations and Individuals			
G.	Marian Duran	October 20, 2007	16

SECTION 3 RESPONSES TO COMMENTS RECEIVED ON THE DEIR

The following section includes all of the comments requiring responses contained in letters received during the advertised 45-day review period by the City of San José regarding this DEIR. The comments are organized under headings containing the source of the letter and its date. The specific comments have been excerpted from the letters and are presented as "comment" with each response directly following. Each of these letters submitted to the City of San José is contained in its entirety in Section 5 of this document.

A. RESPONSES TO COMMENTS ON THE DRAFT EIR FROM THE CALIFORNIA DEPARTMENT OF TOXIC SUBSTANCES CONTROL DATED SEPTEMBER 26, 2007.

COMMENT A-1: For each parcel included in the Project, DTSC strongly recommends that site assessments, including sampling, should be completed to determine whether hazardous substances may have been released into the soil at the site. Since some of the buildings were constructed before 1978, lead and asbestos issues would also need to be addressed. If the past use of these buildings involved hazardous material use, there exists the possibility of a release of these materials to the environment and needs to be investigated. Depending on the past use of these buildings, sampling and remediation of the site may be required before the project site can be developed. Where concerns are identified, sampling should be conducted to determine whether there is an issue that will need to be addressed in the CEQA compliance document.

RESPONSE A-1: Mitigation measures under Section 2.4.3.1 for identified soil and groundwater contamination on the site were included in the Draft EIR for the project on pages 97 and 98. In addition, standard measures under Section 2.4.2.7 to address asbestos and lead based paint in buildings on the site were including in the Draft EIR on page 94. For parcels where further characterization of impacted soil and/or groundwater is warranted, additional testing and appropriate remediation is identified as mitigation for the project and will be completed to the satisfaction of the City's Environmental Compliance Officer in coordination with the Department of Toxic Substances Control or Santa Clara County Environmental Health Department. These measures would ensure adequate remediation of the site prior to occupancy by future residents of the site.

COMMENT A-2: Where hazardous substances have been released, they will need to be addressed as part of this project. For example, if remediation activities at the Site include the need for soil excavation, the CEQA compliance document should include: (1) an assessment of air impacts and health impacts associated with the excavation activities; (2) identification of any applicable local standards which may be exceeded by the excavation activities, including dust levels and noise; (3) transportation impacts from the removal or remedial activities; and (4) risk of public upset should be there an accident on the Site.

RESPONSE A-2: The project would be required to incorporate the demolition and construction dust mitigation recommendations of the Bay Area Air Quality Management District identified as mitigation measures MM AQ-4.1 and MM AQ-4.2 in the Draft EIR. Incorporation of these measures would reduce the air, health, and dust impacts of the project to a less than significant level. Construction noise impacts, which include noise from excavation activities, are addressed in

Section 2.5.3.2 of the Draft EIR. Standard construction noise reduction measures are required of future development on the site to ensure construction noise would result in less than significant impacts to sensitive receptors adjacent to the site. Any future planned development on the site moving greater than 10,000 cubic yards of soil would require a Haul Permit from the Department of Public Works which would ensure grading activities on the site would not impact the local transportation network. Materials removed from the site as part of remediation activities would not be acutely toxic such that any accidental release of these materials would have the potential to impact public health.

B. RESPONSES TO COMMENTS ON THE DRAFT EIR FROM THE CALIFORNIA DEPARTMENT OF TRANSPORTATION, DATED OCTOBER 26, 2007.

COMMENT B-1: Need to include the southbound I-880 off-ramp/Old Bayshore Rd. and northbound I-880 on-ramp/Old Bayshore Rd. in the intersection analysis and re-submit for review.

RESPONSE B-1: Due to the distance of the I-880 Ramps/Old Bayshore Road intersections from the project site, very few project trips were assigned to these intersections. A greater number of project trips were assigned to the I-880 Ramps/North First Street intersections. Accordingly, the I-880 Ramps /North First Street intersections were included in the level of service analysis while the I-880 ramps/Old Bayshore Road intersections were not.

COMMENT B-2: The following freeway segments need to be included in the freeway analysis and submitted for review: I-680 between McKee and Alum Road, I-680 between McKee and Berryessa and I-680 between Berry and Hostetter for both northbound and southbound directions and a.m. and p.m. peak hours.

RESPONSE B-2: The northbound and southbound freeway segments of I-680 between McKee Road and Berryessa Road and between Berryessa Road and Hostetter Road were evaluated for both the AM and PM peak hours. The segment of I-680 between McKee Road and Alum Rock Avenue was not evaluated because no project trips were assigned to this segment of I-680. Trips generated by the project would in all likelihood use US 101 to access the US 101/I-280 interchange, not I-680.

COMMENT B-3: Need to include both the northbound and southbound freeway analyses for US 101 and I-880 freeway segments listed in the report for both a.m. and p.m. peak hours.

RESPONSE B-3: The Draft EIR does include both the northbound and southbound freeway analyses for the US 101 and I-880 freeway segments listed in the report for both the AM and PM peak hours as shown in Table 2.2-7 on page 63.

COMMENT B-4: Need to mitigate freeway impacts.

RESPONSE B-4: As identified in *Section 2.2.3.2 Mitigation for Freeway LOS Impacts*, mitigation of freeway impacts would require roadway widening to add freeway capacity which is a prohibitively expensive improvement for an

individual development project to construct. Although conceptual projects have been identified recently, no comprehensive project to add thru lanes to impacted freeways has been developed by Caltrans or the Valley Transportation Authority under which individual development projects could pay an impact fee proportionate to their impact on local freeways. The project would be required to incorporate elements to provide facilities for and encourage alternatives modes of transportation including access to the planned BART Berryessa Station on the San José Flea Market site.

COMMENT B-5: Mitigation for US 101/Oakland Road (N) and (S) intersection needs to be in place before the occupancy permit is issued for the development.

RESPONSE B-5: The City of San José is proposing a Transportation Development Policy to manage the traffic congestion associated with near term "smart growth" development in the US 101 – Oakland/Mabury area including Transit-Oriented Development near the planned BART Berryessa Station, including the King and Dobbin Transit Village. The policy would allow the level of service at the identified intersections to temporarily degrade, however the traffic impact fees collected through the policy would ultimately allow the construction of improvements to the US 101/Oakland Road intersections. In the event the policy is not approved, the project would be required to construct the required improvements, wait until the improvements are constructed, or reduce the amount of development proposed to that which would result in a less than significant level.

COMMENT B-6: Queuing analysis should be based on 25 feet per queued vehicle. Re-submit the queuing analysis using the 25 feet per queued vehicle for our review.

RESPONSE B-6: The queuing analysis was revised to reflect an average vehicle length of 25 feet. The results of the revised queuing analysis show that no additional intersections would have left-turn pocket vehicle storage inadequacies. The revised queuing analysis is included in Appendix B (refer to *Section 4 Revisions to the Text of the DEIR*).

COMMENT B-7: Queuing analysis should also be included for the proposed mitigated intersections to determine if the mitigation will address queuing impacts.

RESPONSE B-7: The US 101/Oakland Road interchange ultimately would be reconstructed in conjunction with approval of the US 101 – Oakland/Mabury TDP. Since Caltrans is the approving agency for the proposed interchange design, they will have the opportunity to review vehicle queuing and storage capacity during the interchange approval process.

C. RESPONSES TO COMMENTS ON THE DRAFT EIR FROM THE CALIFORNIA DEPARTMENT OF TRANSPORTATION, DATED OCTOBER 26, 2007.

COMMENT C-1: Forecasting

Page 60, Table 2.2-5: Based on the project description size provided in the document, internal reduction should not be applied to this project. The project site is small so that one could walk within the project area without the need to drive. Please revise accordingly.

RESPONSE C-1: The internal trip reduction was applied to the project due to the reasons identified in the comment. Some residents would choose not to drive to and from other nearby retail uses in the area, but instead would walk to and from the proposed retail uses that would be located on the project site. The result would be fewer vehicle trips and therefore the internal trip reduction was included in the project trip generation assumptions.

COMMENT C-2: Transit and Community Planning

The DEIR shows that the project will have significant unmitigated impacts to I-880 and US 101. However, one of the motivations for this project is to increase transit ridership on the future BART extension from the Berryessa Station. A good pedestrian network can help encourage walking trips to transit services, thereby reducing vehicle trips and impacts on state facilities (I-880, US 101).

A high quality pedestrian environment that includes features such as wide sidewalks and a landscape buffer between the roadway and the sidewalk can help encourage walking. The proposed setback of the development provides a great opportunity to increase sidewalk width and install other pedestrian amenities such as benches, trashcans, and bicycle racks. Consider putting the sidewalk trees shown on the drawing of the development (page 31) in a landscape buffer between the roadway and sidewalk if the development in not currently designed this way.

RESPONSE C-2: The proposed project would install and maintain street trees along the perimeter of the site and adjacent to the roadways as part of the sidewalk improvements required for the project. Sidewalks adjacent to the project site would be built to current City standards and would provide connectivity to existing sidewalks in the project area which extend to the site of the planned BART Berryessa Station.

COMMENT C-3: One of the proposed mitigation measures is construction of a fence around the perimeter of the site adjacent to existing single-family residences (page 43). This measure may reduce walkability if pedestrian access points are not provided. Easy walking connections and routes for residents and other pedestrians across and through the property will help encourage walking. This fencing may also conflict with Balanced Community Policies #22 and #24 of the General Plan, which encourage pedestrian and transit connectivity (page 205-206).

RESPONSE C-3: The project proposes construction of six foot tall solid wood fencing with a two foot lattice extension between the project and existing single family development. The new fencing would be constructed where fences currently exist to separate the site from the rear yards of private properties. In order to clarify the project's fencing proposal, corrected text is shown in *Section 4*

Revisions to the Text of the DEIR. Sidewalks would be constructed throughout the project site to connect the site to the existing sidewalks on North King Road and Dobbin Drive.

COMMENT C-4: Please state what the existing sidewalk widths are (page 49). Just as roadway LOS is provided, an assessment should be made of pedestrian facilities, especially on access routes to existing and future transit.

RESPONSE C-4: The existing sidewalks range between six feet to ten feet in the North King Road and Dobbin Drive area. The majority of roadways in the project area currently have sidewalks on both sides of the street, with crosswalks and pedestrian signal heads with push buttons at all of the signalized intersections. The extensive network of sidewalks within the study area would provide residents of the project with a safe connection between the project site and the other surrounding uses in the area, including transit facilities. Since the proposed project is a high density residential development, the project will be required to construct 12-foot sidewalks along North King Road and 10-foot sidewalks along Dobbin Drive.

COMMENT C-5: Crosswalks are a critical component of the pedestrian environment. The DEIR states that "crosswalks with pedestrian signal heads and push buttons are located at all signalized intersections in the study area" (page 49). However, existing facilities appear minimal. Please describe existing and planned ADA accessibility such as curb cuts, audible signals, and tactile domes. Please consider improvements to the crosswalks such as more prominent treatment of crosswalks and bulb-outs, particularly on access routes to transit stops to improve the pedestrian environment to encourage walking and use of transit. The city and developer may also want to consider a high visibility mid-block crossing of North King Road at Dobbin Drive, as the next marked crosswalks are a substantial distance way.

RESPONSE C-5: The City of San José has determined that the project will be required to install a new traffic signal at the North King Road and Dobbin Drive intersection. The new traffic signal and associated crosswalks will comply with ADA accessibility requirements.

COMMENT C-6: While the DEIR notes that there will not be impacts to transit (page 64), the project applicant may want to consider improving nearby bus stops to encourage transit use and reduce impacts on state highways. These improvements could include adding benches, bus shelters, and pedestrian scale lighting to enhance safety, security, and comfort.

RESPONSE C-6: The project site is served by several bus stops at the intersection of North King Road and Mabury Road, and at the intersection of North King Road and Las Plumas Avenue. No improvements to these bus stops are currently proposed by the project.

COMMENT C-7: The City's policy regarding significant traffic impacts to Protected Intersections conditions project approval on provision of "Transportation System Improvements… that enhance pedestrian, bicycle and/or transit facilities to the community near the Protected Intersection" (page 73). Please describe what "offsetting Transportation System Improvements" will

be provided. It does not appear that any pedestrian, bicycle, or transit improvements are proposed in the DEIR.

RESPONSE C-7: The US 101 – Oakland/Mabury TDP itself would not have significant impacts at protected intersections. The development that would be allowed under the TDP could have significant impacts at protected intersections. Individual projects will be required to prepare traffic impact analyses to determine whether there are any significant impacts to protected intersections. If significant impacts occur due to these individual projects, the offsetting improvements will be identified in the environmental review documents prepared for those projects. The Dobbin Drive residential development project would not have any significant impacts to protected intersections.

COMMENT C-8: The DEIR states that the project is consistent with various policies related to a pleasant walking environment and maximization of transit use such as the BART Station strategy (page 202) and Balanced Community Policy #22 of the General Plan (page 205). Please describe more specifically how the development will meet these objectives. More proactive measure to promote walking and transit should be considered such as improved transit stops and wider sidewalks.

RESPONSE C-8: The project proposes high density residential uses on the site which would support transit ridership on the planned BART extension at the Berryessa station. The project site is within walking distance of the planned BART Berryessa station and sidewalks are provided throughout the project area (see Response C-4). Sidewalks would be constructed throughout the project site to connect the site to the existing sidewalks on North King Road and Dobbin Drive. Since the proposed project is a high density residential development, the project will be required to construct sidewalks that are wider than four and one-half feet along the project frontages.

The project includes up to 25,000 square feet of commercial space along the King Road and Dobbin Drive frontages of the project site. Providing commercial space on the site would likely reduce the number of trips necessary for residents to access commercial services. As stated above, the project is within walking distance to bus transit and the Berryessa station of the planned BART extension to San José. The high density residential project therefore provides access to both existing and planned transit service and commercial services in support of the Balanced Community policies of the General Plan.

COMMENT C-9: Will bicycle parking be provided for residents and/or businesses? Commercial Land Use Policy #1 (page 206) and some of the Balanced Community Policies encourage pedestrian and bicycle access. Provision of secure bicycle parking for residents of the development can help encourage bicycling and potentially minimize impacts to facilities.

RESPONSE C-9: The project proposes to conform to the parking requirements of the City of San José zoning ordinance. The Zoning Ordinance requires one bicycle parking space per four residential units for multi-family residential developments and one bicycle parking space per 20 automobile parking

spaces for commercial development. The project will conform to the City's parking requirements which will ensure secure parking for residents and patrons of the commercial development on the site. Conformance with the Zoning Ordinance will provide adequate bicycle parking on the site to encourage bicycle access in accordance with the General Plan.

D. RESPONSES TO COMMENTS ON THE DRAFT EIR FROM THE PUBLIC UTILITIES COMMISSION, DATED OCTOBER 29, 2007.

COMMENT D-1: As the state agency responsible for rail safety within California, we recommend that any development project planned adjacent to or near the rail corridor in the City be planned with the safety of the rail corridor in mind. New developments may increase traffic volumes not only on streets and at intersections, but also at at-grade highway-rail crossings. This includes considering pedestrian circulation patterns/destinations with respect to railroad right-of-way (ROW).

RESPONSE D-1: The nearest railroad ROW to the project site is located on Mabury Road at the San José Flea Market site. There are adequate sidewalks on Mabury Road in order to cross the tracks safely. Crossing arms are located at this crossing to stop vehicle traffic as necessary. Due to the presence of adequate pedestrian facilities and crossing arms at the nearest at-grade crossing, no significant safety impacts would occur due to the project.

COMMENT D-2: Of chief concern is that approval of the project be contingent upon the BART-to-San José project receiving full funding and being built as planned. As planned, the BART system utilizes a restricted access closed-corridor design with no at-grade street or pedestrian crossings. However, full funding for the project has not been secured and is in no way guaranteed. It is quite possible that if full funding for the project is not secured, an alternative of heavy rail Caltrain-style (commuter rail) service, or an extension of the Valley Transportation Authority's (VTA) light rail system could be instituted on the rail corridor, utilizing the existing at-grade highway-rail crossings. If light or commuter rail is instituted, it will create significant impacts not considered by the environmental document.

The above-mentioned safety improvements should be considered when approval is sought for the new development. Working with Commission staff early in the conceptual design phase will help improve the safety to motorists and pedestrians in the County.

RESPONSE D-2: The comment does not raise any issues relevant to the environmental review of the proposed project. The site is currently planned for *Transit Corridor Residential (20+ DU/AC)* in the City's General Plan regardless of the future BART-to-San José extension. The BART extension to San José is an approved project. Any future light rail or commuter rail project proposed along the nearest railroad ROW would be subject to environmental review which would address the safety impacts of the rail project. Further discussion of the possibility that light rail or commuter rail would be constructed on the nearest railroad ROW in the absence of BART would be speculative.

E. RESPONSES TO COMMENTS ON THE DRAFT EIR FROM THE EAST SIDE UNION HIGH SCHOOL DISTRICT, DATED OCTOBER 29, 2007.

COMMENT E-1: Alum Rock is a "feeder" school district to East Side; substantially all of Alum Rock's eighth grade students continue their high school education in East Side high schools. The neighborhood in which the proposed project is located has never (within recent history) had a neighborhood or "walkable" elementary school within that area. Elementary students currently residing within that area are transported nearly 3 miles over and across a major highway (1-680) to attend elementary school at McCollam Elementary. Shepard Middle School is a driving distance of more than 2 miles from the proposed project, also across 1-680. *Thus, the Draft EIR is incorrect insofar as it specifies that McCollam and Shepard are just 1.3 miles from the proposed project; transportation time and distances for students is longer than as specified in the Draft EIR.*

RESPONSE E-1: Comment noted. The corrected text is shown in *Section 4 Revisions to the Text of the DEIR.*

COMMENT E-2: The Draft EIR (Section 3.3) notes that the proposed project will require the construction of a new elementary school in the project area. Nevertheless, the project does not propose any land on the project site or even in the surrounding area for use as a school site, or even whether there is any land in the surrounding area that would be suitable for a future school site. Given the historical lack of any elementary schools and other educational facilities in the subject neighborhood and the 700+ elementary and middle school students that will be generated by this project, I believe that it is important to the East Side community that the EIR more thoroughly address the impacts from the lack of neighborhood schools on children and the community.

RESPONSE E-2: The Alum Rock Union Elementary School District would serve elementary and middle school students generated by the project. As stated under Section 3.3.2 on page 177 of the Draft EIR, California Government Code Sections 65995-65998, set forth provisions for the payment of school impact fees as full and complete school facilities mitigation. In addition the project applicant has reached an agreement with the Alum Rock Union Elementary School District to pay fees beyond those required by state law to develop school facilities as well as assist the District in identifying a potential site for a joint park-school project.

COMMENT E-3: It is widely known that the success of students in high school depends in some measure on (among other things) the quality of education, learning environment and educational resources available to each student during the formative kindergarten through eighth grade school years. *Student preparedness for high school is key to high school success.* In that regard, East Side participates in joint educational programs, partnerships and interventions with its feeder school districts to facilitate successful student transition from feeder school districts to high school. But these efforts, and the efforts of the feeder elementary school district, can only go so far in an era of limited educational resources and budgetary cuts and uncertainty. For the affected community, an additional ingredient for early student success should and could be a neighborhood elementary school. Nevertheless, the Draft EIR fails to discuss or address in any meaningful way how this community's K-8 educational needs will be met (except, perhaps, by continued busing to distant schools) and why this community should be expected to carry the historical burden of no neighborhood elementary school for its children.

RESPONSE E-3: The Alum Rock Union Elementary School District provides for the educational needs of the students within the district boundaries. The project will be required to pay school impact fees and has an agreement with the district to pay additional fees to develop school facilities.

COMMENT E-4: With specific regard to East Side, the Draft EIR notes that the project will result in approximately 260 new high school students in East Side and that the increase in students will require new or expanded facilities to house such additional students. The Draft EIR incorrectly "assumes" that the additional school facilities would be constructed on existing school sites. As noted above, Independence High School - at approximately 4,000 students -- is already at or above capacity, and is one of the largest (if not the largest) high schools in the entire Silicon Valley. As of this date, East Side does not have firm plans as to where and how the additional students created by the project will be housed, but there is a serious question as to whether it would be appropriate under any circumstance to increase the student population at Independence to that level.

RESPONSE E-4: The East Side Union High School District does not have plans defining how they will address the additional students generated by the project and where any necessary facilities would be constructed and, therefore, it would be speculative for the EIR to discuss any further where these facilities may be located.

COMMENT E-5: Finally, with regard to cumulative school impacts (Draft EIR section 4.3.7.2), the Draft EIR notes that cumulative projects within the area (including the proposed Dobbin Drive project) will result in an additional 1,115 new students for East Side, the rough equivalent of a new small high school. There is no question that Independence High School and the East Side cannot house such an increase in students in existing permanent facilities. Nevertheless, the Draft EIR (at page 195) states:

"It is assumed that the construction of facilities could be sited and designed to avoid significant impacts and, therefore, the proposed project would not result in any significant impact related to the construction of school facilities."

The Draft EIR fails to provide any analysis or other information to support this broad statement.

RESPONSE E-5: The California Department of Education has specific criteria for the siting and construction of new schools in the state. These criteria require that the decision on the location of new facilities take into account the proximity of the site to railroad and power lines, traffic hazards and noise, active earthquake faults, flood inundation zones, fuel storage tanks, etc. Given the extensive siting criteria required by the state, a new school, if required, would be sited and designed to avoid any significant environmental impacts. In the event new classrooms, facilities, and/or upgrades/modernization of facilities are proposed at an existing school site it is assumed that a school is the appropriate use for that site and that the design of the new or modernized facilities would not result in any significant environmental impacts. The corrected text is included in *Section 4 Revisions to the Text of the Draft EIR*.

F. RESPONSES TO COMMENTS ON THE DRAFT EIR FROM THE VALLEY TRANSPORTATION AUTHORITY, DATED OCTOBER 31, 2007.

COMMENT F-1: Bus Service

VTA provides bus service on King Road. In order to provide convenient access to transit, VTA recommends that the City condition the developer to provide a new bus stop on King Road, north of Dobbin Drive.

- Provide an 8' X 55' PCC passenger waiting pad consistent with VTA standards (attached).
- Provide an 8' X 40' passenger waiting pad, with no trees or planters in the area to interfere with boarding of passengers.

RESPONSE F-1: The VTA's request for a bus stop designed to their specifications is acknowledged. The project site is served by several bus stops at the intersection of North King Road and Mabury Road, and at the intersection of North King Road and Las Plumas Avenue. The bus stops are within adequate walking distance of the project site. The provision of a bus stop along the project frontage is not required to mitigate the significant transportation impacts of the project; however, the VTA's request for a bus stop will be considered by the City as it conditions the project at the Planned Development Permit stage.

COMMENT F-2: Turning Radii

VTA recommends constructing sidewalks with smaller turn radii than indicated on page 31 of Volume I of the EIR. Smaller radii decrease pedestrian crossing distances and promote slower speeds and increased caution around intersections. Please see page 3.03 of VTA's Pedestrian Technical Guidelines for guidance.

RESPONSE F-2: The VTA's design suggestions are acknowledged. The comment raises a design issue which is not an environmental issue that requires further discussion in the EIR. The final design of the sidewalks on the site will be determined as individual PD permits are applied for on each individual parcel.

G. RESPONSES TO COMMENTS ON THE DRAFT EIR FROM MARIAN DURAN, DATED OCTOBER 20, 2007.

COMMENT G-1: Traffic

2.2.3.2 *Mitigation for Freeway LOS Impacts*
While the existing DEIR mitigation measures will provide some transportation alternatives to community members and residents of the King and Dobbin Transit Village, there are other mitigation measures that can potentially provide residents with further transportation alternatives and help define the form and function of this community. The list follows for each section:

MM Trans-2.1:

- Family and residents who will occupy the King and Dobbin Transit Village can be given yearly VTA passes as an incentive for living at the village to allow for further transportation choices.

MM Trans – 2.2:

- The General Plan Transportation Policy #43 requires improvement to the Transportation Bicycle Network and although the DEIR mentions that there are numerous existing bike lanes, none exist on North King Road south of Berryessa Road. Provisions should be made to connect, as much possible, all of the existing bicycle paths in San José to provide better access to public transit and BART.
- The General Plan Transportation Policy #16 states development should also encourage pedestrian travel by providing pedestrian facilities. Only a small strip of pedestrian walkway currently exists between Las Plumas and McKee Road heading south bound from North King Road. The extension of the sidewalk will provide more pedestrian friendly routes to existing bus stops and also encourage more transit use.
- The developer should submit a Pedestrian Plan to indicate the most efficient pedestrian paths of travel to public transportation options. The pedestrian paths should be designed with appropriate pedestrian amenities, such as adequate street lighting, street trees, crosswalks and handicap accessible sidewalks.
- The General Plan states that new uses, such as commercial and residential, should be coordinated and phased together, so that no one use will be developed separately and in advance of other uses.
- Particularly, in advance of "commensurate job growth" (San José 2020 General Plan, 147). Triggers should be included as a measure to retain livability and quality of life. Enhanced bus services and bike path options will be essential if substantial development is to occur prior to the freeway segment improvements and the BART construction.

RESPONSE G-1: The City of San José, in coordination with the applicant, will determine the appropriate measures to reduce vehicle trips from the site that impact five freeway segments in the project area, prior to the issuance of a Planned Development Permit, as identified on page 75 of the Draft EIR. The proposed roadway right-of-way would allow for a bike lane along the project frontage; however, a bike lane is not currently proposed. The project does not currently propose to make off-site pedestrian improvements south of the project site on North King Road. All of the measures suggested for inclusion in the project will be considered prior to the issuance of the Planned Department Permit.

COMMENT G-2: <u>Hazards and Hazardous Materials</u>

2.4.3.2 *Mitigation for Accidental Chemical Releases*

MM HM -7.1: The Project has significant unavoidable impacts for the possibility of exposing future residents to worst-case accidental hazardous materials releases from nearby industry operations. The mitigation measure, thus far, only provides an emergency and protective action plan that will be coordinated with the project applicant, Clean Harbors Environmental, City of San José Fire Department, and Department of Planning, Building and Code Enforcement. However, the following additional mitigation measures should also be included:

- More key stakeholders included in the planning process of the emergency and protective action plan, such as VTA – bus and light rail, California – Department of Transportation, and the CTC,

so that residents can have other thoroughfares and transportation options in the event they have to evacuate.

- The current traffic conditions will inherently worsen during an emergency, if enhanced bus services and transportation solutions are not coordinated into the design and planning phase of this development.
- Future residents of the development should be thoroughly notified of the potential unavoidable impacts of living in the development. All findings and mitigation measures in the EIR should be incorporated in the CC&Rs of the development, in which potential exposure to hazardous materials should be properly disclosed.
- Creating an Evacuation Plan Map for the future residents of this development in coordination with project applicant and all key stakeholders.
- After development ensuring that all residents have a choice where to go, educate them thoroughly about the plan and then encourage them to create their own Personal Emergency Evacuation Plan (PEEP).

RESPONSE G-2: The emergency and protective action plan for the project will include additional stakeholders necessary to coordinate transportation service and routes if evacuation is necessary due to the nature of the accidental releases for which the plan is being prepared. The CC&Rs for residential development on the site will include disclosure of the potential for accidental chemical releases in the project area. The emergency and protective action plan procedures and evacuation maps for residents will be provided to future residents of the site by the Homeowners' Association or property manager for the residential developments constructed on the site. Text has been added to the Draft EIR to incorporate these additional measures and is shown in *Section 4 Revisions to the Text of the DEIR.*

COMMENT G-3: Proposed Projects

Proposed Park - 1.3.1.4: Parcel D will be the development of a proposed one-acre park. However, a one-acre park is not suitable for a development of this magnitude; a two-acre park will give nearby residents, especially youth, a closer route to better recreational options. The one-acre park falls 6.9 acres under the Parkland Dedication Ordinance and Parkland Impact Ordinance, and although the proposed project will pay in-lieu fees to conform to the PIO/PDO, this offset should not be accepted. Moreover, insufficient parkland dedication may adversely impact the existing neighborhood parks with the new increased demand for park facilities. An article named, *Back to Basics in Transportation Planning*, states that a strong sense of place, along with parks and recreational centers, benefit the overall transportation system as well.[1] Great places and/or popular spots can be a center of good activities that can be comfortably reached by foot, bike and transit, putting little strain on San José's existing transportation system. Parks and recreational spaces are becoming scarcer as more development continues to accommodate our growing population. For that same reason, the San José 2020 General Plan states it is important to dedicate as much open space possible to accommodate the current growing population of San José. Therefore, rather than developing a one-acre park; consider the King and Dobbin Transit Village staff plan, as the choice alternative. The staff plan includes a two-acre public park with a 1:1 ratio setback, starting at 20 feet from the Single-Family detached homes. I have included at end of this letter the signature of San José residents and community members who request that the City require the dedication of a two-acre public park at the

[1] http://www.pps.org/info/bulletin/back_to_basics_in_transportation

King and Dobbin Transit Village, which should also include the following amenities: a playground, water fountain(s), and bike racks.

RESPONSE G-3: The project proposes a one-acre for the site; however, at the discretion of the City Council a larger park could be required on the site consistent with the project's obligation under the PDO/PIO. The applicant has reached an agreement with the Alum Rock Union Elementary School District which includes working with the district to identify a potential site for a joint park-school project. The commentor's opinion in support of a two-acre park is noted. The size of the park is not an environmental issue per se, but rather a design issue for the City Council.

COMMENT G-4: Affordable Housing

1.4 PROJECT GOALS AND OBJECTIVES: I am pleased that the project applicant's goals are to construct up to 138 residential affordable housing units in support of the City's affordable housing policies. It would be sensible for the City to require that these units be built and be equally designed and sited on the property as the market rate units. By ensuring that more than 10% of the units are affordable housing, the development will fulfill the City's goal to house low-income families with better access to public transit to jobs in Downtown and North San José.

RESPONSE G-4: Comment noted. The comment does not raise any issues regarding the adequacy of the Draft EIR. No further response is required.

COMMENT G-5: Energy and Mineral Resources

2.13.4.1 - *Measures to reduce energy consumption during construction*
Avoidance Measure EMR-1.1: I am also pleased that the project shall have a waste management plan for recycling of construction and demolition materials, and that prior to the issuance of building permits, the City will review the plan. Nonetheless, according to the 2004 Statewide Waste Characterization Study by the California Integrated Waste Management Board (CIWMB), construction and demolition materials account for almost 22% of the waste stream. Therefore, the required waste management plan for recycling of construction and demolition materials should include specific measures as indicated by the CIWMB.

RESPONSE G-5: Comment noted. The 2004 Statewide Waste Characterization Study did not identify any specific measures to reduce the amount of construction and demolition materials in the waste stream. The project will reuse demolition materials on-site when feasible and recycle demolition and construction materials in conformance to the waste management plan approved for the project and the City's Construction and Demolition Recycling Program. The comment does not raise any issues regarding the adequacy of the Draft EIR. No further response is required.

COMMENT G-6: 2.13.4.3 *Measures to Reduce Energy Consumption during Construction*
Avoidance Measure EMR-1.4: This measure states that the idling of construction vehicles shall be avoided to reduce fuel consumption, emissions, and noise. However, the monitoring of this measure is ambiguous, and thus, a clear statement of who will monitor this measure should be addressed.

RESPONSE G-6: The Director of Planning, Building, and Code Enforcement has oversight of the implementation of all mitigation measures required by the Draft EIR prepared for the project. The applicant is legally obligated to implement the mitigation measures included in the grading and building permits issued for the proposed project.

COMMENT G-7: 2.13.4.2 *Measures to Reduce Energy Consumption by Design*
Avoidance Measure EMR-1.3: States that the development of the site will incorporate principles of passive solar design to the satisfaction of the Director of Planning, Building, and Code Enforcement. Nevertheless, to reduce further consumption of energy, the development should incorporate green roofs and photovoltaic panels along with passive solar into the projects design of flat roof buildings. All three components, if used together, are more effective in reducing energy consumptions then if each component were to be operating individually. Moreover, Green roofs can provide habitat to urban adapted birds and/or the threatened Bay Checkerspot Butterfly (*Euphydryas editha bayensis),* which can survive if the Plantain plant (*Plantago erecta*) and two species of owl's clover (*Castilleja densiflorus* or *C. exserta*) are planted on the roofs.[2] Residents can also have access to the green roofs to garden and/or maintain native plants for habitat. Green roofs and photovoltaic panels will foster long-term economic, environmental, and social sustainability that are consistent with the City's Green Building Policy and the Mayor's Green Vision. However, if these components cannot be implemented at the time of construction, build the project so that these alternatives can be structurally possible to integrate in the development in the future.

RESPONSE G-7: Due to the infill location close to planned and existing transit and high density nature of the proposed development, the project was found to result in a less than significant impact on energy use. The project does not propose any additional measures to reduce energy use than those identified as AM EMR-1.1 to AM EMR-1.4 on pages 163 and 164 of the Draft EIR. The additional energy savings of incorporating the measures, identified in the above comment, into the project are noted. The City does not currently have a Green Building policy for private sector development. Should such a policy be adopted in the future, the project would comply with whatever requirements were in place at the time of issuance of the PD Permit(s).

COMMENT G-8: 2.1.3.5 *Conclusion - Additional Mitigation Measures not proposed by the applicant*

AM EMR-1.8: I am also pleased to know that the proposed project shall incorporate elements of the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) Project Checklist into the design and construction and has several mitigation measures stated. Nevertheless, for a LEED project to be successful, the following mitigation measures should also be incorporated into the LEED design and construction:

- The project should hire a team of experts and professionals that have LEED experience in a mixed-use and affordable housing development before the designing stage of the project.
- A requirement for the use of recycled or reclaimed water for common open space should be incorporated as this is most cost effective and environmentally superior.[3]
- Drought-tolerant native species should be planted in all proposed landscaping areas.

[2] (http://essig.berkeley.edu/endins/baycheck.htm.)
[3] (http://www.usgbc-ncc.org/storage/usgbcncc1/documents/pdf/thecostofgreenrevisited.pdf)

RESPONSE G-8: Although future development on the site may incorporate elements of the LEED Project Checklist, the proposed Planned Development Zoning is not required to incorporate the measures identified in Section 2.13.5 on pages 164 and 165 of the Draft EIR to mitigate a significant impact. The City Council, at its discretion, could require these measures as a condition of approval. It is worth noting that, as stated on page 145 of the Draft EIR, the nearest recycled water line to the site is located approximately 4,000 feet southwest of the site at Watson Park. The project would be required to install recycled water pipelines in open spaces on the site to accommodate future use of recycled water once the pipes are available to the site.

SECTION 4 REVISIONS TO THE TEXT OF THE DEIR

The following section contains revisions to the text of the Draft Environmental Impact Report for the King and Dobbin Transit Village and US 101 – Oakland/Mabury Transportation Development Policy, dated September 2007. Revised or new language is underlined. All deletions are shown ~~with a line through the text~~.

Page 35 Section 1.3.2; **insert** the following text:

1.3.2.1 ***General Plan Text Amendment***

The project includes a proposed Text Amendment to the General Plan to add the following text to Chapter V. Land Use Plan, Special Strategy Areas, Area Development Policies.

US 101 – Oakland/Mabury Transportation Development Policy

The US 101 – Oakland/Mabury Transportation Development Policy was adopted on December 18, 2007 to support development in the US 101/Oakland Road and US 101/Mabury Road corridor. The Transportation Development Policy identifies freeway interchange improvements needed to accommodate future development and does not have specific area boundaries. The intent of the policy is to identify the appropriate interchange improvements, to allow development to proceed ahead of the improvements, and to require payment of a traffic impact fee by new development. The Level of Service (LOS) of a few intersections within the corridor could experience interim congestion below LOS D before the completion of the freeway interchange improvements.

Page 43 Section 2.1.3.2 Avoidance Measures for Visual Intrusion Impacts, Bullet 6; **revise** the following text:

- Construction of a six foot tall solid fencing with two foot lattice screen extension ~~around the perimeter of the site adjacent to the existing single family residences.~~ where the project site abuts single-family residential development.

Page 98 Section 2.4.3.2, MM HM-7.1, second sentence; **revise** the following text:

The emergency and protective action plan shall be prepared in coordination with the project applicant, Clean Harbors Environmental, City of San José Fire Department, Valley Transportation Authority, Caltrans, California Transportation Commission, and Department of Planning, Building and Code Enforcement.

Page 98 Section 2.4.3.2 Mitigation for Accidental Chemical Releases; **insert** the following text:

MM HM-7.2: The purchase/disclosure documents provided to all homeowners on the project site and contract documents provided to any renters on the project site shall include information regarding the presence of nearby industrial facilities using hazardous materials, and protocols to follow

in the event of an accidental release of hazardous materials at the Clean Harbors Environmental facility.[4] This informational document, based on the emergency and protective action plan, shall be prepared by a qualified hazardous materials consultant under contract with the property owner.

MM HM-7.3: The Homeowners' Associations or property managers for the project shall include a safety coordinator who will coordinate with local public safety personnel, as necessary, and inform residents of any updates or alerts regarding hazardous materials incidents.

Page 176 Section 3.3.1 Setting, first paragraph, fifth sentence; **revise** the following text:

The elementary and middle schools ~~closest to the site are both approximately 1.3 miles~~ that would serve the project are located approximately three and two miles, respectively, from the site.

Page 195 Section 4.3.7.2 School Facilities Impacts, first paragraph, sixth sentence; **revise** the following text:

Based on the state's school facilities construction standards (Title 5, California Code of Regulations Division 1, Chapter 13, Subchapter 1 School Facilities Construction), it is assumed that the construction of facilities could be sited and designed to avoid significant impacts and, therefore, the proposed project would not result in any significant impact related to the construction of school facilities.

Appendix B 5. Other Transportation Issues, pages 42, 43, and 45; **insert** revised Tables 9, 10, and 11.

[4] When and if Clean Harbors Environmental (or like users) moves from Lenfest Road this requirement will no longer be necessary.

Table 9 (Revised)
Queuing Analysis - AM Peak Hour

Measurement	Oakland Rd / Commercial St SBL AM	Oakland Rd / Commercial St WBL AM	Oakland Rd / 101 North Ramps NBL AM	13th St / Hedding St SBL AM	Lundy Av / Berryessa Rd NBL AM	Lundy Av / Berryessa Rd WBL AM	13th St / Taylor St SBL AM	King Rd / Mabury Rd NBL AM	101 South Ramps / Julian St WBL AM	King Rd / McKee Rd SBL AM	King Rd / McKee Rd EBL[3] AM
Existing											
Cycle/Delay[1] (sec)	115	115	115	137	150	150	65	139	130	130	130
Volume (vphpl)	82	578	719	128	257	217	39	195	429	55	318
Avg. Queue (veh/ln.)	2.6	18.5	23.0	4.9	10.7	9.0	0.7	7.5	15.5	2.0	11.5
Avg. Queue[2] (ft./ln)	65	462	574	122	268	226	18	188	387	50	287
95th %. Queue (veh/ln.)	6	26	31	9	16	14	2	12	22	5	17
95th %. Queue (ft./ln)	150	650	775	225	400	350	50	300	550	125	425
Storage (ft./ ln.)	175	350	150	125	650	200	200	550	350	250	150
Adequate (Y/N)	Y	N	N	N	Y	N	Y	Y	N	Y	N
Background											
Cycle/Delay[1] (sec)	115	115	115	137	150	150	65	139	130	130	130
Volume (vphpl)	101	739	926	162	302	266	51	224	475	82	431
Avg. Queue (veh/ln.)	3.2	23.6	29.6	6.2	12.6	11.1	0.9	8.6	17.2	3.0	15.6
Avg. Queue[2] (ft./ln)	81	590	740	154	315	277	23	216	429	74	389
95th %. Queue (veh/ln.)	6	32	39	10	19	17	3	14	24	6	22
95th %. Queue (ft./ln)	150	800	975	250	475	425	75	350	600	150	550
Storage (ft./ ln.)	175	350	150	125	650	200	200	550	350	250	150
Adequate (Y/N)	Y	N	N	N	Y	N	Y	Y	N	Y	N
Project											
Cycle/Delay[1] (sec)	115	115	115	137	150	150	65	139	130	130	130
Volume (vphpl)	111	768	1029	189	359	265	59	283	611	114	443
Avg. Queue (veh/ln.)	3.5	24.5	32.9	7.2	15.0	11.0	1.1	10.9	22.1	4.1	16.0
Avg. Queue[2] (ft./ln)	89	613	822	180	374	276	27	273	552	103	400
95th %. Queue (veh/ln.)	7	33	43	12	22	17	3	17	30	8	23
95th %. Queue (ft./ln)	175	825	1075	300	550	425	75	425	750	200	575
Storage (ft./ ln.)	175	350	150	125	650	200	200	550	350	250	150
Adequate (Y/N)	Y	N	N	N	Y	N	Y	Y	N	Y	N

[1] Vehicle queue calculations based on cycle length for signalized intersections and vehicle delay for unsignalized intersections.

[2] Assumes 25 Feet Per Vehicle Queued.

[3] Although there is only 150 feet of striping for the left-turn pocket, the two-way center left-turn lane provides additional overflow storage. Additionaly, a second eastbound left-turn lane is planned and funded by the NSJ traffic impact fee.

Table 10 (Revised)
Queuing Analysis - PM Peak Hour

Measurement	Oakland Rd / Commercial St SBL PM	Oakland Rd / Commercial St WBL PM	Oakland Rd / 101 North Ramps NBL PM	13th St / Hedding St SBL PM	Lundy Av / Berryessa Rd NBL PM	Lundy Av / Berryessa Rd WBL PM	13th St / Taylor St SBL PM	King Rd / Mabury Rd NBL PM	101 South Ramps / Julian St WBL PM	King Rd / McKee Rd SBL PM	King Rd / McKee Rd EBL[3] PM
Existing											
Cycle/Delay[1] (sec)	150	150	75	137	150	150	65	139	130	130	130
Volume (vphpl)	133	349	288	250	118	272	108	35	523	128	279
Avg. Queue (veh/ln.)	5.5	14.5	6.0	9.5	4.9	11.3	2.0	1.4	18.9	4.6	10.1
Avg. Queue[2] (ft./ln)	139	364	150	238	123	283	49	34	472	116	252
95th %. Queue (veh/ln.)	10	21	10	15	9	17	4	3	26	8	16
95th %. Queue (ft./ln)	250	525	250	375	225	425	100	75	650	200	400
Storage (ft./ ln.)	175	350	150	125	650	200	200	550	350	250	150
Adequate (Y/N)	N	N	N	N	Y	N	Y	Y	N	Y	N
Background											
Cycle/Delay[1] (sec)	150	150	75	137	150	150	65	139	130	130	130
Volume (vphpl)	165	454	382	296	144	302	126	60	652	174	317
Avg. Queue (veh/ln.)	6.9	18.9	8.0	11.3	6.0	12.6	2.3	2.3	23.5	6.3	11.4
Avg. Queue[2] (ft./ln)	172	473	199	282	150	315	57	58	589	157	286
95th %. Queue (veh/ln.)	11	26	13	17	10	19	5	5	32	11	17
95th %. Queue (ft./ln)	275	650	325	425	250	475	125	125	800	275	425
Storage (ft./ ln.)	175	350	150	125	650	200	200	550	350	250	150
Adequate (Y/N)	N	N	N	N	Y	N	Y	Y	N	N	N
Project											
Cycle/Delay[1] (sec)	150	150	75	137	150	150	65	139	130	130	130
Volume (vphpl)	191	460	399	390	158	353	160	70	641	168	511
Avg. Queue (veh/ln.)	8.0	19.2	8.3	14.8	6.6	14.7	2.9	2.7	23.1	6.1	18.5
Avg. Queue[2] (ft./ln)	199	479	208	371	165	368	72	68	579	152	461
95th %. Queue (veh/ln.)	13	27	13	21	11	21	6	6	31	10	26
95th %. Queue (ft./ln)	325	675	325	525	275	525	150	150	775	250	650
Storage (ft./ ln.)	175	350	150	125	650	200	200	550	350	250	150
Adequate (Y/N)	N	N	N	N	Y	N	Y	Y	N	Y	N

[1] Vehicle queue calculations based on cycle length for signalized intersections and vehicle delay for unsignalized intersections.

[2] Assumes 25 Feet Per Vehicle Queued.

[3] Although there is only 150 feet of striping for the left-turn pocket, the two-way center left-turn lane provides additional overflow storage. Additionaly, a second eastbound left-turn lane is planned and funded by the NSJ traffic impact fee.

Table 11 (Revised)
Queuing Analysis - US 101 Off-Ramps

	US 101 NB Off-Ramp to Oakland Rd				US 101 SB Off-Ramp to Oakland Rd			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	WBL	WBR	WBL	WBR	EBL	EBR	EBL	EBR
Existing								
Cycle/Delay[1] (sec)	115	115	75	75	115	115	75	75
Volume (vphpl)	114	355	250	372	194	119	292	613
Avg. Queue (veh/ln.)	3.6	11.3	5.2	7.8	6.2	3.8	6.1	12.8
Avg. Queue[2] (ft./ln)	91	284	130	194	155	95	152	319
95th %. Queue (veh/ln.)	7	17	9	13	11	7	10	19
95th %. Queue (ft./ln)	175	425	225	325	275	175	250	475
Storage (ft./ ln.)	675	675	675	675	1200	650	1200	650
Adequate (Y/N)	Y	Y	Y	Y	Y	Y	Y	Y
Background								
Cycle/Delay[1] (sec)	115	115	75	75	115	115	75	75
Volume (vphpl)	145	566	282	425	233	191	360	784
Avg. Queue (veh/ln.)	4.6	18.1	5.9	8.9	7.4	6.1	7.5	16.3
Avg. Queue[2] (ft./ln)	116	452	147	221	186	153	188	408
95th %. Queue (veh/ln.)	8	25	10	14	12	10	12	23
95th %. Queue (ft./ln)	200	625	250	350	300	250	300	575
Storage (ft./ ln.)	675	675	675	675	1200	650	1200	650
Adequate (Y/N)	Y	Y	Y	Y	Y	Y	Y	Y
Project								
Cycle/Delay[1] (sec)	115	115	75	75	115	115	75	75
Volume (vphpl)	145	566	282	425	233	216	360	886
Avg. Queue (veh/ln.)	4.6	18.1	5.9	8.9	7.4	6.9	7.5	18.5
Avg. Queue[2] (ft./ln)	116	452	147	221	186	173	188	461
95th %. Queue (veh/ln.)	8	25	10	14	12	11	12	26
95th %. Queue (ft./ln)	200	625	250	350	300	275	300	650
Storage (ft./ ln.)	675	675	675	675	1200	650	1200	650
Adequate (Y/N)	Y	Y	Y	Y	Y	Y	Y	Y

[1] Vehicle queue calculations based on cycle length for signalized intersections and vehicle delay for unsignalized intersections.
[2] Assumes 25 Feet Per Vehicle Queued.

SECTION 5 COPIES OF COMMENT LETTERS

The original comment letters received on the Draft EIR are provided on the following pages.

RECEIVED
OCT 02 2007
PLANNING DEPARTMENT

Department of Toxic Substances Control

Linda S. Adams
Secretary for
Environmental Protection

Maureen F. Gorsen, Director
700 Heinz Avenue
Berkeley, California 94710-2721

Arnold Schwarzenegger
Governor

September 26, 2007

Akoni Danielsen
City of San Jose
200 East Santa Clara Street, Third Floor
San Jose, California 95113-1905

Dear Mr. Danielsen:

Thank you for the opportunity to comment on the draft Environmental Impact Report (EIR) for the King and Dobbins Transit Village Planned Development Zoning and US 101/Oakland/Mabury Area Development Policy (Project) (SCH# 2007062068). As you may be aware, the California Department of Toxic Substances Control (DTSC) oversees the cleanup of sites where hazardous substances have been released pursuant to the California Health and Safety Code, Division 20, Chapter 6.8. As a Responsible Agency, DTSC is submitting comments to ensure that the environmental documentation prepared for this project under the California Environmental Quality Act (CEQA) adequately addresses activities pertaining to releases of hazardous substances.

According to the draft EIR, the Project would involve demolition of existing light industrial buildings and warehouses totaling 421,000 square feet and construction of up to 1,300 residential units, 50,000 square feet of commercial space, and a three-acre park on the site in the City of San Jose. The draft EIR includes summaries of assessments or identifies significant concerns related to hazardous materials including former agricultural usage, a railroad spur and plating operations that released heavy metals, an undetermined source of solvent contamination (trichloroethylene), asbestos, and lead-based paint.

For each parcel included in the Project, DTSC strongly recommends an that site assessments, including sampling, should be completed to determine whether hazardous substances may have been released into the soil at the site. Since some of the buildings were constructed before 1978, lead and asbestos issues would also need to be addressed. If the past use of these buildings involved hazardous material use, there exists the possibility of a release of these materials to the environment and needs to be investigated. Depending on the past use of these buildings, sampling and remediation of the site may be required before the project site can be developed. Where concerns are identified, sampling should be conducted to determine whether there is an issue that will need to be addressed in the CEQA compliance document.

Printed on Recycled Paper

OCT-05-2007 13:20 CITY OF SAN JOSE-PLANNING 408 292 6055 P.02/03

Where hazardous substances have been released, they will need to be addressed as part of this project. For example, if remediation activities at the Site include the need for soil excavation, the CEQA compliance document should include: (1) an assessment of air impacts and health impacts associated with the excavation activities; (2) identification of any applicable local standards which may be exceeded by the excavation activities, including dust levels and noise; (3) transportation impacts from the removal or remedial activities; and (4) risk of public upset should be there an accident at the Site.

If you have any questions or would like to schedule a meeting, please contact Tom Price of my staff at (510) 540-3811. Thank you in advance for your cooperation in this matter.

Sincerely,

Karen M. Toth P.E., Unit Chief
Northern California
Coastal Cleanup Operations Branch

cc: Governor's Office of Planning and Research
State Clearinghouse
P. O. Box 3044
Sacramento, CA 95812-3044

Guenther Moskat
CEQA Tracking Center
Department of Toxic Substances Control
P.O. Box 806
Sacramento, California 95812-0806

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION
111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-5505
FAX (510) 286-5559
TTY (800) 735-2929

Flex your power!
Be energy efficient!

October 26, 2007

SCL-101-R36.14
SCL101843
SCH#2007062068

Ms. Dipa Chundur
City of San José
200 East Santa Clara Street
San José, CA 95113

Dear Ms. Chundur:

King and Dobbin Transit Village Planned Development Zoning and US-101/ Oakland/ Mabury Area Development Policy – Draft Environmental Impact Report (DEIR)

Thank you for continuing to include the California Department of Transportation (Department) in the environmental review process for the proposed project. We have reviewed the DEIR and have the following additional comments to offer.

Highway Operations

1. Need to include the southbound I-880 off-ramp/Old Bayshore Rd. and northbound I-880 on-ramp/Old Bayshore Rd. in the intersection analysis and re-submit for review.

2. The following freeway segments need to be included in the freeway analysis and submitted for review: I-680 between McKee and Alum Road, I-680 between McKee and Berryessa and I-680 between Berry & Hostetter for both northbound and southbound directions and a.m. and p.m. peak hours.

3. Need to include both the northbound and southbound freeway analyses for US 101 and I-880 freeway segments listed in the report for both a.m. and p.m. peak hours.

4. Need to mitigate freeway impacts.

5. Mitigation for US 101/Oakland Road (N) and (S) intersection needs to be in place before the occupancy permit is issued for the development.

6. Queuing analysis should be based on 25 feet per queued vehicle. Re-submit the queuing analysis using the 25 feet per queued vehicle for our review.

7. Queuing analysis should also be included for the proposed mitigated intersections to determine if the mitigation will address queuing impacts.

Additional comments, if any, from our Design functional review branches will forwarded as soon as they are received.

Should you have any questions regarding this letter, please call José L. Olveda of my staff at (510) 286-5535.

Sincerely,

TIMOTHY C. SABLE
District Branch Chief
IGR/CEQA

State Clearinghouse (Scott Morgan)

bc: TSable/ JOlveda/ BThomas/ File/ Chron File/ Permits

JLO/jlo

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION
111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-5505
FAX (510) 286-5559
TTY (800) 735-2929

Flex your power!
Be energy efficient!

October 26, 2007

SCL-101-R36.14
SCL101843
SCH#2007062068

Ms. Dipa Chundur
City of San José
200 East Santa Clara Street
San José, CA 95113

Dear Ms. Chundur:

King and Dobbin Transit Village Planned Development Zoning and US-101/ Oakland/ Mabury Area Development Policy – Draft Environmental Impact Report (DEIR)

Thank you for continuing to include the California Department of Transportation (Department) in the environmental review process for the proposed project. We have reviewed the DEIR and have the following comments to offer.

Forecasting
Page 60, Table 2.2-5: Based on the project description size provided in the document, internal reduction should not be applied to this project. The project site is small so that one could walk within the project area without the need to drive. Please revise accordingly.

Transit and Community Planning
The DEIR shows that the project will have significant unmitigated impacts to I-880 and US 101. However, one of the motivations for this project is to increase transit ridership on the future BART extension from the Berryessa Station. A good pedestrian network can help encourage walking trips to transit services, thereby reducing vehicle trips and impacts on state facilities (I-880, US 101).

A high quality pedestrian environment that includes features such as wide sidewalks and a landscape buffer between the roadway and the sidewalk can help encourage walking. The proposed setback of the development provides a great opportunity to increase sidewalk width and install other pedestrian amenities such as benches, trashcans, and bicycle racks. Consider putting the sidewalk trees shown on the drawing of the development (page 31) in a landscape buffer between the roadway and sidewalk if the development in not currently designed this way.

One of the proposed mitigation measures is construction of a fence around the perimeter of the site adjacent to existing single-family residences (page 43). This measure may reduce walkability if pedestrian access points are not provided. Easy walking connections and routes for residents and other pedestrians across and through the property will help encourage walking. This fencing may also conflict with Balanced Community Policies #22 and #24 of the General Plan, which encourage pedestrian and transit connectivity (page 205-206).

Please state what the existing sidewalk widths are (page 49). Just as roadway LOS is provided, an assessment should be made of pedestrian facilities, especially on access routes to existing and future transit.

Crosswalks are a critical component of the pedestrian environment. The DEIR states that "crosswalks with pedestrian signal heads and push buttons are located at all signalized intersections in the study area" (page 49). However, existing facilities appear minimal. Please describe existing and planned ADA accessibility such as curb cuts, audible signals, and tactile domes. Please consider improvements to the crosswalks such as more prominent treatment of crosswalks and bulb-outs, particularly on access routes to transit stops to improve the pedestrian environment to encourage walking and use of transit. The city and developer may also want to consider a high visibility mid-block crossing of North King Road at Dobbin Drive, as the next marked crosswalks are a substantial distance away.

While the DEIR notes that there will not be impacts to transit (page 64), the project applicant may want to consider improving nearby bus stops to encourage transit use and reduce impacts on state highways. These improvements could include adding benches, bus shelters, and pedestrian scale lighting to enhance safety, security, and comfort.

The City's policy regarding significant traffic impacts to Protected Intersections conditions project approval on provision of "Transportation System Improvements...that enhance pedestrian, bicycle and/or transit facilities to the community near the Protected Intersection" (page 73). Please describe what "offsetting Transportation System Improvements" will be provided. It does not appear that any pedestrian, bicycle, or transit improvements are proposed in the DEIR.

The DEIR states that the project is consistent with various policies related to a pleasant walking environment and maximization of transit use such as the BART Station strategy (page 202) and Balanced Community Policy #22 of the General Plan (page 205). Please describe more specifically how the development will meet these objectives. More proactive measure to promote walking and transit should be considered such as improved transit stops and wider sidewalks.

Will bicycle parking be provided for residents and/or businesses? Commercial Land Use Policy #1 (page 206) and some of the Balanced Community Policies encourage pedestrian and bicycle access. Provision of secure bicycle parking for residents of the development can help encourage bicycling and potentially minimize impacts to state facilities.

Additional comments, if any, from our Highway Operations and Design functional review branches will forwarded as soon as they are received.

Should you have any questions regarding this letter, please call José L. Olveda of my staff at (510) 286-5535.

Sincerely,

Timothy C. Sable

TIMOTHY C. SABLE
District Branch Chief
IGR/CEQA

State Clearinghouse (Scott Morgan)

STATE OF CALIFORNIA

Arnold Schwarzenegger, *Governor*

PUBLIC UTILITIES COMMISSION
505 VAN NESS AVENUE
SAN FRANCISCO, CA 94102-3298

October 29, 2007

RECEIVED
NOV 02 2007
PLANNING DEPARTMENT

Dipa Chundur
City of San Jose
200 East Santa Clara Street
San Jose, CA 95113-1905

RE: King and Dobbin Transit Village, SCH# 2007062068

Dear Ms. Chundar:

As the state agency responsible for rail safety within California, we recommend that any development projects planned adjacent to or near the rail corridor in the City be planned with the safety of the rail corridor in mind. New developments may increase traffic volumes not only on streets and at intersections, but also at at-grade highway-rail crossings. This includes considering pedestrian circulation patterns/destinations with respect to railroad right-of-way (ROW).

Of chief concern is that approval of the project be contingent upon the BART-to-San Jose project receiving full funding and being built as planned. As planned, the BART system utilizes a restricted access closed-corridor design with no at-grade street or pedestrian crossings. However, full funding for the project has not been secured and is in no way guaranteed. It is quite possible that if full funding for the project is not secured, an alternative of heavy rail Caltrain-style (commuter rail) service, or an extension of the Valley Transportation Authority's (VTA) light rail system could be instituted on the rail corridor, utilizing the existing at-grade highway-rail crossings. If light or commuter rail is instituted, it will create significant impacts not considered by the environmental document.

The above-mentioned safety improvements should be considered when approval is sought for the new development. Working with Commission staff early in the conceptual design phase will help improve the safety to motorists and pedestrians in the County.

If you have any questions in this matter, please call me at (415) 703-2795.

Very truly yours,

Kevin Boles
Environmental Specialist
Rail Crossings Engineering Section
Consumer Protection and Safety Division

NOV-05-2007 11:29 CITY OF SAN JOSE-PLANNING 408 292 6055 P.02/05

cc: John Donahue, Silicon Valley Rapid Transit

East Side Union High School District
830 North Capitol Avenue • San José, California 95133-1316 • 408-347-5000
Academic, personal and social success for each and every student.
Bob Nuñez, Superintendent

October 29, 2007

VIA FACSIMILE (Facsimile No.: 408-292-6055)
Mr. Joseph Horwedel, Director
Akoni Danielsen, Principal Planner
Dipa Chundur (**Via E-mail only:** dipa.chandur@sanjoseca.gov)
City of San Jose
Department of Planning, Building and Code Enforcement
200 East Santa Clara Street, 3d Floor
San Jose, CA 95113

Re: East Side Union High School District response to Draft EIR for Dobbin Drive project

King and Dobbin Transit Village Planned Development Zoning File No. PDC07-015

Dear Mr. Horwedel:

The East Side Union High School District submits the following comments and concerns regarding the above Draft EIR and proposed project.

The general purpose of the EIR is to provide decision makers and the community with sufficient information necessary to be fully apprised of the environmental consequences of a proposed project. The project proposes the construction of up to 1,300 new dwelling units. The project lies entirely within the attendance boundaries of the Alum Rock Union Elementary School District ("Alum Rock") and the East Side Union High School District ("East Side"). The proposed project is located entirely within the Independence High School attendance boundaries. The proposed project, once completed, is expected to add approximately 260 new high school students to East Side. As noted in the Draft EIR, Independence (which is the largest high school within East Side) currently houses approximately 4,000 students and is at or above capacity.

BOARD OF TRUSTEES: Frank Biehl, Eddie Garcia, J. Manuel Herrera, Lan Nguyen, George Shirakawa.
It is the policy of the East Side Union High School District not to discriminate on the basis of sex, age, religion, race or national origin, sexual orientation, or handicapping condition in its educational programs and activities or in the recruitment and employment of personnel.

Alum Rock is a "feeder" school district to East Side; substantially all of Alum Rock's eighth grade students continue their high school education in East Side high schools. The neighborhood in which the proposed project is located has never has (within recent history) had a neighborhood or "walkable" elementary school within that area. Elementary students currently residing within that area are transported nearly 3 miles over and across a major highway (I-680) to attend elementary school at McCollam Elementary. Shepard Middle School is a driving distance of more than 2 miles from the proposed project, also across I-680. ***Thus, the Draft EIR is incorrect insofar as it specifies that McCollam and Shepard are just 1.3 miles from the proposed project; transportation time and distances for students is longer than as specified in the Draft EIR.***

The Draft EIR (Section 3.3) notes that the proposed project will require the construction of a new elementary school in the project area. **Nevertheless, the project does not propose any land on the project site or even in the surrounding area for use as a school site, or even whether there is any land in the surrounding area that would be suitable for a future school site.** Given the historical lack of any elementary schools and other educational facilities in the subject neighborhood and the 700+ elementary and middle school students that will be generated by this project, I believe that it is important to the East Side community that the EIR more thoroughly address the impacts from the lack of neighborhood schools on children and the community.

It is widely known that the success of students in high school depends in some measure on (among other things) the quality of education, learning environment and educational resources available to each student during the formative kindergarten through eighth grade school years. *Student preparedness for high school is key to high school success.* In that regard, East Side participates in joint educational programs, partnerships and interventions with its feeder school districts to facilitate successful student transition from feeder school districts to high school. But these efforts, and the efforts of the feeder elementary school district, can only go so far in an era of limited educational resources and budgetary cuts and uncertainty. For the affected community, an additional ingredient for early student success should and could be a neighborhood elementary school. Nevertheless, the Draft EIR fails to discuss or address in any meaningful way how this community's K-8 educational needs will be met (except, perhaps, by continued busing to distant schools) and why this community should be expected to carry the historical burden of no neighborhood elementary school for its children.

With specific regard to East Side, the Draft EIR notes that the project will result in approximately 260 new high school students in East Side and that the increase in students will require new or expanded facilities to house such additional students. The Draft EIR incorrectly "assumes" that the additional school facilities would be constructed on existing school sites. As noted above, Independence High School – at approximately 4,000 students -- is already at or above capacity, and is one of the largest (if not the largest) high schools in the entire Silicon Valley. As of this date, East Side does not have firm plans as to where and how the additional students created by the project will be housed, but there is a serious question as to whether it would be appropriate under any circumstance to increase the student population at Independence to that level.

Finally, with regard to cumulative school impacts (Draft EIR section 4.3.7.2), the Draft EIR notes that cumulative projects within the area (including the proposed Dobbin Drive project) will result in an additional 1,115 new students for East Side, the rough equivalent of a new small high school. There is no question that Independence High School and the East Side cannot house such an increase in students in existing permanent facilities. Nevertheless, the Draft EIR (at page 195) states:

"It is assumed that the construction of facilities could be sited and designed to avoid significant impacts and, therefore, the proposed project would not result in any significant impact related to the construction of school facilities."

The Draft EIR fails to provide any analysis or other information to support this broad statement.

Thank you again for the opportunity to provide these comments to the Draft EIR. Please contact me or Associate

Sincerely,

Bob Nuñez
Superintendent

cc: ESUHSD Board Members
Alan Garofalo, Associate Superintendent

SANTA CLARA
Valley Transportation Authority

October 31, 2007

City of San Jose
Department of Planning and Building
200 East Santa Clara Street
San Jose, CA 95113

Attention: Dipa Chandur

Subject: City File No. PDC07-015 / King and Dobbin Transit Village

Dear Ms. Chandur:

Santa Clara Valley Transportation Authority (VTA) staff have reviewed the Draft EIR for construction of up to 1,287 housing units and up to 25,000 square feet of commercial space on 24.8 acres at the northeast corner of King Road and Dobbin Drive. We have the following comments.

Bus Service

VTA provides bus service on King Road. In order to provide convenient access to transit, VTA recommends that the City condition the developer to provide a new bus stop on King Road, north of Dobbin Drive

- Provide an 8' X 55' PCC passenger waiting pad consistent with VTA standards (attached).
- Provide an 8' X 40' passenger waiting pad, with no trees or planters in the area to interfere with boarding of passengers.

Turning Radii

VTA recommends constructing sidewalks with smaller turn radii than indicated on page 31 of Volume I of the EIR. Smaller radii decrease pedestrian crossing distances and promote slower speeds and increased caution around intersections. Please see page 3.03 of VTA's Pedestrian Technical Guidelines for guidance.

Thank you for the opportunity to review this project. If you have any questions, please call me at (408) 321-5784.

Sincerely,

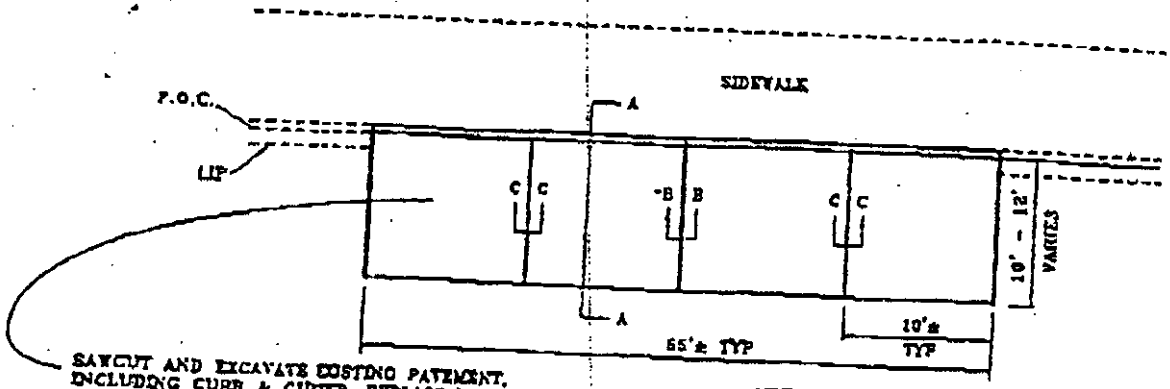
Roy Molseed
Senior Environmental Planner

RM:kh

cc: Ebrahim Sohrabi, San Jose Development Services
Samantha Swan, VTA

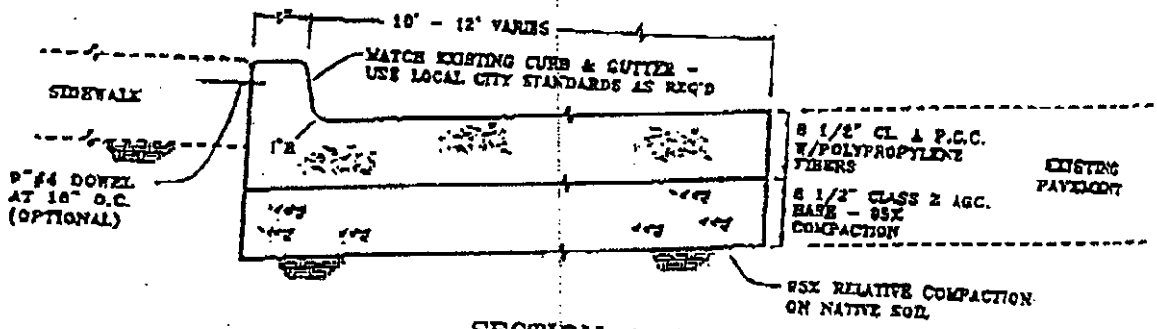
SJ0605

3331 North First Street - San Jose, CA 95134-1906 - Administration 408.321.5555 - Customer Service 408.321.2300



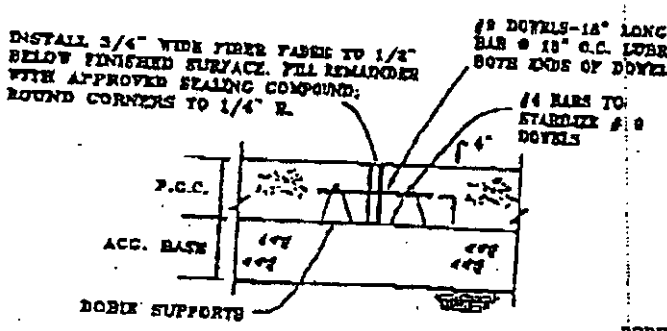
PLAN VIEW

*EXPANSION JOINT SHALL BE PLACED AT 1/2 THE LENGTH OF THE P.C.C. PAD.
IN LONG PADS, EXPANSION JOINTS SHALL BE PLACED AT APPROXIMATELY 50 FOOT INTERVALS OR AS SPECIFIED BY THE ENGINEER.



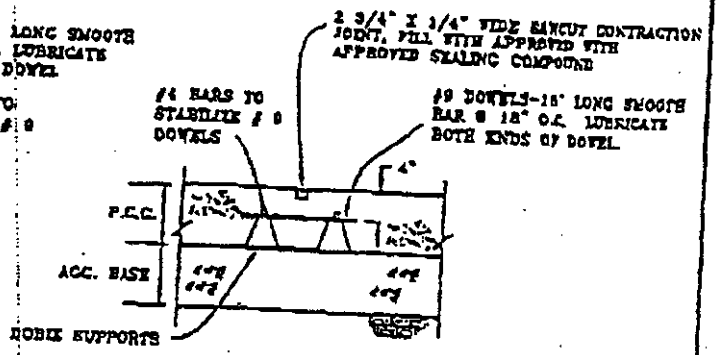
SECTION A-A

PCC PAVEMENT WITH MONOLITHIC CURB



SECTION B-B

EXPANSION JOINT



SECTION C-C

CONTRACTION JOINT

NOTE: FOR TECHNICAL SPECIFICATIONS REFER TO ATTACHMENT 1.

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY

BUS STOP PAVEMENT DETAILS

FIGURE 26

TECHNICAL SPECIFICATIONS

1. P.C.C. pavement with monolithic curb and gutter shall conform to the provisions in Section 40, " PORTLAND CEMENT CONCRETE PAVEMENT," and Section 90, " PORTLAND CEMENT CONCRETE" of the State Standard Specifications and these special provisions.

2. P.C.C. pavement shall be class A with a flexural strength of 650 psi, at the age of 28 days to be determined by Test Method ASTM C78. Polypropylene fibers (Fibermesh or approved equal), length 1/2", shall be added to the concrete at a rate of 1 1/2 lbs/cy.

3. After spreading and compacting, P.C.C. concrete shall be given a preliminary finish, which shall be smooth and true to grade. In advance of curing operations, the pavement shall be given a final rough broom finish with grooves having a depth of 1/8" perpendicular to the curb and gutter.

4. All newly - placed concrete shall be cured in accordance with the provisions in Section 90-7, "Curing Concrete," of the State Standard Specifications. Curing compound to be used shall be applied to the P.C.C. following the surface finishing operations immediately before the moisture sheen disappears from the surface and before any drying, shrinkage or craze cracks begin to appear. Curing compound shall be applied at a nominal rate of one gallon per 150 square feet. At any point, the application rate shall be within +/- 50 square feet per gallon of the nominal rate specified.

5. Sawcutting of the contraction joints must be performed within 24 hours after concrete has received final surface finish.

6. Contractor shall protect P.C.C. Pad as specified in Section 90-8.03, " Protecting Concrete Pavement" Where public traffic will be required to cross over new pavement, and if directed by the Engineer, Type III Portland Cement shall be used in concrete. When Type III Portland Cement is used in concrete, and if permitted in writing by the Engineer, the pavement may be opened to traffic as soon as the concrete has developed a modulus of rupture of 550 pounds per square inch. The modulus of rupture will be determined by Test Method ASTM C78.

   No traffic or Contractor's equipment, except as hereinafter provided, will be permitted on the pavement before a period of ten (10) calendar days has elapsed after the concrete has been placed, nor before the concrete has developed a modulus of rupture of at least 550 pounds per square inch. Concrete that fails to attain a modulus of rupture of 550 pounds per square inch within 10 days shall not be opened to traffic until directed by the Engineer.

   Equipment for sawing contraction joints (weakened plane joints) will be permitted on the pavement as specified in Section 40-1.08B, "Weakened Plane Joints," of the State Standard Specifications.

7. Contraction joints, expansion joints and gaps between the P.C.C. pad and the existing pavement section shall be cleaned and sealed prior to permitting traffic on the pad. Joint sealing compound shall be type "A" joint seal and shall conform to the provisions of Section 51-1.12F of the State Standard Specifications. The 2 component polyurethane sealant shall be State Specification 8030 - 611 - 01 or approved equal.

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY

BUS STOP PAVEMENT DETAILS

ATTACHMENT 1 FOR FIGURE 26

Marian Duran
P.O BOX 3306
San José, CA 95133

October 20, 2007

Dipa Chundur
Department of Planning, Building and Code Enforcement
200 East Santa Clara Street, Tower 3
San José, CA 95113-1905

Dear Ms. Chundur,

Thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the King and Dobbin Transit Village Planned Development Zoning File No. PDC07-015/SCH# 2007062068. I have reviewed the DEIR and have the following comments to offer.

Traffic

2.2.3.2 *Mitigation for Freeway LOS Impacts*

While the existing DEIR mitigation measures will provide some transportation alternatives to community members and residents of the King and Dobbin Transit Village, there are other mitigation measures that can potentially provide residents with further transportation alternatives and help define the form and function of this community. The list follows for each section:

MM Trans-2.1:

- Family and residents who will occupy the King and Dobbin Transit Village can be given yearly VTA passes as an incentive for living at the village to allow for further transportation choices.

MM Trans – 2.2:

- The General Plan Transportation Policy #43 requires improvement to the Transportation Bicycle Network and although the DEIR mentions that there are numerous existing bike lanes, none exist on North King Road south of Berryessa Road. Provisions should be made to connect, as much possible, all of the existing bicycle paths in San José to provide better access to public transit and BART.
- The General Plan Transportation Policy #16 states development should also encourage pedestrian travel by providing pedestrian facilities. Only a small strip of pedestrian walkway currently exists between Las Plumas and McKee Road heading south bound from North King Road. The extension of the sidewalk will provide more pedestrian friendly routes to existing bus stops and also encourage more transit use.
- The developer should submit a Pedestrian Plan to indicate the most efficient pedestrian paths of travel to public transportation options. The pedestrian paths should be designed with appropriate pedestrian amenities, such as adequate street lighting, street trees, crosswalks and handicap accessible sidewalks.
- The General Plan states that new uses, such as commercial and residential, should be coordinated and phased together, so that no one use will be developed separately and in advance of other uses.

- Particularly, in advance of "commensurate job growth" (San José 2020 General Plan, 147). Triggers should be included as a measure to retain livability and quality of life. Enhanced bus services and bike path options will be essential if substantial development is to occur prior to the freeway segment improvements and the BART construction.

Hazards and Hazardous Materials

2.4.3.2 *Mitigation for Accidental Chemical Releases*

MM HM -7.1: The Project has significant unavoidable impacts for the possibility of exposing future residents to worst-case accidental hazardous materials releases from nearby industry operations. The mitigation measure, thus far, only provides an emergency and protective action plan that will be coordinated with the project applicant, Clean Harbors Environmental, City of San José Fire Department, and Department of Planning, Building and Code Enforcement. However, the following additional mitigation measures should also be included:

- More key stakeholders included in the planning process of the emergency and protective action plan, such as VTA – bus and light rail, California – Department of Transportation, and the CTC, so that residents can have other thoroughfares and transportation options in the event they have to evacuate.
- The current traffic conditions will inherently worsen during an emergency, if enhanced bus services and transportation solutions are not coordinated into the design and planning phase of this development.
- Future residents of the development should be thoroughly notified of the potential unavoidable impacts of living in the development. All findings and mitigation measures in the EIR should be incorporated in the CC&Rs of the development, in which potential exposure to hazardous materials should be properly disclosed.
- Creating an Evacuation Plan Map for the future residents of this development in coordination with project applicant and all key stakeholders.
- After development ensuring that all residents have a choice where to go, educate them thoroughly about the plan and then encourage them to create their own Personal Emergency Evacuation Plan (PEEP).

Proposed Projects

Proposed Park - 1.3.1.4: Parcel D will be the development of a proposed one-acre park. However, a one-acre park is not suitable for a development of this magnitude; a two-acre park will give nearby residents, especially youth, a closer route to better recreational options. The one-acre park falls 6.9 acres under the Parkland Dedication Ordinance and Parkland Impact Ordinance, and although the proposed project will pay in-lieu fees to conform to the PIO/PDO, this offset should not be accepted. Moreover, insufficient parkland dedication may adversely impact the existing neighborhood parks with the new increased demand for park facilities. An article named, *Back to Basics in Transportation Planning*, states that a strong sense of place, along with parks and recreational centers, benefit the overall transportation system as well.[1] Great places and/or popular spots can be a center of good activities that can be comfortably reached by foot, bike and transit, putting little strain on San José's existing transportation system. Parks and recreational spaces are becoming scarcer as more development

[1] http://www.pps.org/info/bulletin/back_to_basics_in_transportation

continues to accommodate our growing population. For that same reason, the San José 2020 General Plan states it is important to dedicate as much open space possible to accommodate the current growing population of San José. Therefore, rather than developing a one-acre park; consider the King and Dobbin Transit Village staff plan, as the choice alternative. The staff plan includes a two-acre public park with a 1:1 ratio setback, starting at 20 feet from the Single-Family detached homes. I have included at end of this letter the signature of San José residents and community members who request that the City require the dedication of a two-acre public park at the King and Dobbin Transit Village, which should also include the following amenities: a playground, water fountain(s), and bike racks.

Affordable Housing

1.4 PROJECT GOALS AND OBJECTIVES: I am pleased that the project applicant's goals are to construct up to 138 residential affordable housing units in support of the City's affordable housing policies. It would be sensible for the City to require that these units be built and be equally designed and sited on the property as the market rate units. By ensuring that more than 10% of the units are affordable housing, the development will fulfill the City's goal to house low-income families with better access to public transit to jobs in Downtown and North San José.

Energy and Mineral Resources

2.13.4.1 - *Measures to reduce energy consumption during construction*

AM EMR-1.1: I am also pleased that the project shall have a waste management plan for recycling of construction and demolition materials, and that prior to the issuance of building permits, the City will review the plan. Nonetheless, according to the 2004 Statewide Waste Characterization Study by the California Integrated Waste Management Board (CIWMB), construction and demolition materials account for almost 22% of the waste stream. Therefore, the required waste management plan for recycling of construction and demolition materials should include specific measures as indicated by the CIWMB.

2.13.4.3 *Measures to Reduce Energy Consumption during Construction*

AM EMR-1.4: This measure states that the idling of construction vehicles shall be avoided to reduce fuel consumption, emissions, and noise. However, the monitoring of this measure is ambiguous, and thus, a clear statement of who will monitor this measure should be addressed.

2.13.4.2 *Measures to Reduce Energy Consumption by Design*

AM EMR-1.3: States that the development of the site will incorporate principles of passive solar design to the satisfaction of the Director of Planning, Building, and Code Enforcement. Nevertheless, to reduce further consumption of energy, the development should incorporate green roofs and photovoltaic panels along with passive solar into the projects design of flat roof buildings. All three components, if used together, are more effective in reducing energy consumptions then if each component were to be operating individually. Moreover, Green roofs can provide habitat to urban adapted birds and/or the threatened Bay Checkerspot Butterfly (*Euphydryas editha bayensis),* which can survive if the Plantain plant (*Plantago erecta*) and two species of owl's clover (*Castilleja densiflorus* or *C. exserta*) are planted on the roofs.[2] Residents can also have access to the green roofs to garden and/or maintain native plants

[2] (http://essig.berkeley.edu/endins/baycheck.htm.)

for habitat. Green roofs and photovoltaic panels will foster long-term economic, environmental, and social sustainability that are consistent with the City's Green Building Policy and the Mayor's Green Vision. However, if these components cannot be implemented at the time of construction, build the project so that these alternatives can be structurally possible to integrate in the development in the future.

2.1.35 ***Conclusion - Additional Mitigation Measures not proposed by the applicant***

AM EMR-1.8: I am also pleased to know that the proposed project shall incorporate elements of the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) Project Checklist into the design and construction and has several mitigation measures stated. Nevertheless, for a LEED project to be successful, the following mitigation measures should also be incorporated into the LEED design and construction:

- The project should hire a team of experts and professionals that have LEED experience in a mixed-use and affordable housing development before the designing stage of the project.
- A requirement for the use of recycled or reclaimed water for common open space should be incorporated as this is most cost effective and environmentally superior.[3]
- Drought-tolerant native species should be planted in all proposed landscaping areas.

Thank you for your consideration of these recommendations,

Marian Duran, District 3 Resident
viamarian@hotmail.com

[3] (http://www.usgbc-ncc.org/storage/usgbcncc1/documents/pdf/thecostofgreenrevisited.pdf)

Community Members, Neighbors within the Vicinity and other
Residents of San Jose who request that the City dedicate a two-acre public park at the King and Dobbin Transit Village planned development, with park amenities such as a small playground, a drinking fountain, and a few bike racks.

	Full Name	Phone Number or Email
1	Vinod Hak	408-254 8927
2	Mike Tray	408-254-1582
3	Valentine Ramirez	408-688-4104
4	M Vasquez	(408) 250-0531
5	[illegible]	(408) 9290312
6	Jeff Bado	(408) 729-3773
7	[illegible]	408-254-8928
8	[illegible] Rodrilejos *	(408) 251-2482
9	[illegible]	(408) 394-7671
10	Holly Ea[illegible]	(408) 272-0373
11	John Mathews	408-2593630
12	[illegible]	(503) 269-5652
13	Mike Graham	408.350.8781
14	[illegible]	408(493-5065
15	Gloria Bembo	408(525-2313)
16	[illegible]	408 9231383
17	Sandra Moreno	sandra-moreno21@yahoo.com

Community Members, Neighbors within the Vicinity and other
Residents of San Jose who request that the City dedicate a two-acre public park at the King and Dobbin Transit Village planned development, with park amenities such as a small playground, a drinking fountain, and a few bike racks.

	Full Name	Phone Number or Email
18	Lidia Porras-Muñoz	Lporras27@yahoo.com
19	Marissa Figueroa Sjsu Student	figgy-24@yahoo.com
20	T.J. Barlaan	tjbarlaan@yahoo.com
21	Christina Garcia	tzita1911@yahoo.com
22	Grace Fernandez	937-6205
23	Ramon L. Madrilejos	251-2482
24	Edwin C. Presencio	217-2482
25	Albert Gomez	AG@yahoo.com
26	Mauricio Alejandre	Mauricio Alejandre@net
27	Mariana Gallardt	Goddesschick-15@yahoo
28	Sylvia Rosillo	937-5038
29	Armando Lopez	413-8851
30	Maya Lynda Ortega	408 849 8080
31	Sandy Banuelos	sandyeb-04@hotmail.co
32	Moses Caceres	GBPacker4085@SBCGlobal
33	Blanca L. Sanchez	blansan_13@yahoo.com
34	Sofia Andrade	tortasytacos86@gmail.c

2 acre

Community members, neighbors within the vicinity and other

Residents of San Jose who request that the City dedicate a two-acre public park at the King and Dobbin Transit Village planned development, with park amenities such as a playground, a drinking fountain and a few bike racks.

	Full Name Signature	Phone Number or E-mail
35	[illegible]	Brawleon@yahoo.com
36	Angelica Ochoa	aochoa@sjsu.edu
37	Solida Chan	solidachan@yahoo.com
38	Julieta Sanchez	Sanchez_9904@hotmail.com
39	Hoan Nguyen	hnguyc97@hotmail.com
40	Gisela Gray-Peoples	Gisela.Gray-Peoples@sjsu.edu
41	Linda Flores	LFLOREZ@sjsu.edu
42	Oscar David	espylu_cap2@yahoo.com
43	Stephanie M C Nevin	stephmcnevin@yahoo.com
44	Patricia Gutierrez	P.gutierrez@sjsu.edu
45	Alfredo Ramirez	alfredo.ram@yahoo.com
46	Marita Zavaleta	maritaelz@hotmail.com
47	Roberto Gil	N/A
48	Blanca Millan	(none)
49	Marisela Millan	mariking@hotmail.com

Community Members, Neighbors within the Vicinity and Other Residents of San Jose who request that the City dedicate a two-acre public park at the King and Dobbin Transit Village planned development, with park amenities such as a playground, a drinking fountain and a few bike racks.

	Full Name Signature	Phone Number or E-mail
50	Tarrah Hartley	408-924-2162 tarrah.hartley@sjs
51	Marcella ANTHONY	408-934-9504 marcella.anthony@sjsu.edu
52	Tatiana M. Okymann	408-892-6160 YMAHA@Aol.Com
53	Tammy [illegible]	408 892-6713
54	Victoria Huynh	408-924-3560
55	Anne Nash	408-~~452~~ 924-2039
56	Lisa Beltran	(408) 924-2057
57	Marian Sofia	408-924-2012
58	Rosalba Castro	(408) 924-2081
59	Leticia Mayoral	(408) 924-2031
60	H. VERONICA DIAZ	(408) 924-6975 Veronica.Diaz@sjsu.edu
61	Minh Virasak	408-295-7494 minh.virasak@gmail.co
62	DAVE TAUFALELE	408 985-3002
63	JOSH TAUFALELE	408 449-1853
64	AMELIA TAUFALELE	650 630-3997
65	SEPETI TAIMAINI	408 937-9655

Residents of San Jose who request that the City dedicate a two-acre public park at the King and Dobbin Transit Village planned development, with park amenities such as a playground, a drinking fountain and a few bike racks.

	Full Name Signature	Phone Number or E-mail
66	[illegible]	(408) 2720439
67	[illegible]	408-272 0439
68	[illegible]	(408) 295-9298
69	Miguel [illegible] Villa	(408) 258-3329
70	SANH BANH	(408) 254-8928
71	HANG TRAN	(408) 254-8928
72	Be TRAN	(408) 254-8928
73	Nguyet Ha	(408) 254-8928
74	Quyen TRan	(408) 254 8928
75	Marian Duran	(408) 250-0531
76	[illegible]	(408) 218-4050
77	Christopher Lepe	(408) 425-4430
78		
79		
80		
81		