INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION

DESIGN REVIEW (DR 05-19) TENTATIVE TRACT MAP (TTM 082738)

MULTI-TENANT WAREHOUSE DEVELOPMENT.

4304 TEMPLE CITY BOULEVARD

EL MONTE, CALIFORNIA 91731

LEAD AGENCY:

CITY OF EL MONTE
COMMUNITY AND ECONOMIC DEVELOPMENT DEPARTMENT
PLANNING DIVISION
11333 VALLEY BOULEVARD
EL MONTE, CALIFORNIA 91731

REPORT PREPARED BY:

BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING
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APRIL 27, 2022

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MITIGATED NEGATIVE DECLARATION

PROJECT NAME: 4304 Temple City Boulevard Warehouse Development.

APPLICANT: D&K Well Team, 2227 North Merced Avenue, South El Monte, CA 91733.

PROJECT LOCATION: The project site's legal address is 4304 Temple City Boulevard, El Monte, CA 91731. The Assessor Parcel Number (APN) applicable to the site is 8577-006-016.

CITY AND COUNTY: El Monte, Los Angeles County.

PROJECT: The proposed project involves the construction and operation of a multi-tenant industrial warehouse development within the City of El Monte. The project would consist of two new buildings with a total floor area of 63,428 square feet within a 2.89-acre lot. There would be a total of four units (tenant spaces) in two separate buildings. Building 1 would contain Units 1 and 2 and would have a total floor area of 44,207 square feet and would consist of 33,825 square feet of warehouse space, 3,490 square feet of office space and 5,976 square feet of mezzanine office space. Building 2 would contain Units 3 and 4 and would have a total floor area of 19,221 square feet and would consist of 14,219 square feet of warehouse space, 2,179 square feet of office space and 2,565 square feet of mezzanine office space. A total of 69 parking spaces would be provided. Of this total, 65 parking spaces would be standard parking spaces and 4 would be accessible parking spaces. Access to the project site would be provided by one driveway connection along Temple City Boulevard. In addition, the proposed project would include 4,077 square feet of landscaping.

FINDINGS: The environmental analysis provided in the attached Initial Study indicates that the proposed project would not result in any significant adverse unmitigable impacts. For this reason, the City of El Monte determined that a *Mitigated Negative Declaration* is the appropriate CEQA document for the proposed project. The following findings may be made based on the analysis contained in the attached Initial Study:

- The proposed project *will not* have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory.
- The proposed project *will not* have impacts that are individually limited, but cumulatively considerable.
- The proposed project *will not* have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly.

The environmental analysis is provided in the attached Initial Study prepared for the proposed project. The project is also described in greater detail in the attached Initial Study.

Signature
City of El Monte Community and Economic Development Department

5/02/22
Date

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SECTION 1 INTRODUCTION

1.1 PURPOSE OF THIS INITIAL STUDY

This Initial Study analyzes the environmental impacts associated with the proposed construction and operation of a multi-tenant industrial warehouse development within the City of El Monte, The project would consist of two new buildings with a total floor area of 63,428 square feet within a 2.89-acre lot (prior to the required street dedication). There would be a total of four units (tenant spaces) in two separate buildings. Building 1 would contain Units 1 and 2 and would have a total floor area of 44,207 square feet and would consist of 33,825 square feet of warehouse space, 3,490 square feet of office space and 5,976 square feet of mezzanine office space. Building 2 would contain Units 3 and 4 and would have a total floor area of 19,221 square feet and would consist of 14,219 square feet of warehouse space, 2,179 square feet of office space and 2,565 square feet of mezzanine office space. A total of 69 parking spaces would be provided. Of this total, 65 parking spaces would be standard parking spaces and 4 would be accessible parking spaces. Access to the project site would be provided by one driveway connection along Temple City Boulevard. In addition, the proposed project would include 4,077 square feet of landscaping.[1] The project Applicant is D&K Well Team, 2227 North Merced Avenue, South El Monte, California 91733.

The City of El Monte is the designated *Lead Agency* and will be responsible for the project's environmental review. Section 21067 of California Environmental Quality Act (CEQA) defines a Lead Agency as the public agency that has the principal responsibility for carrying out or approving a project that may have a significant effect on the environment. As part of the proposed project's environmental review, the City of El Monte has authorized the preparation of this Initial Study. The primary purpose of CEQA is to ensure that decision-makers and the public understand the environmental implications of a specific action or project. An additional purpose of this Initial Study is to ascertain whether the proposed project will have the potential for significant adverse impacts on the environment once it is implemented. Pursuant to the CEQA Guidelines, additional purposes of this Initial Study include the following:

- To provide the City of El Monte with information to use as the basis for deciding whether to prepare an environmental impact report (EIR), mitigated negative declaration, or negative declaration for a project;
- To facilitate the project's environmental assessment early in the design and development of the proposed project;
- To eliminate unnecessary EIRs; and,
- To determine the nature and extent of any impacts associated the proposed project.

Although this Initial Study was prepared with consultant support, the analysis, conclusions, and findings made as part of its preparation fully represent the independent judgment and position of the City of El Monte, in its capacity as the Lead Agency. The City determined, as part of this Initial Study's preparation, that a Mitigated Negative Declaration is the appropriate environmental document for the proposed project's CEQA review. Certain projects or actions may also require oversight approvals or permits from other public

[1] Space Light Structure Design. *D & K Well Team LLC, Site Plan*. March 9, 2022.

agencies. These other agencies are referred to as *Responsible Agencies* and *Trustee Agencies*, pursuant to Sections 15381 and 15386 of the State CEQA Guidelines. This Initial Study and the *Notice of Intent to Adopt a Mitigated Negative Declaration* will be forwarded to responsible agencies, trustee agencies, and the public for review and comment. A 30-day public review period will be provided to allow these entities and other interested parties to comment on the proposed project and the findings of this Initial Study.[2] Questions and/or comments should be submitted to the following contact person:

Tony Bu, Senior Planner
City of El Monte Community and Economic Development Department
Planning Division
11333 Valley Boulevard
El Monte, California 91731
(626) 580-2152
tbu@elmonteca.gov

1.2 INITIAL STUDY'S ORGANIZATION

The following annotated outline summarizes the contents of this Initial Study:

- *Section 1 Introduction* provides the procedural context surrounding this Initial Study's preparation and insight into its composition.
- *Section 2 Project Description* provides an overview of the existing environment as it relates to the project area and describes the proposed project's physical and operational characteristics.
- *Section 3 Environmental Analysis* includes an analysis of potential impacts associated with the construction and subsequent operation of the proposed project.
- *Section 4 - Conclusions* summarizes the findings of the analysis.
- *Section 5 - References* identifies the sources used in the preparation of this Initial Study.

[2] Ibid. *Chapter 2.6, Section 2109(b).* 2000.

SECTION 2 PROJECT DESCRIPTION

2.1 PROJECT OVERVIEW

This Initial Study analyzes the environmental impacts associated with the proposed construction and operation of a multi-tenant industrial warehouse development within the City of El Monte. The project would consist of two new buildings with a total floor area of 63,428 square feet within a 2.89-acre lot (prior to the requisite street dedication). There would be a total of four units (tenant spaces) in two separate buildings. Building 1 would contain Units 1 and 2 and would have a total floor area of 44,207 square feet and would consist of 33,825 square feet of warehouse space, 3,490 square feet of office space and 5,976 square feet of mezzanine office space. Building 2 would contain Units 3 and 4 and would have a total floor area of 19,221 square feet and would consist of 14,219 square feet of warehouse space, 2,179 square feet of office space and 2,565 square feet of mezzanine office space. A total of 69 parking spaces would be provided. Of this total, 65 parking spaces would be standard parking spaces and 4 spaces would be ADA parking spaces. Access to the project site would be provided by one driveway connection along Temple City Boulevard.

2.2 PROJECT LOCATION

The City of El Monte is located in the San Gabriel Valley approximately 13 miles east of downtown Los Angeles. The City of El Monte is bounded on the north by Arcadia and Temple City; on the west by Rosemead; on the east by Irwindale, Baldwin Park, City of Industry, and unincorporated areas; and on the south by South El Monte. Regional access to El Monte is possible from two area freeways: the San Bernardino Freeway (I-10), which traverses the center portion of the City in an east-west orientation; and, the San Gabriel River Freeway (I-605), which extends along the City's east side in a north-south orientation.[3] Exhibit 2-1 indicates the location of the City of El Monte in a regional context. The project site's legal address is 4304 Temple City Boulevard, El Monte, California 91733 and the site's applicable Assessor Parcel Number (APN) is 8577-006-016.[4] A citywide map is provided in Exhibit 2-2 and a local map is provided in Exhibit 2-3.

2.3 ENVIRONMENTAL SETTING

The project site is located within an urban area within the City of El Monte. The project site is currently paved over in concrete and asphalt and is currently being used as a parking area for commercial vehicles. The use of the project site for the parking of vehicles would be discontinued once development commences. Existing uses found in the vicinity of the project site are summarized below:[5]

- *North of the project site*. Industrial and commercial uses are located adjacent to the project site to the north including a furniture store, a communications use, a home improvement store and a large truck parking area. Residential uses are located approximately 600 feet north of the project site. Lower Azusa Road extends in an east-west orientation approximately one-quarter mile north of the project site with single-family homes that are located further north.

[3] Google Earth. Website accessed January 6, 2020.

[4] Los Angeles County Office of the Assessor. *Property Assessment Information System*. Website accessed January 6, 2020.

[5] Blodgett Baylosis Environmental Planning. *Site Survey*. Survey was conducted on January 15, 2020.

- *South of the project site*. Eaton Wash, a concrete-lined flood control channel, traverses the southwestern portion of the project site and continues in a north-south orientation south of the project site. An active railroad track abuts the project site to the south. Various industrial and commercial uses are located south of the railroad track including an electronic manufacturer, industrial kitchen equipment manufacturer, and a multi-tenant warehouse. Single-family homes are located approximately 750 feet south of the project site. Valley Boulevard extends in an east-west orientation approximately 0.30 miles south of the project site.

- *East of the project site*. Various industrial and commercial uses are located east of the project site including a plastic packaging manufacturer, a furniture store and a construction supply store. Baldwin Avenue extends in a north-south orientation approximately 0.20 feet east of the project site. Industrial and commercial uses are located further east.

- *West of the project site*. Temple City Boulevard abuts the project site to the west and extends in a north-south orientation. As previously mentioned, Eaton Wash traverses the southwestern portion of the project site and continues in an east-west orientation west of the project site. Industrial and commercial uses are located west of the project site including a metal fabricator, flooring store, a food manufacturer and an online retail fulfillment center. Residential uses are located approximately 600 feet west of the project site.

An aerial photograph depicting the project site and the surrounding area is provided in Exhibit 2-4.

2.4 PROJECT DESCRIPTION

2.4.1 PHYSICAL CHARACTERISTICS

The proposed project involves the construction and operation of an industrial warehouse development within the City of El Monte. The proposed project would consist of the following elements:[6]

- *Project Site*. The proposed project site is located at 4304 Temple City Boulevard. The project site is rectangular in shape and has a total lot size of 2.89 acres (125,877 square feet) prior to the requisite street dedication. The project would consist of two new buildings (Buildings 1 and 2) and would have a total floor area of 63,428 square feet. There would be a total of four units (tenant spaces) within the two separate buildings (two units per building).

- *Building 1*. Building 1 would consist of a single level and would include a mezzanine space. Building 1 would contain Units 1 and 2 and would have a total floor area of 44,207 square feet. Unit 1 would have a total floor area of 21,825 square feet and would consist of 16,681 square feet of warehouse space, 2,122 square feet of office space and 3,022 square feet of mezzanine office space. Unit 2 would have a total floor area of 22,329 square feet and would consist of 17,185 square feet of warehouse space, 2,122 square feet of office space and 3,022 square feet of mezzanine office space. In total, Building 1 would consist of 44,207 square feet of warehouse space, 3,490 square feet of office space and 5,976 square feet of mezzanine office space.

[6] Space Light Structure Design. *D & K Well Team LLC, Site Plan*. March 9, 2022.

- *Building 2*. Building 2 would consist of a single level and would consist of warehouse, office and mezzanine space Building 2 would contain Units 3 and 4 and would have a total floor area of 19,221 square feet. Unit 3 would have a total floor area of 10,361 square feet and would consist of 7,766 square feet of warehouse space, 1,144 square feet of office space and 1,322 square feet of mezzanine office space. Unit 4 would have a total floor area of 8,860 square feet and would consist of 6,453 square feet of warehouse space, 1,035 square feet of office space and 1,243 square feet of mezzanine office space. In total, Building 2 would consist of 14,219 square feet of warehouse space, 2,179 square feet of office space and 2,565 square feet of mezzanine office space.

- *Parking*. Parking would be provided on surface areas and would be located throughout the project site. Parking spaces would be located along the northern elevations of Buildings 1 and 2 and in two parking areas located to the west of Building 1 and in between Buildings 1 and 2, respectively. A total of 69 parking spaces would be provided. Of the total number of spaces that would be provided, 65 parking spaces would be standard parking spaces and four would be ADA accessible parking spaces. In addition, the project is required to provide a minimum of 3 electric charging stations

- *Site Access and Circulation*. Access to the project site would be provided through a single 26-foot-wide full-access driveway connection along Temple City Boulevard. The driveway entrance would be located near the northwestern corner of the project site and would extend the entire length of the northern property line towards the rear of the site. In addition, the 26-foot-wide driveway would serve as a fire lane with access to the parking areas to the west of Building 1 and in between Buildings 1 and 2, respectively.

- *Truck Loading Doors*. Building 1 would feature two full-size truck loading docks and four at-grade metal roll-up doors (one full-size truck loading dock and two at-grade metal roll-up doors per unit). Building 2 would feature one full-size truck loading dock and two at-grade metal roll-up doors (one full-size truck loading dock and one at-grade metal roll-up door for Unit 3, and one at-grade metal roll-up door for Unit 4).

  All of the truck doors would be located along the northern elevations of Buildings 1 and 2. Trucks would enter through the 26-foot-wide driveway near the northwestern corner of the project site and would continue through the 26-foot-wide driveway/fire lane to the truck door destination. Two, 26-foot-wide driveways/fire lanes would be located within the parking areas to the west of Building 1 and in between Buildings 1 and 2, respectively. Trucks would use the two driveways/fire lanes to maneuver for truck loading/unloading and to exit the project site.

- *Landscaping*. The proposed project would include 4,077 square feet of landscaping. The landscaping would be placed throughout the project site and would include various drought-tolerant tree and plant species.

The project is summarized in Table 2-1. The site plan is shown in Exhibit 2-5 and the building elevations are shown in Exhibits 2-6 through 2-8.

Table 2-1
Project Summary Table

Project Element	Description
Total Site Area	**2.89 acres (125,877 square feet) Prior to Street Dedication**
Total Floor Area	**63,428 square feet**
Building 1 Total Floor Area	**44,207 square feet**
Building 1 Warehouse Space	33,825 square feet
Building 1 Office Space	3,490 square feet
Building 1 Mezzanine Space	5,976 square feet
Building 1 Common Area	916 square feet
Building 1 Max Height	30 feet
Unit 1 Total Floor Area	**21,912 square feet**
Unit 1 Warehouse Space	16,730 square feet
Unit 1 Office Space	1,740 square feet
Unit 1 Mezzanine Office Space	2,984 square feet
Unit 1 Common Space	458 square feet
Unit 2 Total Floor Area	**22,295 square feet**
Unit 2 Warehouse Space	14,219 square feet
Unit 2 Office Space	2,179 square feet
Unit 2 Mezzanine Office Space	2,565 square feet
Unit 2 Common Space	458 Square Feet
Building 2 Total Floor Area	**19,221 square feet**
Building 2 Warehouse Space	14,219 square feet
Building 2 Office Space	2,179 square feet
Building 2 Mezzanine Space	2,565 square feet
Building 2 Common Area	258 Square Feet
Building 2 Max Height	30 feet
Unit 3 Total Floor Area	**10,361 square feet**
Unit 3 Warehouse Space	7,766 square feet
Unit 3 Office Space	1,144 square feet
Unit 3 Mezzanine Office Space	1,322 square feet
Unit 3 Common Space	129 Square Feet
Unit 4 Total Floor Area	**8,860 square feet**
Unit 4 Warehouse Space	6,453 square feet
Unit 4 Office Space	1,035 square feet
Unit 4 Mezzanine Office Space	1,243 square feet
Unit 4 Common Space	129 Square Feet
Parking	**69 parking spaces (65 standard, 4 ADA)**
Landscaping	**4,077 square feet**

Source: Space Light Structure Design. *D & K Well Team LLC, Site Plan*. March 9, 2022.

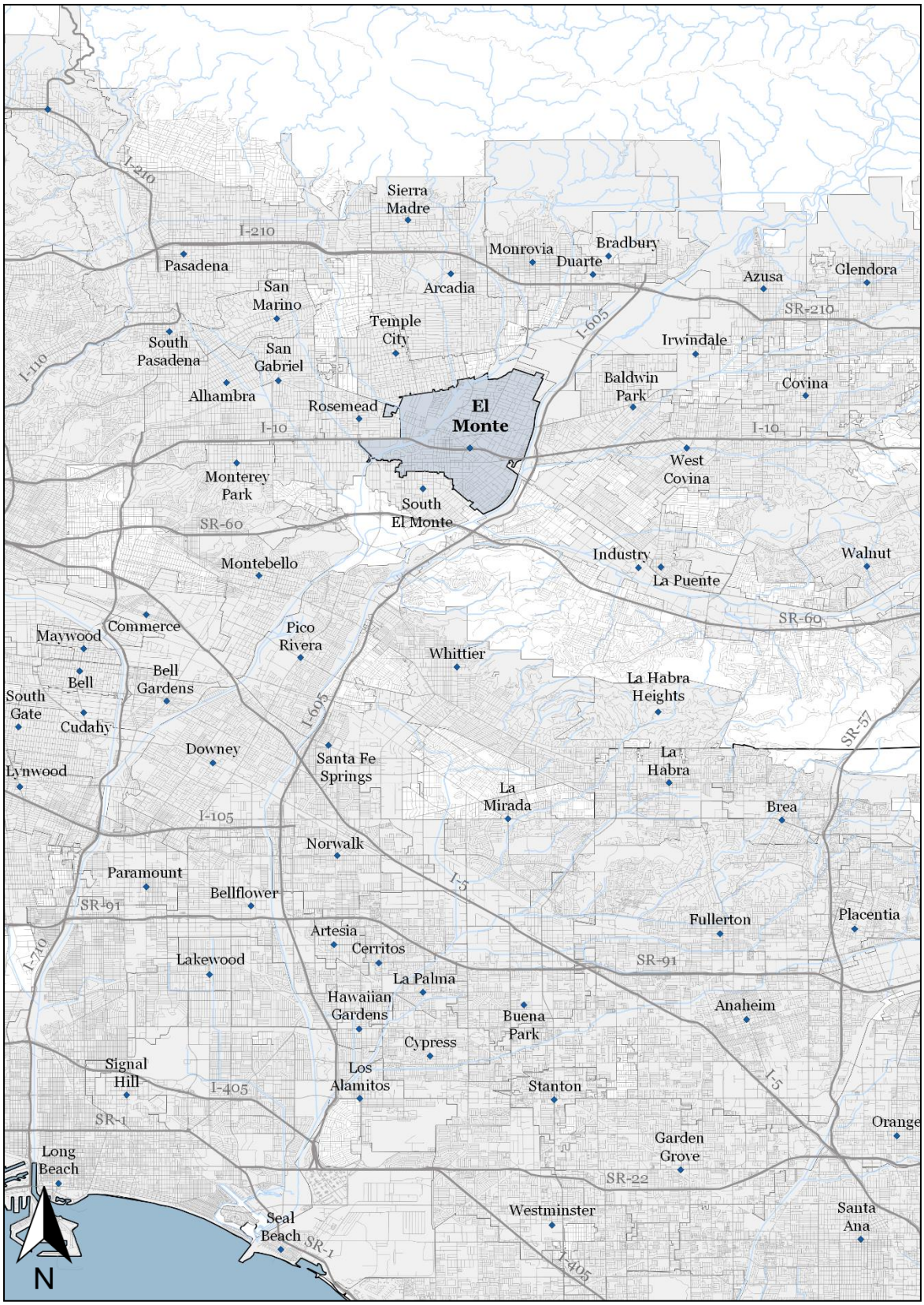

EXHIBIT 2-1
REGIONAL LOCATION MAP
SOURCE: QUANTUM GIS

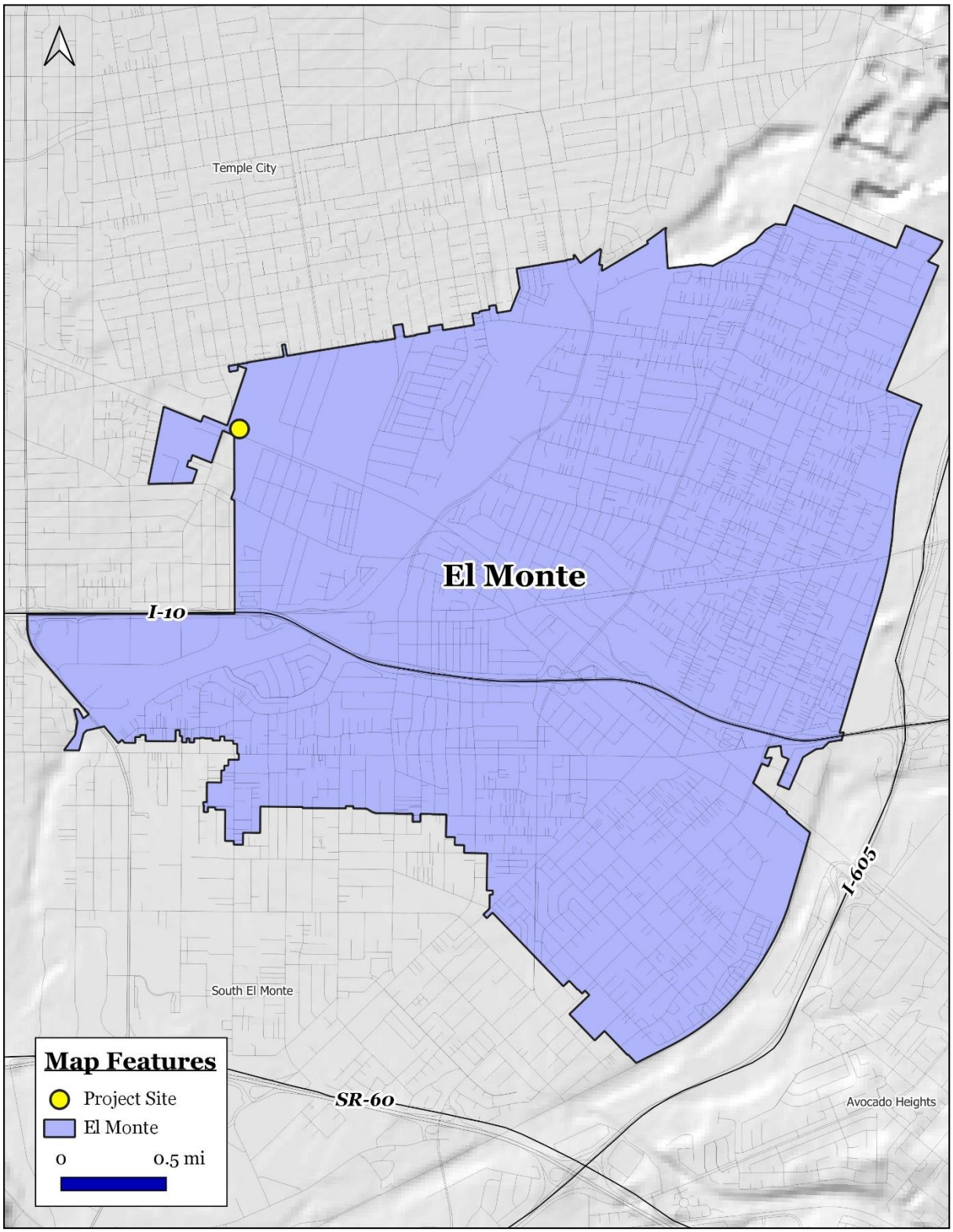

EXHIBIT 2-2
CITYWIDE MAP
SOURCE: QUANTUM GIS

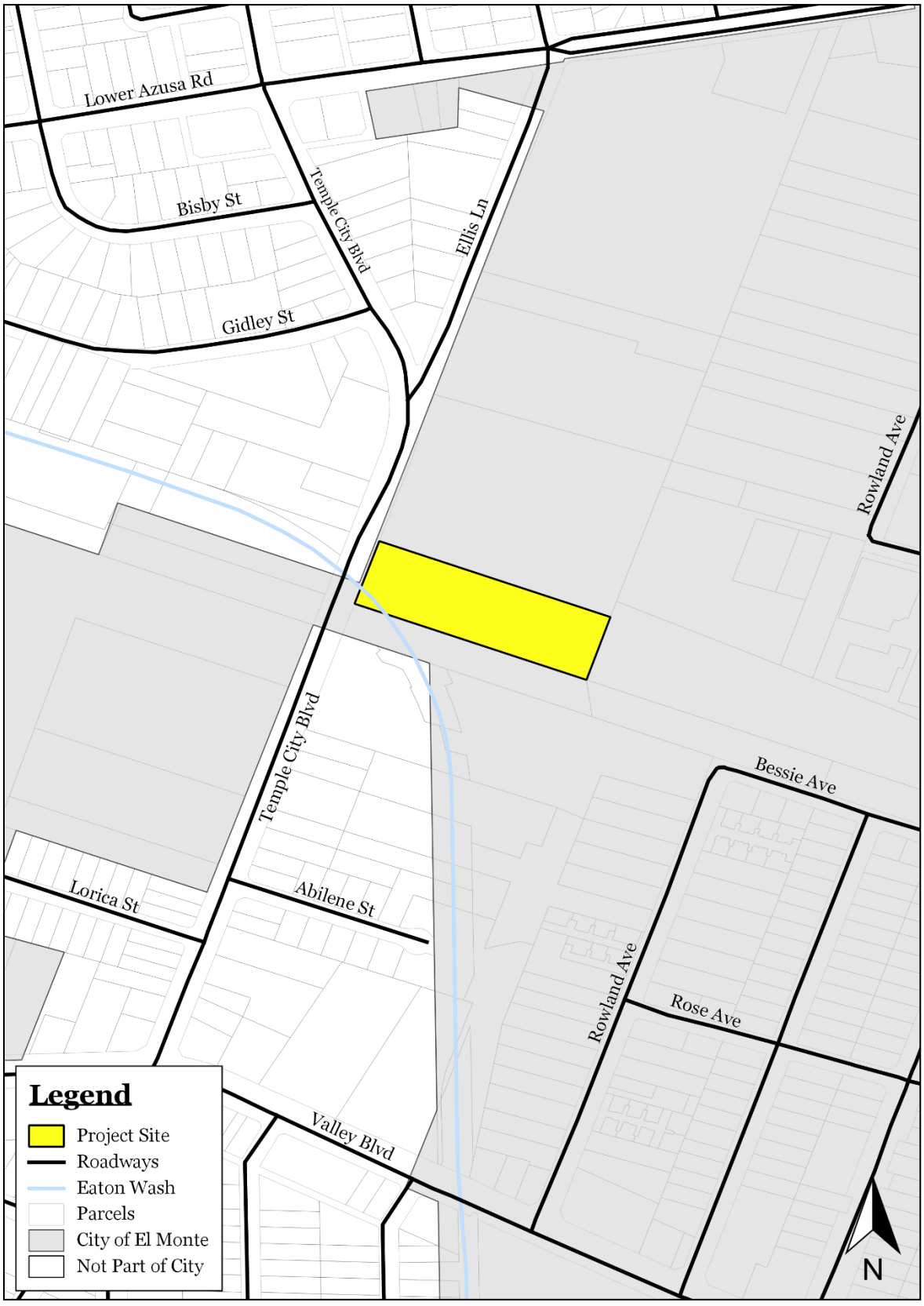

EXHIBIT 2-3
LOCAL MAP
SOURCE: QUANTUM GIS

EXHIBIT 2-4
AERIAL MAP
SOURCE: QUANTUM GIS

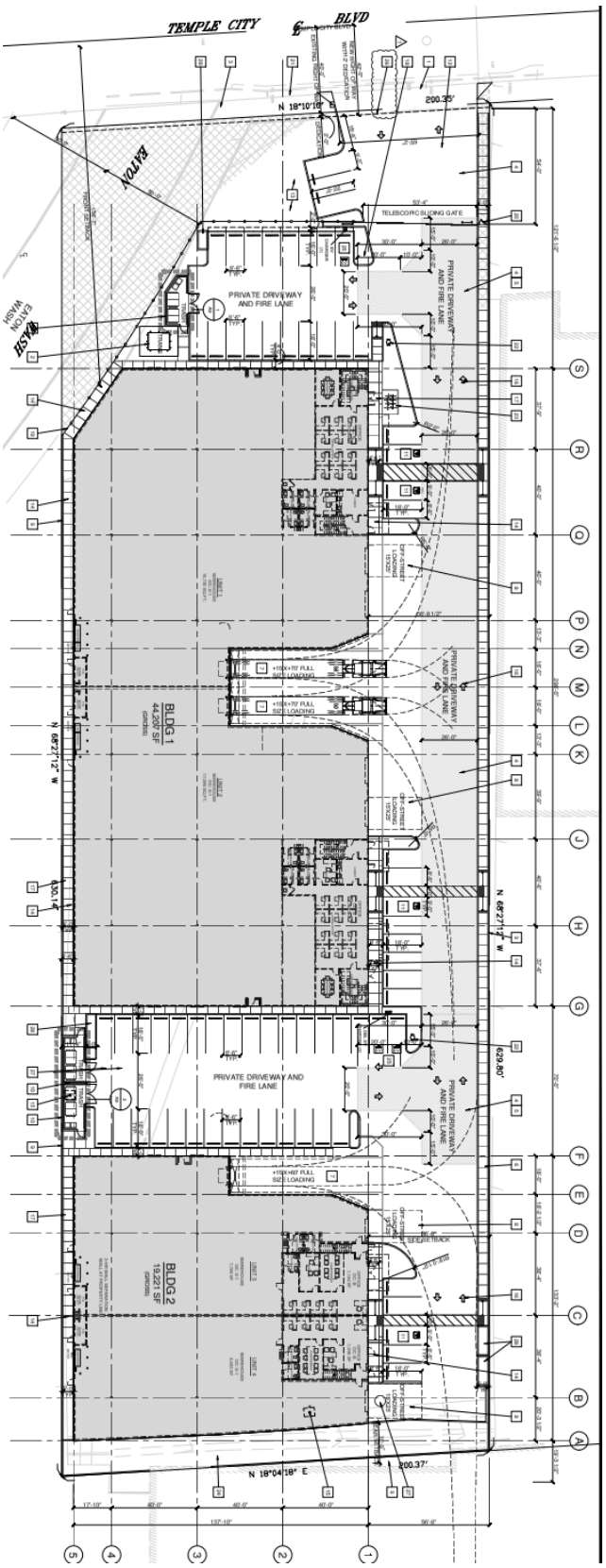

EXHIBIT 2-5
SITE PLAN
SOURCE: SPACE LIGHT STRUCTURE DESIGN

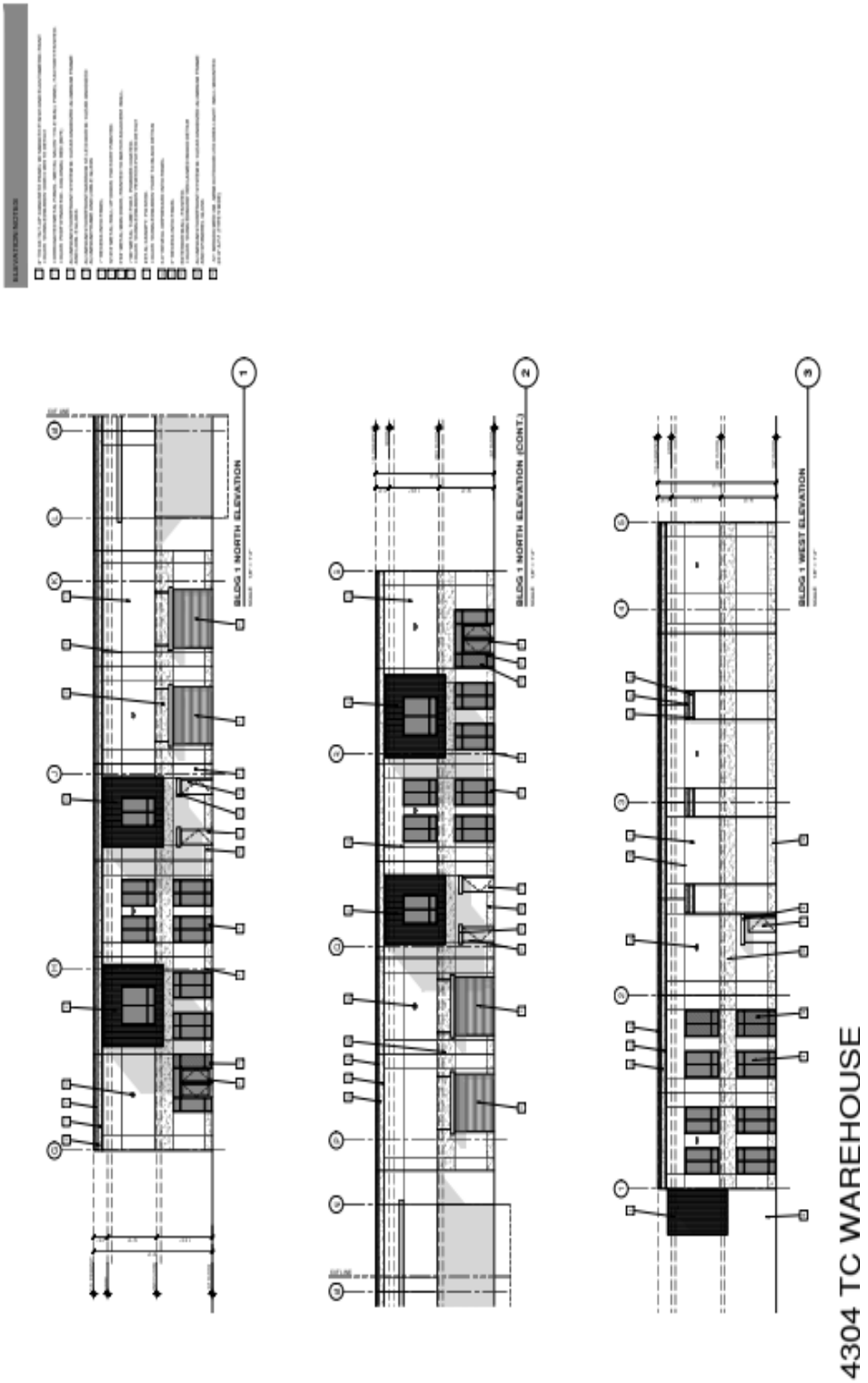

EXHIBIT 2-6
BUILDING 1 ELEVATIONS, NORTH AND WEST
SOURCE: SPACE LIGHT STRUCTURE DESIGN

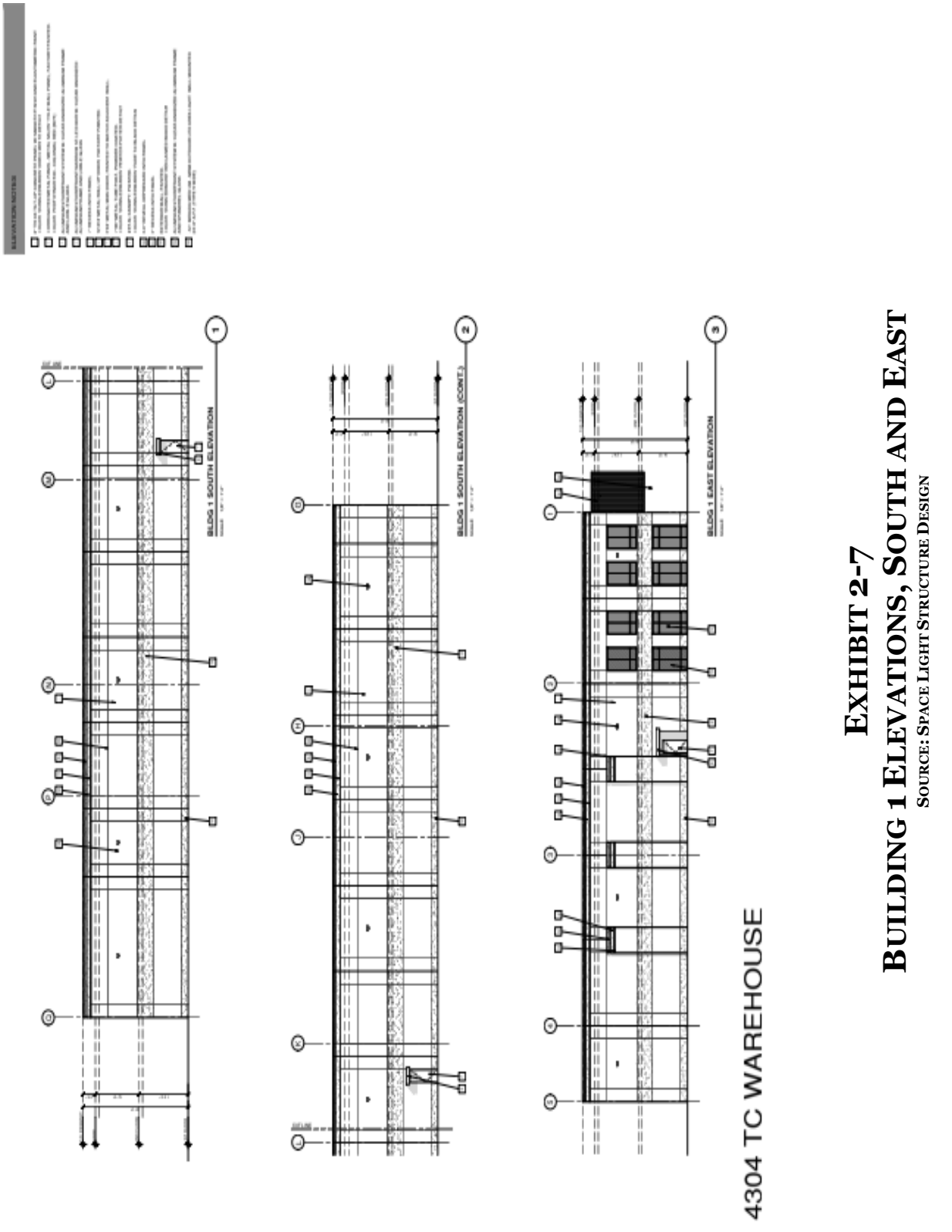

EXHIBIT 2-7
BUILDING 1 ELEVATIONS, SOUTH AND EAST
SOURCE: SPACE LIGHT STRUCTURE DESIGN

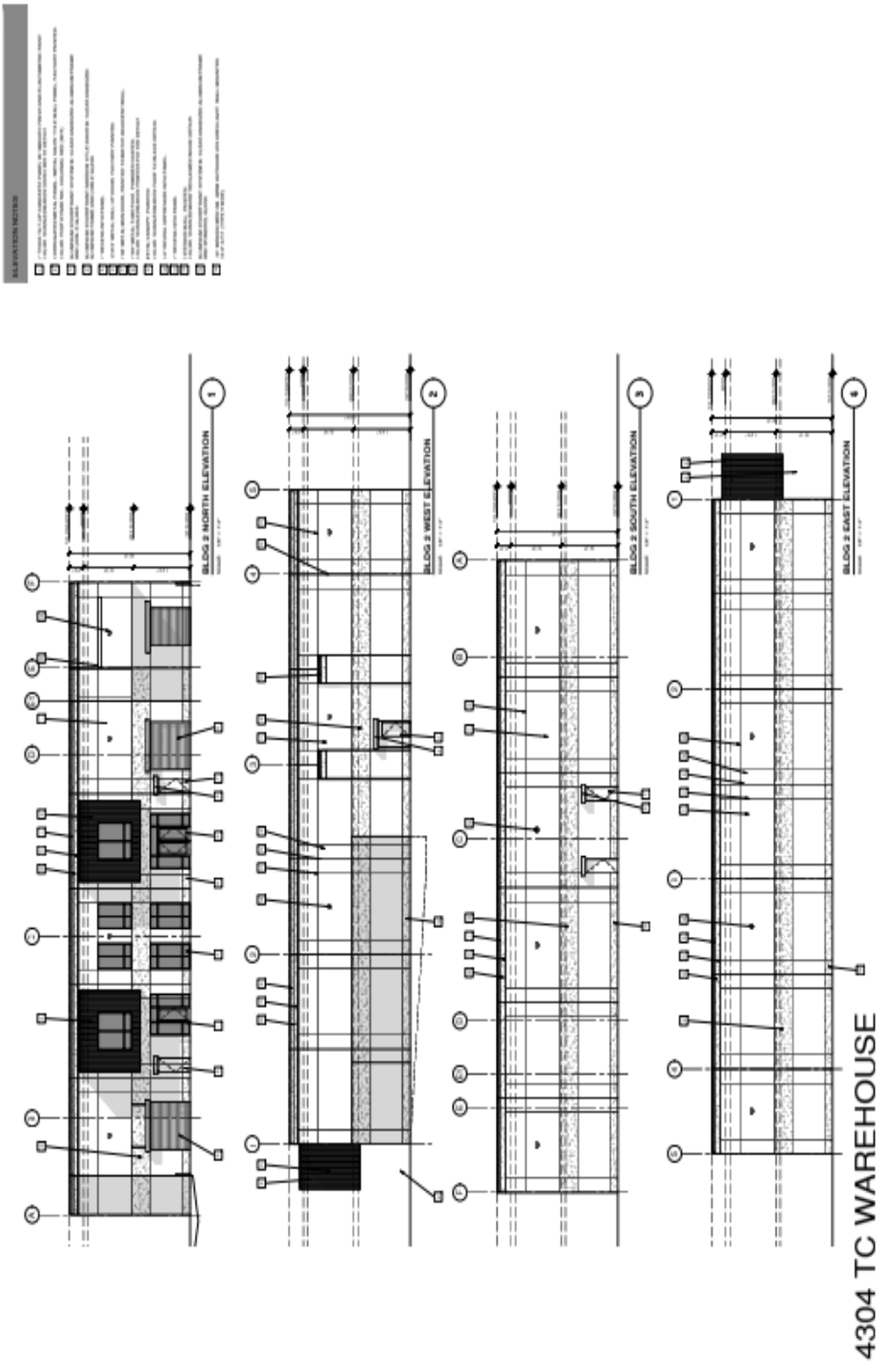

EXHIBIT 2-8
BUILDING 2 ELEVATIONS
SOURCE: SPACE LIGHT STRUCTURE DESIGN

2.4.2 CONSTRUCTION CHARACTERISTICS

The construction for the proposed project would take approximately nine months to complete. The key construction phases are outlined below:

- *Demolition*. The foundation and other existing on-site improvements would need to be demolished in order to accommodate the proposed project. This phase would take approximately one month to complete.
- *Site Preparation*. The project site will be readied for the construction of the proposed project. This phase would take approximately one month to complete.
- *Grading*. This phase would involve the grading of the site. The buildings' footings, utility lines, and other underground infrastructure would be placed during this phase. This phase would take approximately one month to complete.
- *Construction*. The new industrial warehouse buildings would be constructed during this phase. This phase would take approximately four months to complete.
- *Paving*. The project site will be paved during this phase. This phase would take approximately one month to complete.
- *Landscaping and Finishing*. This phase would involve the planting of landscaping, painting of the new buildings, and the completion of other on-site improvements. This phase would last approximately one month.

2.5 DISCRETIONARY ACTIONS

A Discretionary Action is an action taken by a government agency (for this project, the government agency is the City of El Monte) that calls for an exercise of judgment in deciding whether to approve a project. The following discretionary approvals are required:

- *Design Review (DR 05-19)* to review the design of a new multi-tenant industrial warehouse development;
- *Tentative Tract Map (TTM 082738)* to allow for the subdivision of the project site for the ownership of the individual units and a shared driveway/common lot and,
- Approval of the Mitigated Negative Declaration (MND) and Mitigation Monitoring and Reporting Program (MMRP).

Other permits required for the proposed project would include, but may not be limited to, building permits and permits for new utility connections.

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SECTION 3 ENVIRONMENTAL ANALYSIS

This section of the Initial Study analyzes the potential environmental impacts that may result from the proposed project's implementation. The issue areas evaluated in this Initial Study include the following:

Aesthetics (Section 3.1);
Agricultural &Forestry Resources (Section 3.2);
Air Quality (Section 3.3);
Biological Resources (Section 3.4);
Cultural Resources (Section 3.5);
Energy (Section 3.6)
Geology & Soils (Section 3.6);
Greenhouse Gas Emissions; (Section 3.8);
Hazards & Hazardous Materials (Section 3.9);
Hydrology & Water Quality (Section 3.10);
Land Use & Planning (Section 3.11);
Mineral Resources (Section 3.12);
Noise (Section 3.13);
Population & Housing (Section 3.14);
Public Services (Section 3.15);
Recreation (Section 3.16);
Transportation (Section 3.17);
Tribal Cultural Resources (Section 3.18);
Utilities and Service Systems (Section 3.19);
Wildfire (Section 3.20); and,
Mandatory Findings of Significance (Section 3.21).

The environmental analysis included in this section reflects the Initial Study Checklist format used by the City of El Monte in its environmental review process (refer to Section 1.3 herein). Under each issue area, an analysis of impacts is provided in the form of questions and answers. The analysis then provides a response to the individual questions. For the evaluation of potential impacts, questions are stated and an answer is provided according to the analysis undertaken as part of this Initial Study's preparation. To each question, there are four possible responses:

- *No Impact*. The proposed project *will not* have any measurable environmental impact on the environment.

- *Less Than Significant Impact*. The proposed project *may have* the potential for affecting the environment, although these impacts will be below levels or thresholds that the City of El Monte or other responsible agencies consider to be significant.

- *Less Than Significant Impact with Mitigation*. The proposed project *may have* the potential to generate impacts that will have a significant impact on the environment. However, the level of impact may be reduced to levels that are less than significant with the implementation of mitigation measures.

- *Potentially Significant Impact*. The proposed project may result in environmental impacts that are significant.

This Initial Study will assist the City of El Monte in making a determination as to whether there is a potential for significant adverse impacts on the environment associated with the implementation of the proposed project.

3.1 AESTHETICS

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Except as provided in Public Resources Code Section 21099, would the project have a substantial adverse effect on a scenic vista?				✖
B. Except as provided in Public Resources Code Section 21099, would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				✖
C. Except as provided in Public Resources Code Section 21099, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?				✖
D. Except as provided in Public Resources Code Section 21099, would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			✖	

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Except as provided in Public Resources Code Section 21099, would the project have a substantial adverse effect on a scenic vista? ● No Impact.*

The proposed project involves the construction and operation of two new industrial warehouse buildings. The dominant physiographic features in the area that are considered to be viewsheds include the Puente Hills, located approximately three miles to the south of the I-10 Freeway, and the San Gabriel Mountains, located approximately six miles to the north of the I-10 Freeway.[7] The Eaton Wash, which traverses the southwestern portion of the site is fully channelized and is used as a flood control channel. The proposed project site is located in the midst of urban development and there are no protected views along Temple City Boulevard or in the vicinity of the project site.

Views of the San Gabriel Mountains and the Puente Hills are currently partially and intermittently obscured by existing development along both sides of Temple City Boulevard. The nearest uses that would be sensitive to a loss of views (i.e., residential uses) are located in between 600 and 700 feet to the north, west and south of the project site. The two new industrial warehouse buildings would have a maximum height of 30 feet and would be comparable in height to the surrounding industrial and commercial buildings. The size and massing of the new structures would not be great enough to obstruct scenic views beyond the current level of obstruction of these views. As a result, no impacts will occur.

[7] Blodgett Baylosis Environmental Planning. *Site Survey*. Survey was completed on January 15, 2020.

B. *Except as provided in Public Resources Code Section 21099, would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? ● No Impact.*

According to the California Department of Transportation (Caltrans), none of the surrounding roadways are designated scenic highways.[8] The project site is currently paved over in concrete and asphalt and is used as a parking area for commercial vehicles which would be discontinued when construction activities commence. There are neither rock outcroppings nor historic buildings located within the project site.[9] The construction of the proposed project would not result in any impact on any protected trees or Heritage trees. A single unmaintained palm tree is located in the site's northeastern corner. The existing parkway trees would not be impacted by the proposed project's construction. Any necessary tree removal or modification will be required to adhere to the regulations listed within Chapter 14.03 of the El Monte Municipal Code (Tree Protection and Preservation). These impacts are discussed further in Section 3.4, Biological Resources, as a result, no impacts on scenic resources will result from the proposed project.

C. *Except as provided in Public Resources Code Section 21099, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? ● No Impact.*

The project site is currently paved over in deteriorating concrete and asphalt and is used as a parking area for commercial vehicles. Access to the project site is currently controlled by block walls and chain link fencing. Once constructed, the proposed project would improve the visual appearance of the project site and the surrounding areas because the two new buildings would feature modern architecture and extensive landscaping which currently does not exist on-site. As a result, no impacts are expected to result.

D. *Except as provided in Public Resources Code Section 21099, would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? ● Less than Significant Impact.*

Exterior lighting can be a nuisance to adjacent land uses that are sensitive to this lighting. This nuisance lighting is referred to as *light trespass* which is typically defined as the presence of unwanted light on properties located adjacent to the source of lighting. Glare is related to light trespass and is defined as visual discomfort resulting from high contrast in brightness levels. Glare-related impacts can adversely affect day or nighttime views. As with lighting trespass, glare is of most concern if it would adversely affect sensitive land uses or driver's vision. The exterior façade would consist of non-reflective materials, such as concrete. Furthermore, the nearest uses that would be sensitive to a loss of views (i.e., residential uses) are located in between 600 and 700 feet to the north, west and south of the project site. As a result, no light or glare-related impacts are anticipated.

Nighttime glare and illumination has the potential to result in potentially significant impacts to sensitive receptors. Many sources of light contribute to the ambient nighttime lighting conditions. These sources of nighttime light include street lights, security lighting, wall packs and vehicular headlights. The proposed

[8] California Department of Transportation. *Official Designated Scenic Highways*. www.dot.ca.gov.

[9] California Office of Historic Preservation. *California Historical Resources*. http://ohp.parks.ca.gov/ListedResourcesSecondary Source: Blodgett Baylosis Environmental Planning. *Site Survey*. Survey was completed on January 15, 2020.

project would not introduce nighttime lighting that could potentially impact nearby sensitive receptors. The project site is located within a predominantly industrial area and the nearest uses that would be sensitive to a loss of views (i.e. residential uses) are located in between 600 and 700 feet to the north, west and south of the project site. These residential uses would not be exposed to spillover lighting during the evening hours because there is no line-of-sight between the project site and the aforementioned residential uses. As a result, less than significant impacts will result upon the implementation of the proposed project.

MITIGATION MEASURES

The analysis of aesthetics indicated that less than significant impacts on these resources would occur as part of the proposed project's implementation. As a result, no mitigation is required.

3.2 AGRICULTURE & FORESTRY RESOURCES

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				✖
B. Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?				✖
C. Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				✖
D. Would the project result in the loss of forest land or conversion of forest land to non-forest use?				✖
E. Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				✖

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? ● No Impact.*

No agricultural activities are located within the project site and the City of El Monte General Plan does not provide for any agricultural land uses.[10] In addition, no agricultural zones exist within the City's zoning code nor do any other zoning designations in the City's zoning code permit agricultural uses. The project site is located within an area zoned for industrial development. The project site is zoned *M-2 (General Manufacturing)* and has a General Plan land use designation of *Industrial/Business Park*. As a result, no conversion of farmland soils would result from the proposed project's implementation and no impacts will occur.

B. *Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract? ● No Impact.*

As indicated previously, the project site and the adjacent properties are not being used for agricultural purposes. The City's applicable General Plan and Zoning land use designations do not permit farming or agricultural land uses. According to the State Department of Conservation, Division of Land Resource

[10] City of El Monte. *El Monte General Plan Land Use Element*.

Protection, the project site is not subject to a Williamson Act Contract.[11] As a result, no impacts on existing or future Williamson Act Contracts would occur.

C. *Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? ● No Impact.*

According to the California Public Resources Code, "forest land" is land that can support 10% native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits. "Timberland" is defined as land, other than land owned by the federal government and land designated by the board as experimental forest land, which is available for, and capable of, growing a crop of trees of a commercial species used to produce lumber and other forest products, including Christmas trees. "Timberland production zone" or "TPZ" means an area which has been zoned and is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses.[12]The City of El Monte and the project site are located in the midst of a larger urban area and no forest lands are located within the City. The City of El Monte General Plan and the El Monte Zoning Code do not provide for any forest land preservation. As a result, no impacts on forest land or timber resources will result upon the proposed project's implementation.

D. *Would the project result in the loss of forest land or conversion of forest land to non-forest use? ● No Impact.*

No forest lands are found within the City of El Monte nor does the City of El Monte General Plan or zoning code provide for any forest land protection. As indicated previously, the project site is located in the midst of a larger urban area and no forest lands are located within the City. As a result, no impacts will occur with the adoption of the proposed project.

E. *Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? ● No Impact.*

No farmland or forest lands are located in the City or within the project site. As a result, the proposed project will not involve the conversion of any existing farmland or forest area to urban uses and, as a result, no impacts will occur.

MITIGATION MEASURES

The analysis of agricultural and forestry resources indicated that no significant adverse impacts on these resources would occur as part of the proposed project and no mitigation is required.

[11] California Department of Conservation. *State of California Williamson Act Contract Land*. ftp://ftp.consrv.ca.gov.

[12] California Public Resources Code. Sections 12220(g), 4526 and 51104(g).

3.3 AIR QUALITY

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project conflict with or obstruct implementation of the applicable air quality plan?				✖
B. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			✖	
C. Would the project expose sensitive receptors to substantial pollutant concentrations?			✖	
D. Would the project result in other emissions (such as those leading to odors adversely affecting a substantial number of people?			✖	

Air quality impacts may occur during the construction or operation phase of a project, and may come from stationary (e.g., industrial processes, generators), mobile (e.g., automobiles, trucks), or area (e.g., water heaters) sources. The South Coast Air Quality Management District (SCAQMD) is the main regulatory authority in the region (the South Coast Air Basin, which includes the City of El Monte) with regard to air quality issues. In April 1993, the SCAQMD adopted a CEQA Air Quality Handbook that provides guidance for the CEQA analysis of potential air quality impacts of new projects.

The SCAQMD has established quantitative thresholds for short-term (construction) emissions and long-term (operational) emissions for the following criteria pollutants:

- *Ozone* (O_3) is a nearly colorless gas that irritates the lungs, damages materials, and vegetation. Ozone is formed by photochemical reaction (when nitrogen dioxide is broken down by sunlight).

- *Carbon monoxide* (CO) is a colorless, odorless toxic gas that interferes with the transfer of oxygen to the brain and is produced by the incomplete combustion of carbon-containing fuels emitted as vehicle exhaust.

- *Nitrogen dioxide* (NO_x) is a yellowish-brown gas, which at high levels can cause breathing difficulties. NO_x is formed when nitric oxide (a pollutant from burning processes) combines with oxygen.

- *Sulfur dioxide* (SO_2) is a colorless, pungent gas formed primarily by the combustion of sulfur-containing fossil fuels. Health effects include acute respiratory symptoms and difficulty in breathing for children.

- *PM_{10} and $PM_{2.5}$* refers to particulate matter less than ten microns and two and one-half microns in diameter, respectively. Particulates of this size cause a greater health risk than larger-sized particles since fine particles can more easily cause irritation.

Projects in the South Coast Air Basin (Basin) generating construction-related emissions that exceed any of the following emissions thresholds are considered to be significant under CEQA:

- 75 pounds per day of reactive organic compounds;
- 100 pounds per day of nitrogen dioxide;
- 550 pounds per day of carbon monoxide;
- 150 pounds per day of PM_{10};
- 55 pounds per day of $PM_{2.5}$; or,
- 150 pounds per day of sulfur oxides.

A project would have a significant effect on air quality if any of the following operational emissions thresholds for criteria pollutants are exceeded:

- 55 pounds per day of reactive organic compounds;
- 55 pounds per day of nitrogen dioxide;
- 550 pounds per day of carbon monoxide;
- 150 pounds per day of PM_{10};
- 55 pounds per day of $PM_{2.5}$; or,
- 150 pounds per day of sulfur oxides.

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project conflict with or obstruct implementation of the applicable air quality plan? ● No Impact.*

The proposed project involves the construction and operation of two new industrial warehouse buildings. The City is located within the South Coast Air Basin (Basin), which covers a 6,600 square-mile area within all of Orange County, the non-desert portions of Los Angeles County, Riverside County, and San Bernardino County. Measures to improve regional air quality are outlined in the SCAQMD's Air Quality Management Plan (AQMP). The most recent 2016 AQMP was adopted in March 2017 and was jointly prepared with the California Air Resources Board (CARB) and the Southern California Association of Governments (SCAG).[13]

The AQMP will help the SCAQMD maintain focus on the air quality impacts of major projects associated with goods movement, land use, energy efficiency, and other key areas of growth. Key elements of the 2016 AQMP include enhancements to existing programs to meet the 24-hour $PM_{2.5}$ federal health standard and a proposed plan of action to reduce ground-level ozone. The primary criteria pollutants that remain non-attainment in the local area include $PM_{2.5}$ and ozone. Specific criteria for determining a project's conformity

[13] South Coast Air Quality Management District. *Final 2016 Air Quality Plan*. Adopted March 2017.

with the AQMP is defined in Section 12.3 of the SCAQMD's CEQA Air Quality Handbook. The Air Quality Handbook refers to the following criteria as a means to determine a project's conformity with the AQMP:[14]

- *Consistency Criteria 1* refers to a proposed project's potential for resulting in an increase in the frequency or severity of an existing air quality violation or its potential for contributing to the continuation of an existing air quality violation.

- *Consistency Criteria 2* refers to a proposed project's potential for exceeding the assumptions included in the AQMP or other regional growth projections relevant to the AQMP's implementation.

In terms of Criteria 1, the long-term (operational) airborne emissions associated with the operation of the proposed project will be below levels that the SCAQMD considers to be a significant impact (refer to the analysis included in the next section where the long-term stationary and mobile emissions for the proposed project are summarized in Table 3-3). The proposed project will also conform to Consistency Criteria 2 since it will not affect any regional population, housing, and employment projections prepared for the City because the project will not directly result in an increase in population or a need for housing.

The City's General Plan includes Air Quality sections within the Public Health and Safety Element, and the Health and Wellness Element. In these sections, the following policies related to air quality are identified:[15]

- *Goal PHS-3 (Public Health and Safety):* Clean and healthful air through the implementation of responsive land use practices, enhancement to the natural landscape, pollution reduction strategies, and cooperation with regional agencies.
    - *PHS-3.1, Land Use:* As a condition for siting or expanding operations in El Monte, require air pollution emitters to evaluate and fully mitigate the impacts of their operations on schools, homes, medical facilities, child care centers, and other sensitive receptors.
    - *PHS-3.2, Sensitive Receptors:* Utilize CARB recommendations to evaluate the siting of dry cleaners, chrome platers, large gas stations, freeways, and other high pollutant sources near residences, health care facilities, schools, and other sensitive land uses.
    - *PHS-3.3, Community Forest:* As prescribed in the Parks and Recreation Element, enhance the City's community forest by planting trees along all roadways as a means to help filter air pollutants, clean the air, and provide other health benefits to the community.
    - *PHS-3.4, Transportation:* Encourage alternative modes of travel to work and school by maximizing transit service, purchasing alternative fuel vehicles, completing all sidewalks, and creating a network of multiuse trails and bicycle paths.
    - *PHS-3.6, Health Risk Assessment:* Require that projects for new industries or expansion of industries that produce air pollutants conduct a health risk assessment and establish appropriate mitigation prior to approval of new construction, rehabilitation, or expansion permits.

[14] South Coast Air Quality Management District. *CEQA Air Quality Handbook*. April 1993.

[15] City of El Monte. *Vision El Monte General Plan*. June 2011.

- *Goal HW-12 (Health and Wellness):* Land use patterns reduce driving, enhance air quality, and improve respiratory health.
  - *HW-12.1, Walking, Cycling, and Transit Use:* Promote land use patterns that reduce driving rates and promote walking, cycling and transit use.
  - *HW-12.2, Truck Routes:* Discourage locating truck routes on primarily residential streets.
  - *HW-12.5, Air Pollution Mitigation:* Use landscaping, ventilation systems, double paned windows, or other mitigation measures to achieve healthy indoor air quality and noise levels in sensitive land uses.
  - *HW-12.8, Air Quality Policies:* Support policies that reduce emissions of pollutants from stationary and mobile sources such as industrial facilities, motor vehicles and trains.

The proposed project will not prohibit or preclude the policies outlined above relating to air quality and greenhouse gas emissions. Based on the findings made above, no violation of an air quality plan will occur.

B. *Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard? ● Less than Significant Impact.*

The project site and the entire City are located in a non-attainment area for ozone and particulates; therefore, the construction of the proposed project will be required to comply with the requirements of SCAQMD Rule 403, Fugitive Dust, which requires the implementation of Best Available Control Measures (BACM) for all fugitive dust sources, and the 2016 AQMP, which identifies BACMs and Best Available Control Technologies (BACT) for area sources and point sources, respectively. According to SCAQMD Rule 403, Fugitive Dust, all unpaved demolition and construction areas shall be regularly watered down to three times per day during excavation, grading, and construction as required (depending on temperature, soil moisture, wind, etc.). Watering could reduce fugitive dust by as much as 55 percent. Rule 403 also requires that temporary dust covers be used on any piles of excavated or imported earth to reduce wind-blown dust. In addition, all clearing, earthmoving, or excavation activities must be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of fugitive dust. Finally, the contractors must comply with other SCAQMD regulations governing equipment idling and emissions controls. The aforementioned SCAQMD regulations are standard conditions required for every construction project undertaken in the City as well as in the cities and counties governed by the SCAQMD.

The project construction would occur over a nine-month period. The assumptions regarding the length of construction followed the construction characteristics identified in Section 2.4.2. The analysis of construction and operational emissions was prepared utilizing the California Emissions Estimator Model (CalEEMod V.2016.3.2). As shown in Table 3-1, daily construction emissions are not anticipated to exceed the SCAQMD significance thresholds.

Table 3-1
Estimated Daily Construction Emissions

Construction Phase	ROG	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Demolition (on-site)	1.69	16.62	13.96	0.02	0.84	0.69
Demolition (off-site)	0.04	0.03	0.49	--	0.15	0.04
Total Demolition Phase	**1.73**	**16.65**	**14.45**	**0.02**	**0.99**	**0.82**
Site Preparation (on-site)	1.31	14.63	7.09	0.02	6.89	3.58
Site Preparation (off-site)	0.03	0.02	0.30	--	0.09	0.02
Total Site Preparation	**1.34**	**14.65**	**7.39**	**0.02**	**6.98**	**3.60**
Grading (on-site)	1.54	16.98	9.22	0.02	7.82	4.11
Grading (off-site)	0.03	0.02	0.38	--	0.11	0.03
Total Grading	**1.57**	**17.00**	**9.60**	**0.02**	**7.93**	**4.14**
Building Construction (on-site)	1.65	12.50	12.73	0.02	0.59	0.57
Building Construction (off-site)	0.11	0.54	1.18	--	0.37	0.10
Total Building Construction	**1.76**	**13.04**	**13.91**	**0.02**	**0.96**	**0.67**
Paving (on-site)	0.69	6.77	8.81	0.01	0.35	0.32
Paving (off-site)	0.04	0.03	0.49	--	0.15	0.04
Total Paving	**0.73**	**6.80**	**9.30**	**0.01**	**0.50**	**0.36**
Architectural Coatings (on-site)	59.49	1.41	1.81	--	0.08	0.08
Architectural Coatings (off-site)	0.02	0.01	0.19	--	0.06	0.01
Total Architectural Coatings	**59.51**	**1.42**	**2.00**	**--**	**0.14**	**0.09**
Maximum Daily Emissions	**59.51**	**17.01**	**14.45**	**0.03**	**7.94**	**4.14**
Daily Thresholds	**75**	**100**	**550**	**150**	**150**	**55**

Source: CalEEMod V.2020.4.0
Note: Numbers may be slightly off due to rounding.

The estimated daily construction emissions (shown in Table 3-2) assume compliance with the following applicable SCAQMD rules and regulations for the control of fugitive dust and architectural coating emissions:

- Excessive fugitive dust emissions shall be controlled by regular watering or other dust preventive measures using the applicable procedures outlined in the SCAQMD's Rules and Regulations.

- Ozone precursor emissions from construction equipment vehicles shall be controlled by maintaining equipment engines in good condition and in proper tune.

- All trucks associated with construction activities shall comply with State Vehicle Code Section 23114, with special attention to Sections 23114(b)(F), (e)(2) and (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads.

- The project shall comply with SCAQMD Rule 402 that limits the generation of airborne pollutants that would cause injury, detriment, or result in a nuisance.

Long-term emissions refer to those air quality impacts that will occur once the development is operational and that will continue over the operational life of the project. The analysis of long-term operational impacts also used the CalEEMod V.2020.4.0 computer model. Table 3-2 depicts the estimated operational emissions generated by the proposed project.

Table 3-2
Estimated Operational (Long-Term) Emissions in lbs/day

Emission Source	ROG	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Area-wide (lbs/day)	1.43	--	--	--	--	--
Energy (lbs/day)	0.03	0.31	0.26	--	0.02	0.02
Mobile (lbs/day)	1.43	1.68	16.07	0.04	3.86	1.04
Total (lbs/day)	**2.89**	**1.99**	**16.33**	**0.04**	**3.88**	**1.06**
Daily Thresholds	**55**	**55**	**550**	**150**	**150**	**55**

Source: CalEEMod V.2020.4.0

As indicated in Table 3-2, the projected long-term emissions are below thresholds considered to represent a significant adverse impact. Therefore, the proposed project will not contribute to an existing air quality violation. With the implementation of the standard construction related SCAQMD rules and regulations, the impacts will be less than significant.

C. *Would the project expose sensitive receptors to substantial pollutant concentrations? ● Less than Significant Impact.*

Sensitive receptors refer to land uses and/or activities that are especially sensitive to poor air quality and typically include residences, board and care facilities, schools, playgrounds, hospitals, parks, childcare centers, and outdoor athletic facilities, and other facilities where children or the elderly may congregate.[16] These population groups are generally more sensitive to poor air quality. The nearest sensitive receptors to the project site include residential uses located in between 600 and 700 feet to the north, west and south of the project site. These nearby sensitive receptors are shown in Exhibit 3-1.

The SCAQMD requires that CEQA air quality analyses indicate whether a proposed project will result in an exceedance of *localized emissions thresholds* or LSTs. LSTs only apply to short-term (construction) emissions at a fixed location and do not include off-site or area-wide emissions. The pollutants that are the focus of the LST analysis include the conversion of NO_x to NO_2; carbon monoxide (CO) emissions from construction; PM_{10} emissions from construction; and $PM_{2.5}$ emissions from construction. The use of the "look-up tables" is permitted since each of the construction phases that include grading, site preparation, and building erection will involve the disturbance of less than five acres of land area on any given day. For purposes of the LST analysis, the receptor distance used was 200 meters since the nearest

[16] South Coast Air Quality Management District. *CEQA Air Quality Handbook, Appendix 9*. As amended 2017.

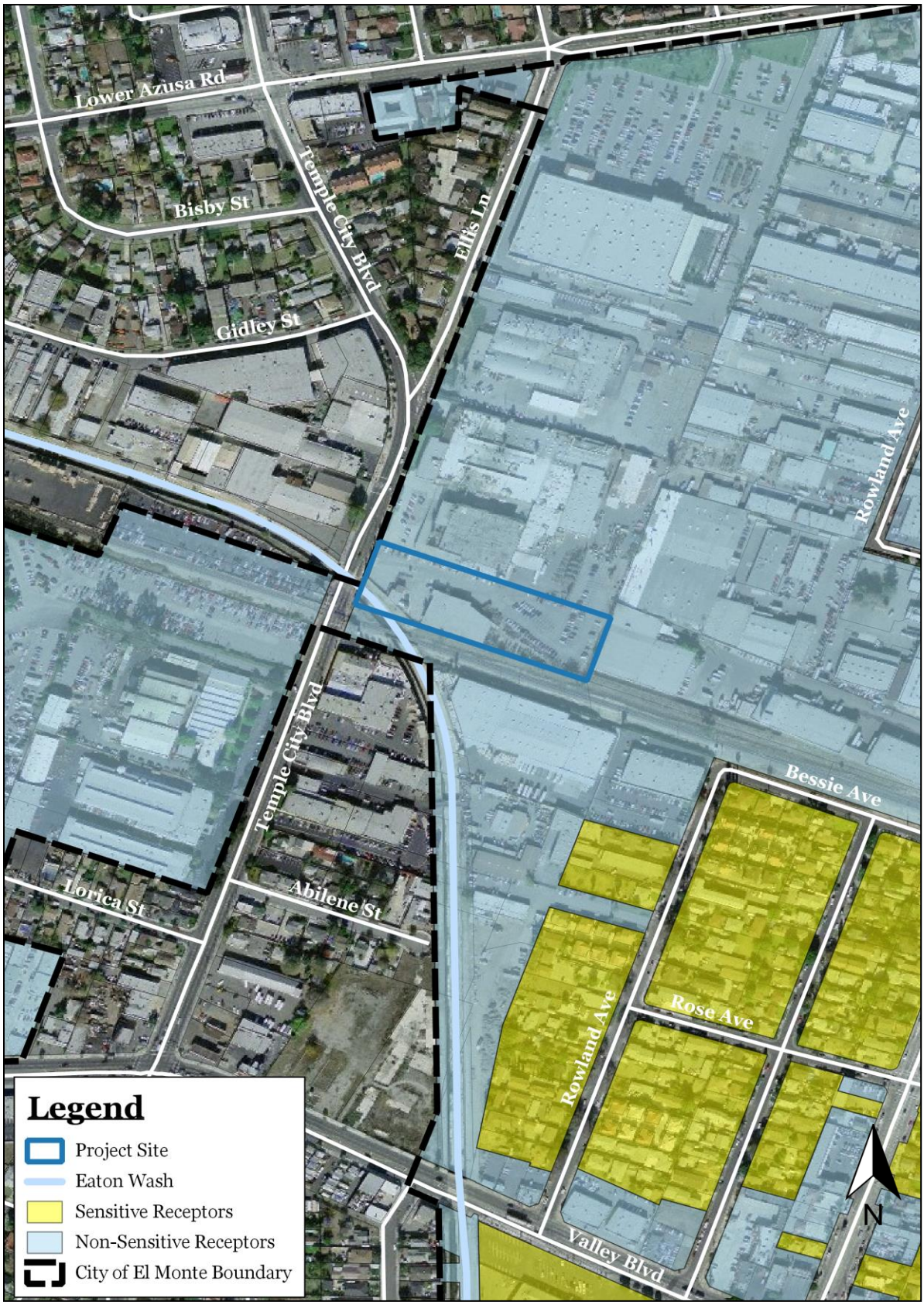

EXHIBIT 3-1
SENSITIVE RECEPTORS MAP
SOURCE: QGIS AND GOOGLE MAPS

sensitive receptors (homes within an existing residential neighborhood) are located approximately 600 feet (182 meters) north of the project site.

Table 3-3
Local Significance Thresholds Exceedance SRA 11

Emissions	Project Emissions (lbs/day)	Type	Allowable Emissions Threshold (lbs/day) and a Specified Distance from Receptor (in meters)				
			25	50	100	**200**	500
NO_x	17.01	Construction	121	118	126	147	206
CO	14.45	Construction	1,031	1,143	1,554	2,660	7,530
PM_{10}	7.94	Construction	7	22	37	68	162
$PM_{2.5}$	4.14	Construction	5	8	12	24	89

Source: CalEEMod V.2020.4.0.

As indicated in Table 3-3, the proposed project will not exceed any LSTs based on the information included in the Mass Rate LST Look-up Tables provided by the SCAQMD. Most vehicles generate carbon monoxide (CO) as part of the tail-pipe emissions; therefore, high concentrations of CO along busy roadways and congested intersections are a concern. The areas surrounding the most congested intersections are often found to contain high levels of CO that exceed applicable standards. These areas of high CO concentration are referred to as *hot spots*. Two variables influence the creation of a hot-spot and these variables include traffic volumes and traffic congestion. Typically, a hot-spot may occur near an intersection that is experiencing severe congestion (a LOS E or LOS F).[17] The SCAQMD stated in its CEQA Handbook that a CO hot-spot would not likely develop at an intersection operating at LOS C or better. Since the Handbook was written, there have been new CO emissions controls added to vehicles and reformulated fuels are now sold in the Basin. These new automobile emissions controls, along with the reformulated fuels, have resulted in a lowering of both ambient CO concentrations and vehicle emissions. The projected peak hour traffic will not significantly degrade any local intersection's level of service (LOS E or F). In addition, project-generated traffic will not result in the creation of a carbon monoxide *hot-spot* (refer to Section 3.17, Transportation).

Furthermore, fugitive dust emission, which is responsible for PM_{10} and $PM_{2.5}$ emissions, will further be reduced through the implementation of SCAQMD regulations related to fugitive dust generation and other construction-related emissions.[18] These SCAQMD regulations are standard conditions required for every construction project undertaken in the City as well as in the cities and counties governed by the SCAQMD. As a result, less than significant impacts will occur.

D. *Would the project result in other emissions (such as those leading to odors adversely affecting a substantial number of people? ● Less than Significant Impact.*

The SCAQMD has identified those land uses that are typically associated with odor complaints. These uses include activities involving livestock, rendering facilities, food processing plants, chemical plants, composting activities, refineries, landfills, and businesses involved in fiberglass molding.[19] The two new

[17] "LOS" refers to "Level of Service." Refer to Section 3.2.17.A.

[18] South Coast Air Quality Management District. *Rule 403, Fugitive Dust*. As Amended June 3, 2005.

[19] South Coast Air Quality Management District. *CEQA Air Quality Handbook, Appendix 9*. As amended 2017.

industrial warehouse buildings would include four units (tenant spaces) and the building tenants are not yet known. However, if the proposed uses will emit odors, the tenant will be required to comply with regulations listed within the City's Municipal Code. Furthermore, truck drivers must adhere to Title 13 - §2485 of the California Code of Regulations, which limits the idling of diesel-powered vehicles to less than five minutes.[20] Adherence to the aforementioned regulation will minimize odor impacts from diesel trucks. In addition, the project's contractors must adhere to SCAQMD Rule 403 regulations, which significantly reduce the generation of fugitive dust. As a result, the potential impacts will be less than significant.

MITIGATION MEASURES

The proposed project's construction and operational emissions are not considered to represent a significant adverse impact. As a result, no mitigation is required.

[20] California, State of. *California Code of Regulations, Title 13, Section 2485 Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling*.

3.4 BIOLOGICAL RESOURCES

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				✖
B. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?				✖
C. Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				✖
D. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				✖
E. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			✖	
F. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				✖

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? ● No Impact.*

The project site and the surrounding areas are fully developed. The project site is currently paved over in concrete and asphalt and is used as a parking area for commercial vehicles. No native or natural habitats are located within the project site or within the surrounding area.[21] Animal life within the area consists of species commonly found in an urban area. The EIR prepared for the City's 2011 General Plan Update does not identify any protected species within the project site.[22] However, the El Monte General Plan Background Report noted several occurrences of threatened or endangered species as late as 1987. There are no recent occurrences. There are no other local or regional plans, policies, or regulations that identify candidate, sensitive or special status species except those identified by the California Department of Fish and Wildlife.

[21] Blodgett Baylosis Environmental Planning. *Site Survey*. Survey was completed on January 15, 2020.

[22] City of El Monte. *Vision El Monte General Plan*. June 2011.

A review of the California Department of Fish and Wildlife California Natural Biodiversity Database (CNDDB) Bios Viewer for the El Monte Quadrangle indicated that there are nine federally- or State-recognized threatened or endangered species located within the El Monte Quadrangle.[23] The majority of these threatened or endangered species are not likely to be found on-site due to the lack of suitable habitat. These species include:

- The *coastal California gnatcatcher* is a bird species not likely to be found on-site due to the lack of coastal sage scrub, the species primary habitat.[24]
- The *least Bell's vireo* is not likely to be found on-site due to the lack of riparian habitat. Furthermore, the majority of the bird species live in San Diego County.[25]
- The *Santa Ana sucker* is a fish species that will not be affected by the proposed project and will not likely be found on-site because the concrete-lined Eaton Wash, which extends through the southwestern corner of the project site, is located below grade and is primarily used as a flood control channel.[26]
- The *bank swallow* is a bird species not likely to be found within the project site due to the lack of riparian habitat.[27]
- The *willow flycatcher* is a bird species not likely to be found within the project site due to the lack of marsh, brushy fields, and willow thickets, the species primary habitat.[28]
- The *southwestern Willow flycatcher* is a bird species not likely to be found within the project site due to the lack of dense riparian habitat.[29]
- The *western, yellow-billed cuckoo* is an insect-eating bird not likely to be found within the project site due to the lack of riparian woodland habitat.[30]
- The *light-footed Ridgway's rail* is a bird species not likely to be found within the project site due to the lack of coastal salt marshes and lagoons.[31]
- The *Swainson's hawk* is not likely to be found within the project site due to the lack of plains and farmland.[32]

[23] California Department of Fish and Wildlife. *Bios Viewer*. https://map.dfg.ca.gov/bios/?tool=cnddbQuick.

[24] Center for Biological Diversity. *Coastal California Gnatcatcher*. http://www.biologicaldiversity.org/species/birds/coastal_California_gnatcatcher/.

[25] California Partners in Flight Riparian Bird Conservation Plan. *Least Bell's Vireo (Vireo bellii pusillus)*. http://www.prbo.org/calpif/htmldocs/species/riparian/least_bell_vireo.htm.

[26] Blodgett Baylosis Environmental Planning. Survey was completed on January 15, 2020.

[27] Audubon. *Bank Swallow (Riparia riparia)*. https://www.audubon.org/guia-de-aves/ave/bank-swallow.

[28] Audubon. *Willow Flycatcher (Empidonax traillii)*. http://birds.audubon.org/birds/willow-flycatcher.

[29] United State Geological Survey. *Southwestern Willow Flycatcher Habitat*. http://sbsc.wr.usgs.gov/cprs/research/projects/swwf/wiflhab.asp.

[30] US Fish and Wildlife Service. *Sacramento Fish and Wildlife Office, Public Advisory*. http://www.fws.gov/sacramento/outreach/Public-Advisories/WesternYellow-BilledCuckoo/outreach_PA_Western-Yellow-Billed-Cuckoo.htm.

[31] U.S. Fish & Wildlife Service, San Diego Bay. *Light-footed Ridgway's Rail*. https://www.fws.gov/refuge/san_diego_bay/wildlife_and_habitat/Light-footed_Ridgways_Rail.html.

[32] Audubon. *Swainson's Hawk (Buteo swainsoni)*. http://www.audubon.org/field-guide/bird/swainsons-hawk.

- The *Nevin's barberry* is an evergreen shrub that is not likely to be found on-site due to the project site's paved nature and its use as a parking area for commercial vehicles.[33]

The proposed project will not impact the aforementioned species because the project site is located in the midst of an urban area. In addition, the site is covered over in deteriorating concrete and asphalt surfaces. A single unmaintained palm tree is located in the site's northeastern corner. Patches of weeds and ruderal vegetation are scatted throughout the project site. The project site and the surrounding areas are not conducive to the survival of the aforementioned species due to the lack of suitable habitat. As a result, no impacts on any candidate, sensitive, or special status species will result upon construction of the proposed project.

B. *Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service? ● No Impact.*

The project site and surrounding areas are largely developed. There are no local or regional plans, policies, or regulations that identify any riparian habitat or other sensitive natural community at or near the project site, nor does the California Department of Fish and Wildlife identify any such habitat. A review of the U.S. Fish and Wildlife Service National Wetlands Inventory, Wetlands Mapper confirmed that the nearest body of water is the Eaton Wash, which extends through the southwestern corner of the project site (refer to Exhibit 3-2).[34] However, the concrete-lined Eaton Wash is classified as a *riverine* that is primarily used as a flood control channel and is not classified as a wetland with riparian value. No wetlands are located within the City. As a result, no impacts on natural or riparian habitats will result from the proposed project's implementation.

C. *Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? ● No Impact.*

As previously mentioned, the project site is located in the midst of an urbanized setting and no wetlands are located within the City. The construction and operation of the proposed project will be limited to the project site and will not affect any wetlands. As a result, no impacts will occur.

D. *Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? ● No Impact.*

[33] California Department of Fish & Wildlife. *Nevin's Barberry (Berberis nevinii).* https://www.wildlife.ca.gov/Conservation/Plants/Endangered/Berberis-nevinii.

[34] U.S. Fish and Wildlife Service. National Wetlands Inventory – V2. https://www.fws.gov/Wetlands/data/Mapper.html.

EXHIBIT 3-2
WETLANDS MAP
SOURCE: NATIONAL WETLANDS INVENTORY

There are no areas of natural open space or areas of significant biological value within or adjacent to the project site. In addition, there are no bodies of water that could provide a habitat for migratory birds. Eaton Wash, which extends through the southwestern corner of the project site. As indicated on the National Wetlands Inventory, the Eaton Wash is classified as a riverine but does not serve as a wetland in the City of El Monte.[35] The Eaton Wash is a concrete-lined flood control channel. The proposed development would not impact the existing flood channel. Therefore, the proposed project would not infringe upon any bodies of water or habitats. The project site does not function as a migratory corridor for the movement of native or migratory animals since there are no areas of natural open space within one mile of the project site. Constant disturbance (noise and vibration) from vehicles traveling on the adjacent roadways further limit the project site's utility as a migration corridor. As a result, the proposed project would not affect wildlife migration in the area or otherwise impede the use of native wildlife nursery sites. As a result, no impacts are anticipated.

E. *Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? ● Less than Significant Impact.*

Chapter 14.03 of the El Monte Municipal Code "Tree Protection and Preservation" provides rules and regulations regarding the tampering, removal, maintenance, and protection of trees.[36] In addition, there are no other local policies or ordinances protecting other biological resources. The site is covered over in deteriorating concrete and asphalt surfaces. A single unmaintained palm tree is located on the site's northeastern corner. Patches of weeds and ruderal vegetation are scatted throughout the project site. The existing parkway trees along the Temple City Boulevard frontage would be removed and new parkway trees would be installed to the greatest extent possible as a means to address potential project impacts. As a result, the proposed project will not conflict with any local policies or ordinances protecting biological resources. For this reason, the potential impacts are less than significant.

F. *Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? ● No Impact.*

The project site is not located within an area governed by a habitat conservation or community conservation plan. As a result, no impacts on local, regional or State habitat conservation plans would result from the proposed project's implementation.

MITIGATION MEASURES

The analysis indicated that the proposed project would not result in any significant adverse impacts on biological resources. As a result, no mitigation measures are required.

[35] U.S. Fish and Wildlife Service. National Wetlands Inventory – V2. https://www.fws.gov/Wetlands/data/Mapper.html.

[36] El Monte, City of. *El Monte Tree Protection and Preservation Ordinance.* http://www.elmonteca.gov/LinkClick.aspx?fileticket=mDNuyrd4rhE%3D&tabid=306.

3.5 CULTURAL RESOURCES

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?				✖
B. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?			✖	
C. Would the project disturb any human remains, including those interred outside of formal cemeteries?			✖	

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5? ● No Impact.*

Historic structures and sites are defined by local, State, and Federal criteria. A site or structure may be historically significant if it is locally protected through a General Plan or historic preservation ordinance. In addition, a site or structure may be historically significant according to State or Federal criteria even if the locality does not recognize such significance. To be considered eligible for the National Register, a property's significance may be determined if the property is associated with events, activities, or developments that were important in the past, with the lives of people who were important in the past, or represents significant architectural, landscape, or engineering elements. Specific criteria include the following:

- Districts, sites, buildings, structures, and objects that are associated with the lives of significant persons in or past;

- Districts, sites, buildings, structures, and objects that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or,

- Districts, sites, buildings, structures, and objects that have yielded or may be likely to yield, information important in history or prehistory.

Ordinarily, properties that have achieved significance within the past 50 years are not considered eligible for the National Register. However, such properties *will qualify* if they are integral parts of districts that do meet the criteria or if they fall within the following categories:

- A religious property deriving primary significance from architectural or artistic distinction or historical importance;

- Districts, sites, buildings, structures, and objects that are associated with events that have made a significant contribution to the broad patterns of our history;

- A building or structure removed from its original location that is significant for architectural value, or which is the surviving structure is associated with a historic person or event;

- A birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building associated with his or her productive life;

- A cemetery that derives its primary importance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events;

- A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived;

- A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or,

- A property achieving significance within the past 50 years if it is of exceptional importance.[37]

The State has established *California Historical Landmarks* that include sites, buildings, features, or events that are of statewide significance and have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other value. *California Points of Historical Interest* have a similar definition, except they are deemed of local significance. A search of the California Office of Historic Preservation online list of California Historical Landmarks yielded the following State-designated landmarks in the City:[38]

- *California Register of Historical Resources No. 975 - El Monte First Southern California Settlement by Immigrants from the United States.* This settlement was located on the banks of the San Gabriel River and played a significant role in California's early pioneer history. The settlement was initially an encampment along the Old Spanish Trail and was an extension of the trail from Missouri to Santa Fe. This historical site is located at Santa Fe Trail Historical Park, near the southwest corner of Valley Boulevard and Santa Anita Avenue.

- *California Point of Historical Interest No. LAN-047 – Old El Monte Jail, Pioneer Park.* The El Monte Jail was constructed by William Dodson and donated to the town in 1880. The original jail was a one room wooden structure and was utilized as a jail until 1922. This historical site is located at Pioneer Park, also near the southwest corner of Valley Boulevard and Santa Anita Avenue.

The project site is not located in areas that meet any of the National or State criteria and are not listed on the National or State Historic Register.[39] In addition, the City's General Plan has not identified the project site as being historically significant. The proposed project would be limited to the project site and will not

[37] U. S. Department of the Interior, National Park Service. *National Register of Historic Places.* http://nrhp.focus.nps.gov. 2010.

[38] California Department of Parks and Recreation. *California Historical Resources.* http://ohp.parks.ca.gov/ListedResources.

[39] U. S. Department of the Interior, National Park Service. *National Register of Historic Places.* http://focus.nps.gov/nrhp. Secondary Source: California Department of Parks and Recreation. *California Historical Resources.* http://ohp.parks.ca.gov/ListedResources.

affect any existing resources listed on any historical register or those identified as being eligible for listing on a historical register. Based on the analysis provided herein, no impacts will occur.

B. *Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? ● Less than Significant Impact.*

The greater Los Angeles Basin was previously inhabited by the Gabrieleño people, named after the San Gabriel Mission. The Gabrieleño tribe has lived in this region for around 7,000 years.[40] Prior to Spanish contact, approximately 5,000 Gabrieleño people lived in villages throughout the Los Angeles Basin.[41] Villages were typically located near major rivers such as the San Gabriel, Rio Hondo, or Los Angeles Rivers. The grading and excavation will involve the clearance of the site, shallow excavation, and the installation of the new building footings and utility connections. No significant archaeological sites are likely to be discovered during excavation activities due to the previous disturbance and the limited degree of excavation that will be required. Although the project site has been subject to disturbance, the project site could potentially be situated in an area of high archaeological significance. As a result, a mitigation measure is provided in Section 3.18, Tribal Cultural Resources, to ensure that a tribal representative is present during construction-related ground-disturbing activities. In the event that the tribal representative identifies an archeological resource on-site during ground-disturbing activities, Title 14; Chapter 3; Article 5; Section 15064.5 of CEQA will apply in terms of the identification of significant archaeological resources and their salvage.[42] The California Office of Historic Preservation states that avoidance and preservation in place are the preferable forms of mitigation for archeological sites. When avoidance is infeasible, a data recovery plan, which makes provision for adequately recovering the scientifically consequential information from and about the historical resource, shall be prepared and adopted prior to any excavation being undertaken. Such studies shall be deposited with the California Historical Resources Regional Information Center.[43] If an artifact must be removed during project excavation or testing, curation may be an appropriate mitigation.[44] Adherence to the abovementioned regulations will reduce potential impacts to levels that are less than significant.

C. *Would the project disturb any human remains, including those interred outside of formal cemeteries? ● Less than Significant Impact.*

There are no cemeteries located within or adjacent to the project site. The proposed project's construction is unlikely to uncover human remains due to the limited excavation that is to be performed in the designated sites. Notwithstanding, in the unlikely event that remains are uncovered by construction crews, all excavation activities shall be halted and the El Monte Police Department (EMPD) would be contacted (the EMPD will then contact the Los Angeles County Coroner). In addition, a mitigation measure is provided in Section 3.18, Tribal Cultural Resources, to ensure that a tribal representative is present during construction-related ground-disturbing activities. As a result, the proposed project is not anticipated to impact any interred human remains and the impacts are considered to be less than significant.

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[40] Tongva People of Sunland-Tujunga. *Introduction*. http://www.lausd.k12.ca.us/Verdugo_HS/classes/multimedia/intro.html.

[41] Rancho Santa Ana Botanical Garden. *Tongva Village Site*. http://www.rsabg.org/component/k2/item/453-tongva-village-site.

[42] California, State of. *Title 14. California Code of Regulations. Chapter 3. Guidelines for the Implementation of the California Environmental Quality Act*. as Amended 1998 (CEQA Guidelines). §15064.5.

[43] Ibid. §15126.4.

[44] Curation would involve the selection, organization and looking after of archeological items in a collection or exhibition.

MITIGATION MEASURES

The analysis of potential cultural resources impacts indicated that the project site does not appear to be situated in an area of high archaeological significance. A mitigation measure is provided in Section 3.18, Tribal Cultural Resources, to ensure that a tribal representative is present during construction-related ground-disturbing activities.

3.6 ENERGY

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			✖	
B. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?				✖

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? ● Less than Significant Impact.*

The proposed project involves the construction and operation of two new industrial warehouse buildings which would have a total floor area of 63,428 square feet within a 2.89-acre lot; this area is prior to the requisite street dedication. Table 3-4 below provides an estimate of electrical and natural gas consumption for the proposed project. As indicated in the table, the project is estimated to consume approximately 304,634 kilowatts (kWh) of electricity and 2,054 therms of natural gas on an annual basis.

Table 3-4
Estimated Annual Energy Consumption

Project	Consumption Rate	Total Project Consumption
Proposed Project (assumes 63,428 square feet)		
Electrical Consumption	4.45 kWh/square feet/year	304,634 kWh/year
Natural Gas Consumption	0.03 therms/square feet/year	2,054 therms/year

Source: CEC End-Use Survey.

According to the California Commercial End-Use Survey that was prepared for the California Energy Commission, the biggest single end use with warehouse uses is interior lighting, followed by cooling and ventilation.[45] The report also indicates that heating accounts for most of the natural gas consumption. It is important to note that the project would include energy efficient fixtures. In addition, the energy consumption rates do not reflect the more stringent 2016 California Building and Green Building Code requirements. The proposed project would be in accordance with the City's Building Code requirements and with Part 6 and Part 11 of Title 24 of the California Code of Regulations. The project would include new light standards and fixtures that will be used as operational and security lighting. This lighting would conform to all state and local building code and lighting regulations. As a result, the potential impacts are considered to be less than significant.

[45] Intron. *California Commercial End-Use Survey*. Report dated March 2006.

B. *Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency? ● No Impact.*

The California Public Utilities Commission prepared an updated Energy Efficiency Strategic Plan in 2011 with the goal of promoting energy efficiency and a reduction in Greenhouse Gases (GHG). Assembly Bill 1109, which was adopted in 2007, also serves as a framework for lighting efficiency. This bill would require the State Energy Resources Conservation and Development Commission to adopt minimum energy efficiency standards structured to reduce average statewide electrical energy consumption by not less than 50% from the 2007 levels for indoor residential lighting and not less than 25% from the 2007 levels for indoor commercial and outdoor lighting by 2018. According to the Energy Efficiency Strategic Plan, lighting comprises approximately one-fourth of California's electricity use while nonresidential sector exterior lighting (parking lot, area, walkway, and security lighting) usage comprises 1.4% of California's total electricity use, much of which occurs during limited occupancy periods.[46] As indicated in the previous subsection, the project would not result in wasteful, inefficient, or unnecessary consumption of energy during construction or operation. Therefore, the proposed project will not conflict with or obstruct the state's goal of promoting energy and lighting efficiency and no impacts will occur.

MITIGATION MEASURES

The analysis determined that the proposed project will not result in significant impacts related to energy and mitigation measures are not required.

[46] California Public Utilities Commission. *Energy Efficiency Strategic Plan*. Plan updated January 2011.

3.7 GEOLOGY & SOILS

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault (refer to Division of Mines and Geology Special Publication 42); strong seismic ground shaking; seismic-related ground failure, including liquefaction; and, landslides?			✖	
B. Would the project result in substantial soil erosion or the loss of topsoil?			✖	
C. Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			✖	
D. Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			✖	
E. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				✖
F. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		✖		

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault (refer to Division of Mines and Geology Special Publication 42); strong seismic ground shaking; seismic-related ground failure, including liquefaction; and, landslides? ● Less than Significant Impact.*

Rupture of a known earthquake fault:

The City is located in a seismically active region. Many major and minor local faults traverse the entire Southern California region, posing a threat to millions of residents, including those who reside in the City. Major earthquake faults in the Los Angeles County area include the San Andreas Fault Zone, the Sierra Madre Fault Zone, the Newport-Inglewood Fault, the Norwalk Fault, and the Whittier Fault. In 1972, the Alquist-Priolo Earthquake Zoning Act was passed in response to the damage sustained in the 1971 San Fernando Earthquake. The Alquist-Priolo Earthquake Fault Zoning Act's main purpose is to

prevent the construction of buildings used for human occupancy on the surface trace of active faults.[47] A list of cities and counties subject to the Alquist-Priolo Earthquake Fault Zones is available on the State's Department of Conservation website. The City of El Monte is not on the list.[48] There are no known active faults crossing the project site. The nearest known active regional fault is the Puente Hills Fault, which is located approximately 2.80 miles west of the project site.[49] The degree of ground-shaking is dependent on the location of the earthquake epicenter, the earthquake's intensity, and a number of other variables. For the project site, the degree of impact will not be significantly different from that anticipated for the surrounding areas. In addition, the proposed project will be subject to all applicable City and state building regulations, including the California Building Code to ensure that potential impacts are less than significant.

Strong seismic ground shaking:

As previously mentioned, the City is not on the list of cities subject to the Alquist-Priolo Earthquake Fault Zones and the project site is not located within any fault zones.[50] In addition, the project site would be subject to all applicable City and state building regulations, including the California Building Code to ensure that potential impacts are less than significant.

Seismic-related ground failure, including liquefaction, or landslides:

Ground failure is the loss in stability of the ground and includes landslides, liquefaction, and lateral spreading. Liquefaction is the process by which water-saturated sediment temporarily loses strength and acts as a fluid. Essentially, liquefaction is the process by which the ground soil loses strength due to an increase in water pressure following seismic activity.[51] According to the California Department of Conservation, California Geologic Survey, the project site, along with the majority of the City, is located within a potential liquefaction hazard zone and is not subject to the risk of landslides (refer to Exhibit 3-3).[52] As a result, the potential impacts are less than significant.

B. *Would the project result in substantial soil erosion or the loss of topsoil? ● Less than Significant Impact.*

Given the paved and developed character of the project area, no impacts related to expansive soil erosion or loss of topsoil are anticipated. According to the soil maps prepared for Los Angeles County by the United States Department of Agriculture, the project site is underlain by soils comprised

[47] California Department of Conservation. *What is the Alquist-Priolo Act.* http://www.conservation.ca.gov/cgs/rghm/ap/Pages/main.aspx.

[48] California Department of Conservation. *Table 4, Cities and Counties Affected by Alquist Priolo Earthquake Fault Zones as of January 2010.* http://www.conservation.ca.gov/cgs/rghm/ap/Pages/affected.aspx.

[49] Cal Land Engineering, Inc. *Report of Geotechnical Engineering Investigation, Proposed Commercial Development, 4304 Temple City Boulevard, APN: 8577-006-016, El Monte, California; QCI Project No.: 18-019-005GE.* July 2, 2019.

[50] Ibid.

[51] U.S. Geological Survey. *About Liquefaction.* http://geomaps.wr.usgs.gov/sfgeo/liquefaction/aboutliq.html.

[52] California Department of Conservation. *Regulatory Maps.* http://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=regulatorymaps.

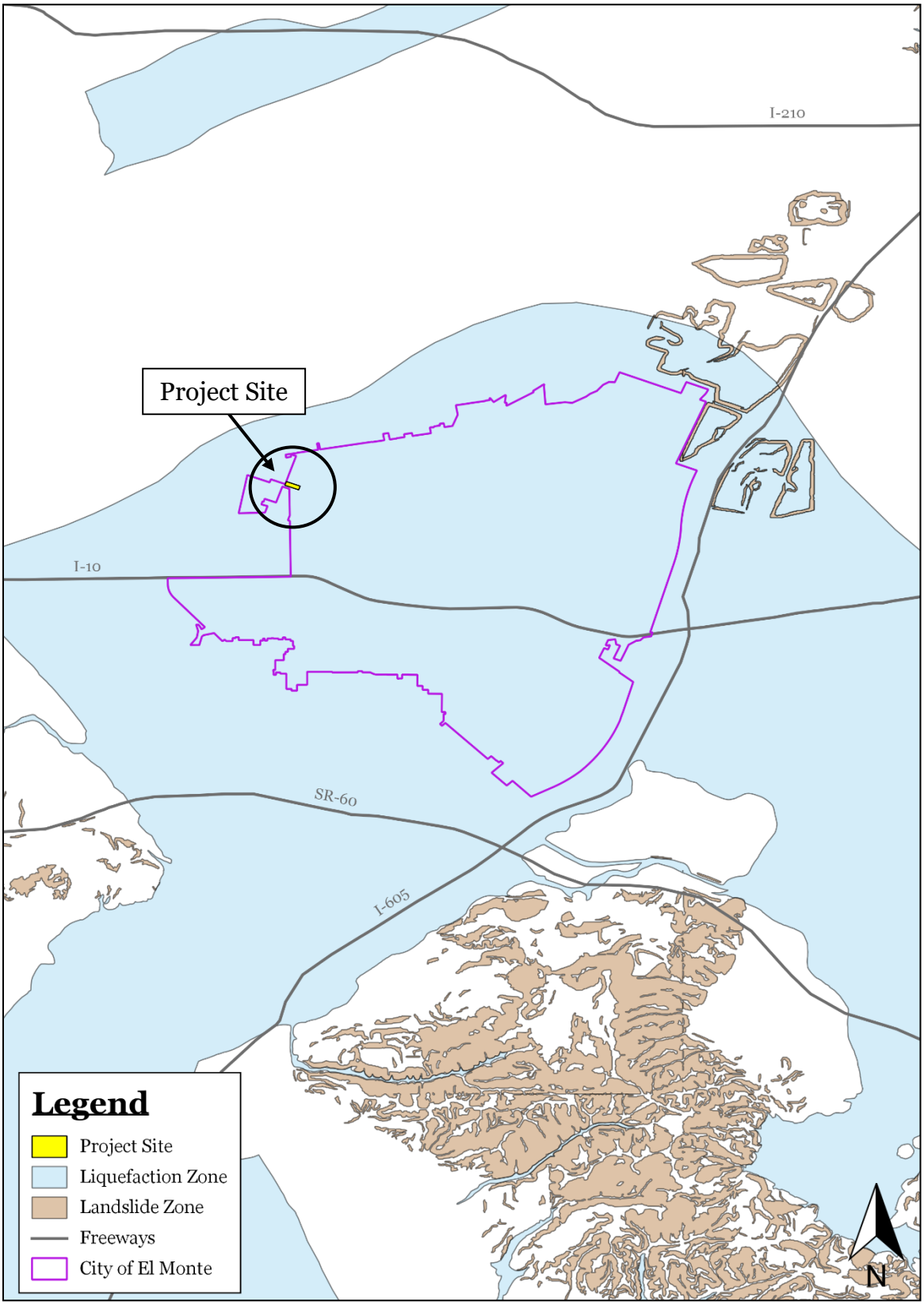

EXHIBIT 3-3
GEOLOGIC HAZARDS MAP
SOURCE: UNITED STATES GEOLOGICAL SURVEY

primarily of Urban Land, Pico and Metz soil associations. These soils have a slight erosion hazard; however, current development and the placement of landscaping have reduced the soil's erosion risk.[53] In addition, limited excavation will be required for the clearance of the site, shallow excavation, and the installation of the new building footings and utility connections. The proposed project will not present a new runoff or erosion risk because the project site is currently paved and the new buildings will not introduce new significant impermeable land cover to the project site.[54] As a result, the impacts are expected to be less than significant.

C. *Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? ● Less than Significant Impact.*

Lateral spreading is a phenomenon that is characterized by the horizontal, or lateral, movement of the ground. Lateral spreading could be liquefaction-induced or can be the result of excess moisture within the underlying soils. As previously mentioned, the entire City of El Monte is located within a potential liquefaction hazard zone (refer to Exhibit 3-3).[55] Subsidence occurs via soil shrinkage and is triggered by a significant reduction in an underlying groundwater table, thus causing the earth on top to sink. Shrinking and swelling is influenced by the amount of clay present in the underlying soils. The project site is underlain by soils of various soil associations, which have various levels of clay. As previously mentioned, the project site is underlain by soils comprised primarily of Urban Land, Pico and Metz soil associations. These soils are described as being used almost exclusively for residential and industrial development, as evident by the current level of urbanization present within the project area. Therefore, less than significant impacts related to unstable soils are expected.

D. *Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property? ● Less than Significant Impact.*

The shrinking and swelling of soils are influenced by the amount of clay present in the underlying soils.[56] If soils consist of expansive clay, damage to foundations and structures may occur. As previously mentioned, the project site is underlain by soils comprised primarily of Urban Land, Pico and Metz soil associations. These soils are described as being used almost exclusively for development, as evident by the current level of urbanization present within the project site and surrounding areas. The soils that underlie the project site consist of a very small percentage of clay.[57] The local and State regulations mentioned throughout this section (Section 3.7) will further minimize potential geologic impacts. Therefore, the potential impacts are expected to be less than significant.

[53] United States Department of Agriculture Soil Conservation Service. *Report and General Soils Map Los Angeles County, California*. Revised 1969.

[54] United States Department of Agriculture. *Web Soil Survey*. https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx.

[55] California Department of Conservation. *Regulatory Maps*. http://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=regulatorymaps.

[56] Natural Resources Conservation Service Arizona. *Soil Properties Shrink/Swell Potential. http://www.nrcs.usda.gov/wps/portal/nrcs/detailfull/az/soils/?cid=nrcs144p2_065083*.

[57] UC Davis. *SoilWeb: Soil Survey Browser*. https://casoilresource.lawr.ucdavis.edu/gmap/.

E. *Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water? ● No Impact.*

No septic tanks will be used in conjunction with the proposed project. The proposed development will connect with the sanitary sewer system. As a result, no impacts associated with the use of septic tanks or alternative wastewater disposal systems will occur as part of the proposed project.

F. *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? ● Less than Significant Impact with Mitigation.*

The likelihood of the discovery of paleontological resources or site or unique geologic features is considered to be low given the extensive ground disturbance that has occurred throughout the City. The limited grading and excavation will involve the clearance of the site, shallow excavation, and the installation of the new building footings and utility connections and are not likely to encounter any unique paleontological or geologic features/resources. The upper sediments that underlie the project area consist of younger Quaternary Alluvium, which have a low paleontological sensitivity. These younger sediments, however, overlie Older Quaternary Alluvium which is considered to be sensitive.[58] The likelihood of the discovery of paleontological materials will increase where the excavations will extend into the Older Quaternary Alluvium. In the event that intact paleontological resources are located within the project site, ground-disturbing activities associated with construction of the proposed project have the potential for destroying a unique paleontological resource or site. In the absence of mitigation, the potential damage to paleontological resources or sites during project construction would be a potentially significant impact. Therefore, the following mitigation is required:

- Prior to commencement of any grading activity on site, the Applicant shall retain a qualified paleontologist, subject to the review and approval of the City's Community and Economic Development Director, or designee. The qualified paleontologist shall be on-site during grading and other significant ground disturbance activities that impact Pleistocene alluvial deposits, which could occur at depths below six feet. The monitoring shall apply to the areas of the site where excavation shall extend at depths of six feet or more.

With the above mitigation, the potential impacts will be reduced to levels that are less than significant.

MITIGATION MEASURES

In the absence of mitigation, the potential damage to paleontological resources or sites during project construction would be a potentially significant impact. Therefore, the following mitigation is required:

Mitigation Measure No. 1 (Geology & Soils). Prior to commencement of any grading activity on site, the Applicant shall retain a qualified paleontologist, subject to the review and approval of the City's Community and Economic Development Director, or designee. The qualified paleontologist shall be on-site during grading and other significant ground disturbance activities that impact Pleistocene alluvial deposits, which could occur at depths below six feet. The monitoring shall apply to the areas of the site where excavation shall extend at depths of six feet or more.

[58] Los Angeles, City of. *L.A. CEQA Thresholds Guide. Section D.1 Paleontological Resources*. http://www.environmentla.org/programs/Thresholds/D-Cultural.

3.8 GREENHOUSE GAS EMISSIONS

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			✖	
B. Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?				✖

ENVIRONMENTAL ANALYSIS

A. *Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? ● Less than Significant Impact.*

The State of California requires CEQA documents include an evaluation of greenhouse gas ("GHG") emissions or gases that trap heat in the atmosphere. GHG are emitted by both natural processes and human activities. Examples of GHG that are produced both by natural and industrial processes include carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O). The accumulation of GHG in the atmosphere regulates the earth's temperature. Without these natural GHG, the Earth's surface would be about 61°F cooler. The passage of Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006, established the California target to achieve reductions in GHG to 1990 GHG emission levels by the year 2020.[59]

The SCAQMD has established a single quantified threshold of 10,000 metric tons of CO_2E ($MTCO_2E$) per year for new commercial and industrial development.[60] Carbon dioxide equivalent, or CO_2E, is a term that is used for describing different greenhouses gases in a common and collective unit. Table 3-4 summarizes annual greenhouse gas emissions from the construction and operation of the proposed project. As indicated in Section 3.6, Energy, A, the proposed project will not result in wasteful, inefficient, or unnecessary consumption of energy during construction or operation. Table 3-5 summarizes annual GHG (CO_2E) emissions from the construction and operation of the proposed industrial warehouse project.

[59] California, State of. OPR Technical Advisory – *CEQA and Climate Change: Addressing Climate Change through the California Environmental Quality Act (CEQA) Review*. June 19, 2008.

[60] SCAQMD. *Greenhouse Gas CEQA Significance Threshold Stakeholder Working Group Meeting #15*. https://planning.lacity.org/eir/8150Sunset/References/4.E.%20Greenhouse%20Gas%20Emissions/GHG.39_SCAQMD%20GHG%20Meeting%2015.pdf.

Table 3-5
Greenhouse Gas Emissions Inventory

Source	GHG Emissions (metric tons/year)			
	CO_2	CH_4	N_2O	CO_2E
Long-Term – Area Emissions	0.01	--	--	0.01
Long-Term - Energy Emissions	370.23	--	--	372.43
Long-Term - Mobile Emissions	3,796.84	0.22	0.15	3,846.62
Long-Term - Total Emissions	4,167.08	0.22	0.15	4,219.06
Total Construction Emissions	2,483.80	0.65	0.04	2,503.78
Construction Emissions Amortized Over 30 Years				83.46 $MTCO_2E$
Operational Emissions w/Amortized Construction				**224.1 $MTCO_2E$**
Significance Threshold				**10,000 $MTCO_2E$**

As indicated in Table 3-5, the CO_2E total for the project is 224.1 $MTCO_2E$ per year. Since the project's construction and operational emissions will be below the quantified threshold of significance, the potential impacts are considered to be less than significant.

B. *Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? ● No Impact.*

AB 32 requires the reduction of GHG emissions to 1990 levels, which would require a minimum 28 percent reduction in "business as usual" GHG emissions for the entire State. The proposed project will not involve or require any variance from an adopted plan, policy, or regulation governing GHG emissions. As a result, no significant adverse impacts related to a potential conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases are anticipated.

The City of El Monte does not have an adopted Climate Action Plan. However, the City's General Plan includes Air Quality sections within the Public Health and Safety Element, and the Health and Wellness Element. In these sections, the following policies related to air quality and greenhouse gasses are identified:[61]

- *Goal PHS-3 (Public Health and Safety):* Clean and healthful air through the implementation of responsive land use practices, enhancement to the natural landscape, pollution reduction strategies, and cooperation with regional agencies.
  - *PHS-3.1, Land Use:* As a condition for siting or expanding operations in El Monte, require air pollution emitters to evaluate and fully mitigate the impacts of their operations on schools, homes, medical facilities, child care centers, and other sensitive receptors.
  - *PHS-3.2, Sensitive Receptors:* Utilize CARB recommendations to evaluate the siting of dry cleaners, chrome platers, large gas stations, freeways, and other high pollutant sources near residences, health care facilities, schools, and other sensitive land uses.
  - *PHS-3.3, Community Forest:* As prescribed in the Parks and Recreation Element, enhance the City's community forest by planting trees along all roadways as a means to help filter air pollutants, clean the air, and provide other health benefits to the community.

[61] City of El Monte. *Vision El Monte General Plan*. http://elmonteca.gov/LinkClick.aspx?fileticket=lynL7WlS6f4%3d&tabid=101. June 2011.

- *PHS-3.4, Transportation:* Encourage alternative modes of travel to work and school by maximizing transit service, purchasing alternative fuel vehicles, completing all sidewalks, and creating a network of multiuse trails and bicycle paths.
- *PHS-3.6, Health Risk Assessment:* Require that projects for new industries or expansion of industries that produce air pollutants conduct a health risk assessment and establish appropriate mitigation prior to approval of new construction, rehabilitation, or expansion permits.

- *Goal HW-12 (Health and Wellness):* Land use patterns reduce driving, enhance air quality, and improve respiratory health.
  - *HW-12.1, Walking, Cycling, and Transit Use:* Promote land use patterns that reduce driving rates and promote walking, cycling and transit use.
  - *HW-12.2, Truck Routes:* Discourage locating truck routes on primarily residential streets.
  - *HW-12.5, Air Pollution Mitigation:* Use landscaping, ventilation systems, double paned windows, or other mitigation measures to achieve healthy indoor air quality and noise levels in sensitive land uses.
  - *HW-12.8, Air Quality Policies:* Support policies that reduce emissions of pollutants from stationary and mobile sources such as industrial facilities, motor vehicles and trains.

The proposed project will not involve or require any variance from the aforementioned policies. Furthermore, the proposed project will not involve or require any other variance from the adopted plan, policy, or regulation governing GHG emissions. As indicated previously, the construction and operation of the proposed project will result in the generation of a limited number of emissions that will be below the SCAQMD's thresholds (refer to Table 3-5). As indicated in Section 3.6, Energy, A, the proposed project will not result in wasteful, inefficient, or unnecessary consumption of energy during construction or operation. As a result, no impacts will occur.

MITIGATION MEASURES

The analysis of potential impacts related to greenhouse gas emissions indicated that no significant adverse impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation measures are required.

3.9 HAZARDS & HAZARDOUS MATERIALS

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			✖	
B. Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?		✖		
C. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				✖
D. Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			✖	
E. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				✖
F. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			✖	
G. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				✖

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? ● Less than Significant Impact.*

The proposed project will involve the construction and operation of an industrial warehouse development. The future tenant(s) that will occupy the new buildings are not known at this time. If any of the proposed project's future tenants are involved in the transport, use, storage, and disposal of hazardous materials, the tenant would need to comply with Federal and State regulations regarding hazardous materials. The tenant would need to comply with the EPA's Hazardous Materials Transportation Act, Title 42, Section 11022 of the United States Code and Chapter 6.95 of the California Health and Safety Code which requires the reporting of hazardous materials when used or stored in certain quantities. Additionally, the future tenant will need to file a Hazardous Materials Disclosure Plan and a Business Emergency Plan to ensure the safety of the employees and citizens of El Monte. As a result, the impacts from the proposed project are expected to be less than significant.

B. *Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? ● Less than Significant Impact with Mitigation.*

Alpha Environmental (Alpha) has completed a Limited Phase II Environmental Site Assessment (ESA) of the project site. The purpose of the ESA is to evaluate if subsurface soils at the project site have been impacted by Volatile Organic Compounds (VOCs) such as PCE (perchloroethylene) and TCE (trichloroethylene) from previous on-site and/or off-site industrial activity. To accomplish this on December 3, 2012, Alpha drilled 20 soil borings at the facility to a maximum depth of 15 feet below ground surface (bgs) and collected soil vapor samples at 5 and 15 feet bgs. The soil vapor samples were analyzed on-site in a mobile laboratory provided by an independent State-certified laboratory. The soil cuttings examined for this investigation indicated that the project site is underlain predominantly by brown silty sand to approximately 15 feet bgs (the maximum depth explored). No petroleum hydrocarbon or other chemical odors or staining were observed in any of the soil cutting examined. Groundwater was not encountered at a depth of 15 feet bgs. A total of 40 soil vapor samples were collected from the 20 borings drilled for this investigation. All soil vapor samples were analyzed for VOCs and Oxygenates. The concentrations of PCE, TCE and 1,2-Dicholorethane exceeded California Human Health Screening Levels (CHHSLs) in some soil gas samples at depths of 5 and 15 feet bgs, both for residential and commercial/industrial sites. TCE and 1,2 Dichloroethane are byproducts of the degradation of PCE over time, therefore the detected contaminants likely originate from the same source. It was Alpha's opinion that no further sub-surface assessment or remediation is warranted at this time based on the following:

- Considering the result of the subsurface investigation conducted by ARCADIS in February 2012, that involved soil sampling in multiple areas of concern at the project site indicated no elevated concentration of VOCs. The concentrations did not exceed the Regional screening levels and did not warrant further investigation;
- Concentrations for PCE, TCE, and 1,2-Dichloroethane in soil vapor samples during this ESA were found to be slightly elevated as compared to CHHSLs for industrial site use. However, considerable attenuation of concentrations of PCE and TCE was noted as compared to concentration found during previous soil vapor investigations by other consultants (Glenfos, Inc.) in 2004;
- The project site is zoned for industrial use and is completely paved with no structures that are enclosed or inhabitable at the present time. Hence, vapor intrusion into the building is not currently a health and safety concern.

- The project site is situated in an area of regional groundwater contamination with PCE and TCE (Superfund site). Hence, low levels of PCE and TCE found in soil vapor/gas phase at the project site are typical in this area and can be attributed to the regional impacted groundwater. As per ARCADIS, project site owners, Union Pacific Railroad (UPRR) indicated that the groundwater beneath the project site has reportedly been investigated as a part of the El Monte Operable Unit of the San Gabriel Valley Superfund site. UPRR also indicated that the groundwater issue has been settled with the United States Environmental Protection Agency (USEPA).

Alpha recommends no further investigation related to soil/groundwater at this time. However, it recommends installation of vapor barrier or other engineering controls for new and existing enclosed building structures to mitigate potential VOC vapor intrusion. Therefore, the following mitigation is required:

- A vapor barrier must be installed below the new building slabs to prevent the intrusion of methane into the proposed project. The vapor barrier must comply with all requirements set by the Los Angeles County Fire Department (LACFD).

Adherence to the mitigation provided above will reduce potential methane impacts to levels that are less than significant.

C. *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? ● No Impact.*

No schools are located within one-quarter mile of the proposed project site. As a result, no impacts will occur.

D. *Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? ● Less than Significant Impact.*

Government Code Section 65962.5 refers to the Hazardous Waste and Substances Site List, commonly known as the Cortese List, maintained by the California Department of Toxic Substances Control. One Cortese site is located in the City of El Monte, which also encompasses the project site, and it is the San Gabriel Groundwater Basin.[62] The San Gabriel Valley has been under environmental investigation since 1979 when groundwater contaminated with volatile organic compounds (VOCs) was first identified. The groundwater contamination resulted from the historic use and improper handling and disposal of chlorinated solvents [such as tetrachloroethene (PCE) and trichloroethene (TCE)] and other chemicals (other VOCs, 1,4-dioxane, perchlorate, NDMA). The United States Environmental Protection Agency (USEPA) believes that the contamination initially stemmed from an increase in industrial activity during and after World War II.

In May 1984, USEPA listed four broad areas of regional-scale groundwater contamination within the Basin on the National Priorities List (NPL) under the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA). Since listing the San Gabriel Valley Superfund Sites, USEPA has been working to address the groundwater contamination on a regional scale through installation and operation of groundwater extraction systems that control the contaminant migration. Extracted groundwater is treated to safe levels and, if feasible, is reused for drinking water supply. Although the groundwater cleanup activities started in the 1990's, and progress has been made, the groundwater contamination in the San Gabriel Valley is extensive and will require multiple decades to remediate. Therefore, no site-specific impacts will occur upon the implementation of the proposed project because the contamination is regional and under remediation. As a result, the impacts will be less than significant.

E. *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area? ● No Impact.*

The project site is not located within an airport land use plan. However, the project site is located approximately one mile west of the San Gabriel Valley Airport. The proposed project will not introduce a structure that will interfere with the approach and take off of airplanes utilizing the airport. The runway protection zones for approaches and takeoffs do not extend to the project site. The airport will not be a source of excessive noise levels to people working at the project site because the proposed project will be an industrial use and the small aircraft flying to and from the airport are not a source of noise in the project area. The San Gabriel Valley Airport provides services for general civilian aviation, which are exclusive of

[62] California Department of Toxic Substances Control. *DTSC's Hazardous Waste and Substances Site List – Site Cleanup (Cortese List).* http://www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm.

scheduled passenger airlines. The majority of aircraft that utilize the San Gabriel Valley Airport are small civilian single engine airplanes, which are not a significant source of noise as compared to larger aircraft, such as turbo prop and turbo jet planes, which make up a very small percentage of airport's-based aircraft.[63] As a result, the proposed project would not present a safety hazard for people working in the project area. Therefore, no impacts will occur.

F. *Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? ● Less than Significant Impact.*

At no time during project construction will adjacent streets be completely closed to traffic. The construction plans must identify specific provisions for the regulation of construction vehicle access to the project site during as a means to provide continued through-access and prevent street blockage or queuing. As a result, less than significant impacts are associated with the proposed project.

G. *Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? ● No Impact.*

The City of El Monte is urbanized and the majority of the parcels are developed. There are no areas of native vegetation found within the project site or in the surrounding areas that could provide a fuel source for a wildfire. As a result, there are no impacts associated with potential wildfires from off-site locations.

MITIGATION MEASURES

The Environmental Site Assessment recommends no further investigation related to soil/groundwater at this time. However, it recommends installation of vapor barrier or other engineering controls for new and existing enclosed building structures to mitigate potential VOC vapor intrusion. Therefore, the following mitigation is required:

Mitigation Measure No. 2 (Hazards & Hazardous Materials). A vapor barrier must be installed below the new building slabs to prevent the intrusion of methane into the proposed project. The vapor barrier must comply with all requirements set by the Los Angeles County Fire Department (LACFD).

[63] Los Angeles County Department of Public Works, Los Angeles County Airports. *Operational Data.* https://dpw.lacounty.gov/avi/airports/BrackettFieldOperational.aspx.

3.10 HYDROLOGY & WATER QUALITY

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?			✖	
B. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			✖	
C. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or, impede or redirect flood flows?				✖
D. In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?				✖
E. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?				✖

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality? ● Less than Significant Impact.*

The proposed project involves the construction and operation of two new industrial warehouse buildings. A review of the U.S. Fish and Wildlife Service National Wetlands Inventory, Wetlands Mapper confirmed that the nearest body of water is the concrete-lined Eaton Wash, which extends through the southwestern corner of the project site and is fully channelized and used as a flood control channel.[64] The construction for the proposed project would take approximately nine months to complete. According to the soil maps prepared for Los Angeles County by the United States Department of Agriculture, the project site is underlain by soils comprised primarily of Urban Land, Pico and Metz soil associations. These soils have a slight erosion hazard; however, current development and the placement of landscaping have reduced the soil's erosion risk.[65] In addition, limited excavation will be required for the clearance of the site, shallow excavation, and the installation of the new building footings and utility connections.

Once complete, approximately 7% of the site will be covered over in pervious surfaces. The increase in the number of impervious surfaces may result in an accumulation of potential contaminants of concern (soil, leaves, debris, waste, etc) in surface runoff. However, the proposed project will not present a new runoff or

[64] U.S. Fish and Wildlife Service. National Wetlands Inventory – V2. https://www.fws.gov/Wetlands/data/Mapper.html.

[65] United States Department of Agriculture Soil Conservation Service. *Report and General Soils Map Los Angeles County, California*. Revised 1969.

erosion risk because the project site is currently paved and the new buildings will not introduce new significant impermeable land cover to the project site.[66] Overall, the proposed project will not involve any physical features or activities that would lead to erosion or the contamination of stormwater runoff.

The project Applicant will be required to implement storm water pollution control measures pursuant to the National Pollutant Discharge Elimination System (NPDES) requirements. The Clean Water Act delineates a national permitting system for point discharges known as the NPDES. NPDES permits typically incorporate specific discharge limitations for point source discharges to ensure that dischargers meet permit conditions and protect State-defined water quality standards. The NPDES framework also regulates stormwater runoff originating from municipal and industrial sources. The Applicant would also be required to utilize Best Management Practices (BMPs) to control or reduce the discharge of pollutants to the maximum extent practicable over the life of the project. As part of the permitting process, the paving contractors will be required to adhere to all pertinent Clean Water Act regulations.

Construction is regulated by the California Building Standards Code and the Building Regulations within Title 15 (Buildings and Construction) of the El Monte Municipal Code.[67] These building codes provide requirements for construction, grading, excavations, use of fill, and foundation work including type of materials, design, procedures, etc., which are intended to limit the probability of occurrence and the severity of consequences from sedimentation and erosion. In addition, Chapter 15.40 (Grading and Erosion Control) of the El Monte Municipal Code ensures compliance with grading and erosion control regulations.[68] Prior to issuance of any grading permit for the project that would result in soil disturbance of one or more acres of land, the Applicant will be required to demonstrate that coverage has been obtained under California's General Permit for Storm Water Discharges Associated with Construction Activity by providing a copy of the Notice of Intent (NOI) submitted to the State Water Resources Control Board, and a copy of the subsequent notification of the issuance of a Waste Discharge Identification (WDID) Number or other proof of filing shall be provided to the Chief Building Official and the City Engineer. In addition, the Applicant will be required to prepare and implement a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP will be submitted to the Chief Building Official and City Engineer prior to the issuance of a grading permit. With the above-mentioned regulations, the impacts would be reduced to levels that are considered to be less than significant.

B. *Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? ● Less than Significant Impact.*

Groundwater Monitoring Well E2 was a 2-inch PVC groundwater monitoring well that reached 105-feet below ground surface (bgs). Well abandonment activities for Well E2 were conducted by Fulcrum Resources Environmental, Inc. The groundwater monitoring well was determined to be dry and no sample was obtainable before well abandonment. On June 21, 2019, Groundwater Monitoring Well E2 was abandoned under the supervision of a California Licensed Professional Geologist. Well, E2 was destroyed in general accordance with the California Well Standards Bulletin 65-90 (Part III, Destruction of

[66] United States Department of Agriculture. *Web Soil Survey*. https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx.

[67] El Monte, City of. *Municipal Code*. Title 15, Buildings and Construction.

[68] El Monte, City of. *Municipal Code*. Title 15, Buildings and Construction, Chapter 15.40, Grading and Erosion Control.

Monitoring Wells).[69] Therefore, excavation activities are not anticipated to encounter and deplete groundwater supplies from any underlying aquifer.

The City of El Monte and the surrounding cities are underlain by the Central groundwater basin. Groundwater resources in the Central Basin consists of a body of shallow, unconfined and semi-perched water on the upper part of the alluvial deposits; the principal body of fresh groundwater within the Recent and Pleistocene deposits; and salt water under the freshwater resources. Water-bearing deposits are unconsolidated and semi-consolidated alluvial sediments that hold water and allow water to pass through and are referred to as aquifers. Non-water-bearing deposits are consolidated rocks and ground layers which provide limited water and form the boundaries between aquifers. According to the USEPA, the average depth to the bottom of the shallow groundwater zone is approximately 150 feet bgs.[70] The excavation required for the proposed project will not extend into the groundwater basin. The excavation required for the proposed project will not be deep enough to interfere with local groundwater supplies.

As previously mentioned, the project site is currently paved and the new buildings will not introduce new significant impermeable land cover to the project site and will therefore not interfere with groundwater recharge. In addition, the proposed project will not involve significant water consumption and no significant net change in area-wide water consumption will occur. Furthermore, the project's contractors will be required to adhere to the applicable Best Management Practices (BMPs) for the construction site. Adherence to the required BMPs will restrict the discharge of contaminated runoff into the local storm drain system. As a result, the impacts are anticipated to be less than significant.

C. *Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or, impede or redirect flood flows? ● No Impact.*

As previously mentioned, the proposed project will require limited excavation for construction. No natural drainage or riparian areas exist within the project site or the surrounding areas. The nearest body of water is the concrete-lined Eaton Wash, which extends through the southwestern corner of the project site and is fully channelized and used as a flood control channel. The proposed project will be restricted to the project site and will not alter the course of the Eaton Wash. As previously mentioned, the project site is currently paved and the new buildings will not introduce new significant impermeable land cover to the project site. Therefore, the proposed project will not cause a significant increase in impermeable surfaces so as to significantly alter the existing drainage pattern, increase the risk of erosion or siltation, or increase the rate or amount of runoff within of any area within the City.

The project Applicant will be required to utilize BMPs that will filter contaminated runoff. These BMPs may facilitate percolation of runoff into the ground, result in the slow and controlled discharge of runoff into the City's storm drains or permit the retention of stormwater below ground. No excess runoff will be

[69] Fulcrum Resources Environmental, Inc. *Well Abandonment for Groundwater Monitoring Well of 4304 Temple City Boulevard, Rosemead, California 91770.* February 6, 2017.

[70] United States Environmental Protection Agency (USEPA). *San Gabriel Valley (Area 1) El Monte, South El Monte, Whittier Narrows.* https://yosemite.epa.gov/r9/sfund/r9sfdocw.nsf/cadf7f8d48234c98882574260073d787/e06c87d4a19ae069882576030004ab90!OpenDocument.

discharged off-site. As a result, the proposed project will not result in off-site erosion or flooding. In addition, the project will not create polluted runoff or runoff that would exceed the capacity of existing storm drains with implementation of the BMPs. As a result, no impacts will occur.

D. *In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation? ● No Impact.*

According to the Los Angeles County Department of Public Works, the City of El Monte is not located within a designated 100-year flood hazard area, as defined by the Federal Emergency Management Agency (FEMA).[71] According to the FEMA flood insurance map obtained from the Los Angeles County Department of Public Works, the project site is located in Zone X. This flood zone has an annual probability of flooding of less than 0.2 percent and represents areas outside the 500-year flood plain. Thus, sites located in Zone X are not located within a 100-year flood plain.

The project site will not be exposed to a tsunami since the City is located approximately 23 miles inland from the Pacific Ocean. There are no hillsides located in the area that would result in mudslides. A seiche refers to an occasional and sudden oscillation of the water within a lake, bay, estuary, or other surface water body that may be caused by an earthquake. The nearest body of water is the concrete-lined Eaton Wash, which extends through the southwestern corner of the project site and is fully channelized and used as a flood control channel. A seiche in the Eaton Wash is not likely to happen due to the current level of channelization. As a result, no impacts are anticipated.

E. *Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? ● No Impact.*

The construction of the proposed project will result in minimal ground disturbance and will not lead to the introduction of a substantial number of impervious surfaces. In addition, construction and activities within the project site will not utilize any materials or equipment that could lead to surface water pollution. As previously mentioned, the proposed project would be required to implement storm water pollution control measures pursuant to the National Pollutant Discharge Elimination System (NPDES) requirements. The Applicant would also be required to utilize Best Management Practices (BMPs) to control or reduce the discharge of pollutants to the maximum extent practicable over the life of the project. In addition, Chapter 15.40 (Grading and Erosion Control) of the El Monte Municipal Code ensures compliance with grading and erosion control regulations.[72] As a result, the proposed project will not result in a conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan and no impacts will occur.

MITIGATION MEASURES

As indicated previously, hydrological characteristics within the project site will not substantially change. As a result, no mitigation is required.

[71] Los Angeles County Department of Public Works. *Flood Zone Determination Website*. http://dpw.lacounty.gov/wmd/floodzone/.

[72] El Monte, City of. *Municipal Code*. Title 15, Buildings and Construction, Chapter 15.40, Grading and Erosion Control.

3.11 LAND USE & PLANNING

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project physically divide an established community?				✖
B. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?				✖

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project physically divide an established community? ● No Impact.*

The proposed project involves the construction and operation of two new industrial warehouse buildings. The project site is located within an urban area within the City of El Monte. The project site is currently paved over in concrete and asphalt and is used as a parking area for commercial vehicles. The buildings that previously occupied the project site have been demolished. The surrounding land uses and environmental setting of the project site are summarized below:[73]

- *North of the project site*. Industrial and commercial uses are located adjacent to the project site to the north including a furniture store, a communications use, a home improvement store and a large truck parking area. Residential uses are located approximately 600 feet north of the project site. Lower Azusa Road extends in an east-west orientation approximately one-quarter mile north of the project site. Single-family homes are located further north.

- *South of the project site*. Eaton Wash, a concrete-lined flood control channel, traverses the southwestern portion of the project site and continues in a north-south orientation south of the project site. An active railroad track abuts the project site to the south. Various industrial and commercial uses are located south of the railroad track including an electronic manufacturer, bank corporate offices and an LED sign shop. Single-family homes are located approximately 750 feet south of the project site. Valley Boulevard extends in an east-west orientation approximately 0.30 miles south of the project site.

- *East of the project site*. Various industrial and commercial uses are located east of the project site including a plastic packaging manufacturer, a furniture store and a construction supply store. Baldwin Avenue extends in a north-south orientation approximately 0.20 feet east of the project site. Industrial and commercial uses are located further east.

- *West of the project site*. Temple City Boulevard abuts the project site to the west and extends in a north-south orientation. As previously mentioned, Eaton Wash traverses the southwestern portion of the project site and continues in an east-west orientation west of the project site. Industrial and commercial uses are located west of the project site including a metal fabricator, flooring store, a

[73] Blodgett Baylosis Environmental Planning. *Site Survey*. Survey was conducted on January 15, 2020.

food manufacturer and an online retail fulfillment center. Residential uses are located approximately 600 feet west of the project site.

The project site is zoned *M-2 (General Manufacturing)*. The project site also has a General Plan land use designation of *Industrial/Business Park*. The proposed project will be compatible to its respective Zoning and General Plan land use designations (refer to Exhibits 3-4 and 3-5 for the Zoning and General Plan land use maps).

The project site is surrounded by industrial, manufacturing and commercial uses and the nearest residential uses are located in between 600 and 700 feet to the north, west and south of the project site. The proposed project will not involve the permanent closure of any existing roadways or otherwise result in the division of an established residential neighborhood. Therefore, the proposed project will not lead to any division of an existing established neighborhood and no impacts will occur.

B. *Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? ● No Impact.*

The project site is zoned *M-2 (General Manufacturing)*. The project site also has General Plan land use designation of *Industrial/Business Park*. As previously mentioned, the proposed project will be compatible to its respective Zoning and General Plan land use designations (refer to Exhibits 3-4 and 3-5 for the Zoning and General Plan land use maps). The project's implementation will require the following approvals:

- Design Review *(DR 05-19)* to permit the construction of two (2) new industrial warehouse buildings located along the east side of Temple City Boulevard;

- *Tentative Tract Map (TTM 082738)* to allow for the subdivision of the project site.

Although the proposed project will seek the above discretionary actions, the proposed project will not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect and no impacts will occur.

MITIGATION MEASURES

The analysis determined that no impacts on land use and planning would result upon the implementation of the proposed project. As a result, no mitigation measures are required.

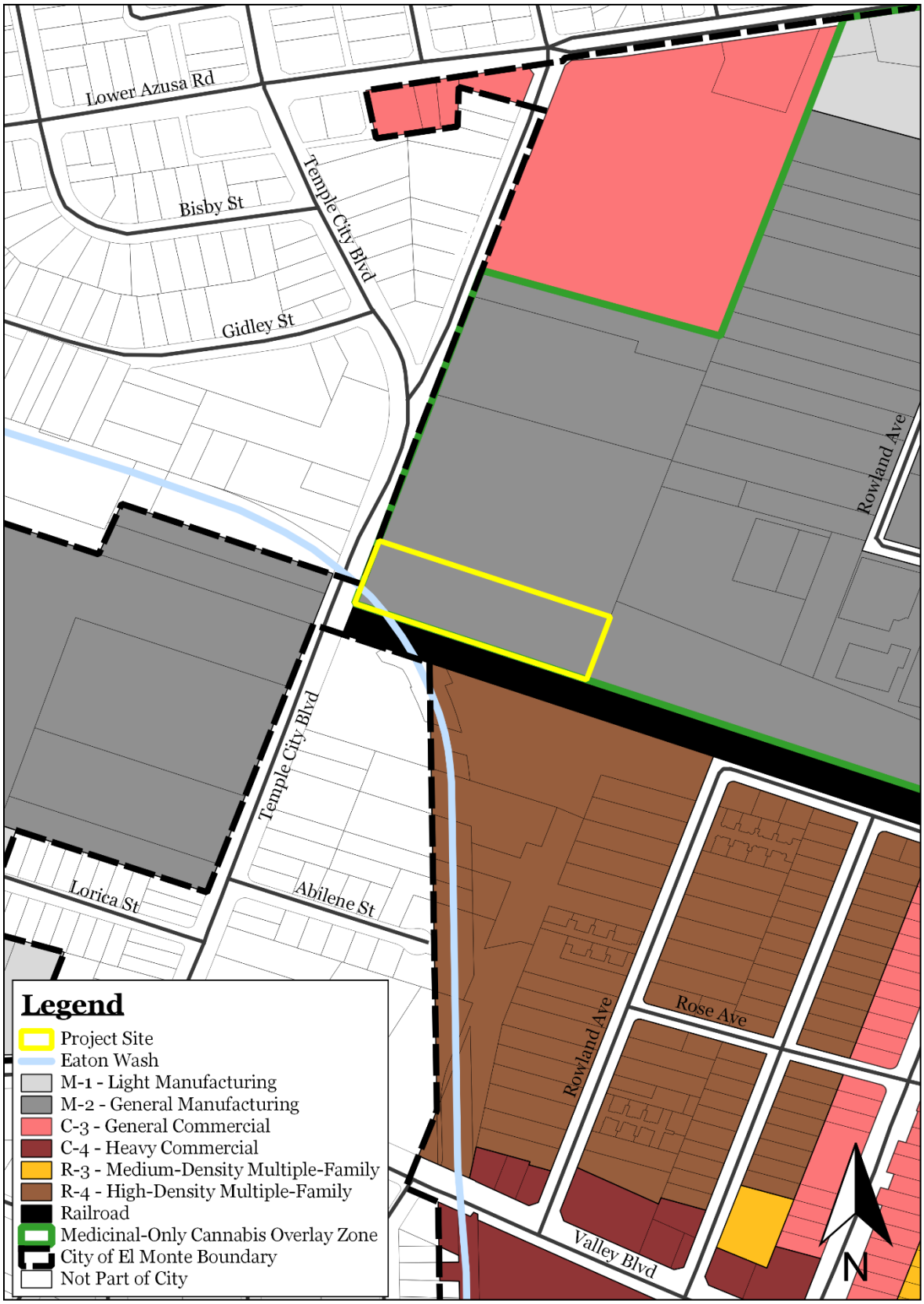

EXHIBIT 3-4
ZONING MAP
Source: City of El Monte and QGIS

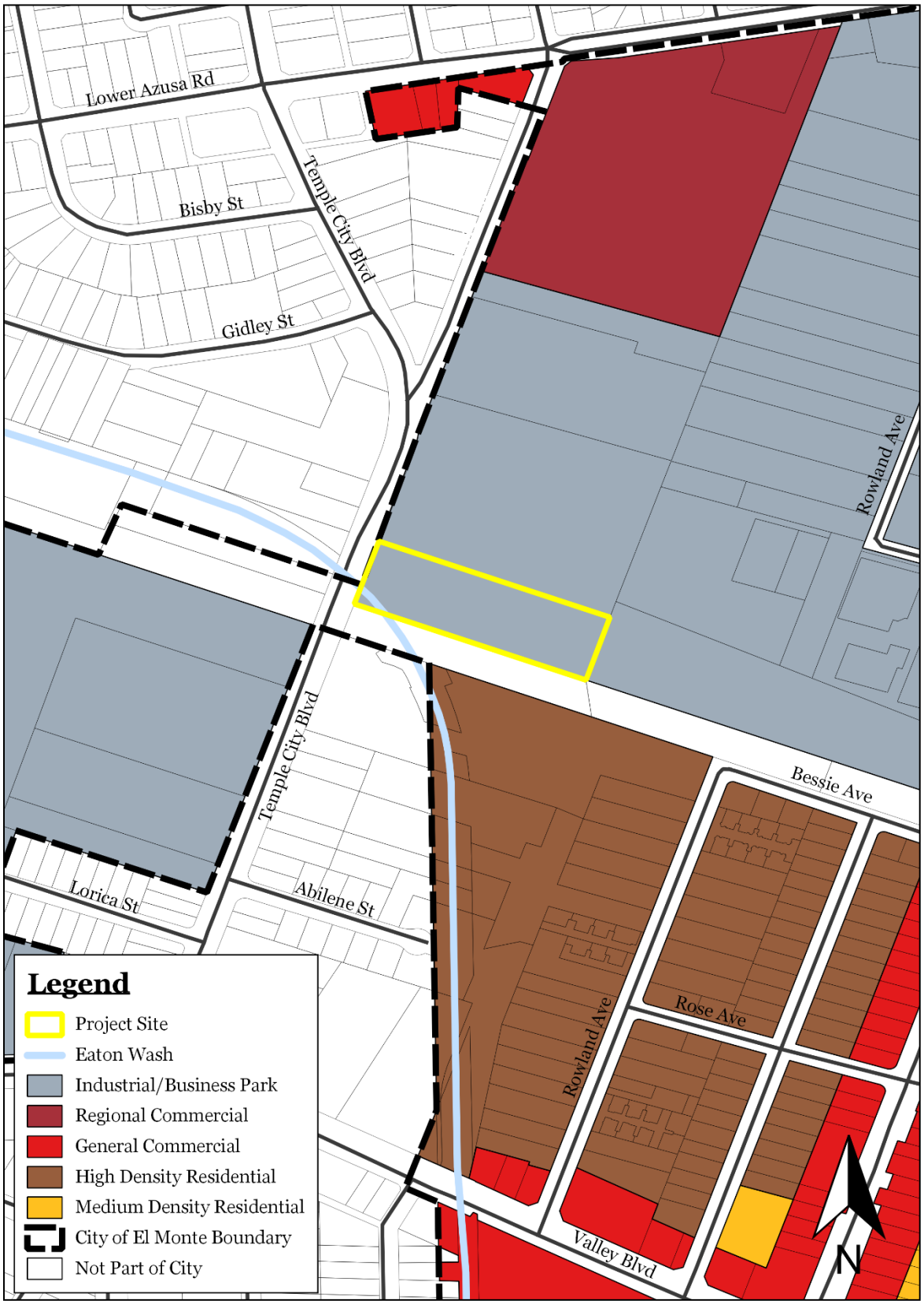

EXHIBIT 3-5
GENERAL PLAN LAND USE MAP
Source: City of El Monte and QGIS

3.12 MINERAL RESOURCES

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				✖
B. Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				✖

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? ● No Impact.*

There are no oil wells located within the project site. The California Geological Survey Mineral Resources Project provides information regarding mineral resources (metals, rare-earth elements, clays, limestone, gypsum, salt and dimension stone, and construction aggregate) and classifies lands throughout the State that contain regionally significant mineral resources. This classification is mandated by the Surface Mining and Reclamation Act (SMARA). The SMARA requires all cities to incorporate in their General Plans mapped designations approved by the State Mining and Geology Board. The State Geologist classifies mineral resource areas into Mineral Resource Zones (MRZs), Scientific Resource Zones (SZ), or Identified Resource Areas (IRAs).

The City of El Monte is located within the San Gabriel Production-Consumption Region. The northeastern portion of the City is identified as containing significant mineral deposits and is designated as an MRZ-2 zone. However, no County of Los Angeles-designated Mineral Resource Zones are located in El Monte. El Monte is completely urbanized and does not contain mining uses, nor does the City have land designated for mineral, aggregate, or sand production.[74] The project site is not located within a mineral resource zone nor is it located in an area with active mineral extraction activities. Furthermore, there are no oil wells located within the project site.[75] As a result, no impacts on existing mineral resources would result from the implementation of the proposed project.

B. *Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? ● No Impact.*

As mentioned in the previous section, no existing or former wells are located within the project site and the site does not involve active mineral extraction activities. Additionally, the resources and materials that will be utilized for the construction of the proposed project will not include any materials that are considered rare or unique. Thus, the proposed project will not result in any impacts on mineral resources in the region.

[74] City of El Monte (and Planning Center). *General Plan and Zoning Code Update and EIR Existing Conditions Report.* May 24, 2006.

[75] California Department of Conservation. http://maps.conservation.ca.gov/doggr/index.html#close.

MITIGATION MEASURES

The analysis of potential impacts related to mineral resources indicated that no significant adverse impacts would result from the proposed project. As a result, no mitigation measures are required.

3.13 NOISE

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			✖	
B. Would the project result in generation of excessive groundborne vibration or groundborne noise levels?			✖	
C. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				✖

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? ● Less than Significant Impact.*

The most commonly used unit for measuring the level of sound is the decibel (dB). Zero on the decibel scale represents the lowest limit of sound that can be heard by humans. The eardrum may rupture at 140 dB. In general, an increase of between 3.0 dB and 5.0 dB in the ambient noise level is considered to represent the threshold for human sensitivity. In other words, increases in ambient noise levels of 3.0 dB or less are not generally perceptible to persons with average hearing abilities.[76] Noise levels that are associated with common, everyday activities are illustrated in Exhibit 3-6.

Composite construction noise is best characterized in a study prepared by Bolt, Beranek, and Newman. In the study, the noisiest phases of construction are anticipated to be 89 dBA as measured at a distance of 50 feet from the construction activity. Noise levels associated with various types of construction equipment are summarized in Exhibit 3-7. The noise levels are those that would be expected at a distance of 50 feet from the noise source. The nearest noise sensitive receptors include residential uses located in between 600 and 700 feet to the north, west and south of the project site. The proposed project involves the construction and operation of two new industrial warehouse buildings. The construction of the proposed project will result in short-term (construction-related) noise impacts during the nine-month construction period. Construction-related noise impacts will not be significant since the project will be located along a major roadway (Temple City Boulevard), thus drowning out any construction-related noise due to high ambient noise levels. As mentioned in Section 3.11, Land Use & Planning, the proposed project will be compatible to its respective Zoning and General Plan land use designations. The limited duration of construction activities and the City's construction-related noise control requirements will reduce the potential impacts to levels that are less than significant.

[76] Bugliarello, et. al. *The Impact of Noise Pollution,* Chapter 127, 1975.

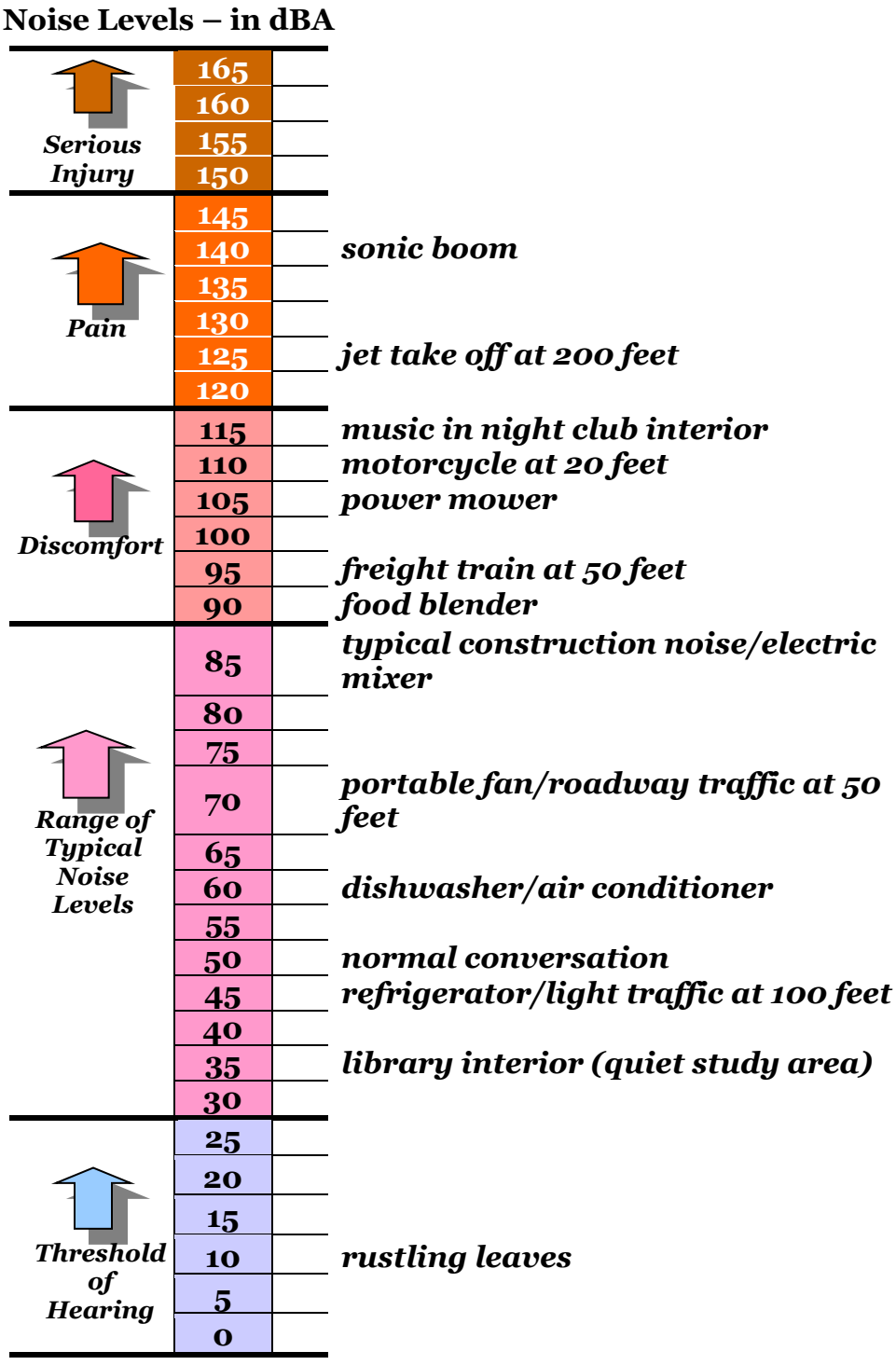

EXHIBIT 3-6
TYPICAL NOISE SOURCES AND LOUDNESS SCALE
SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

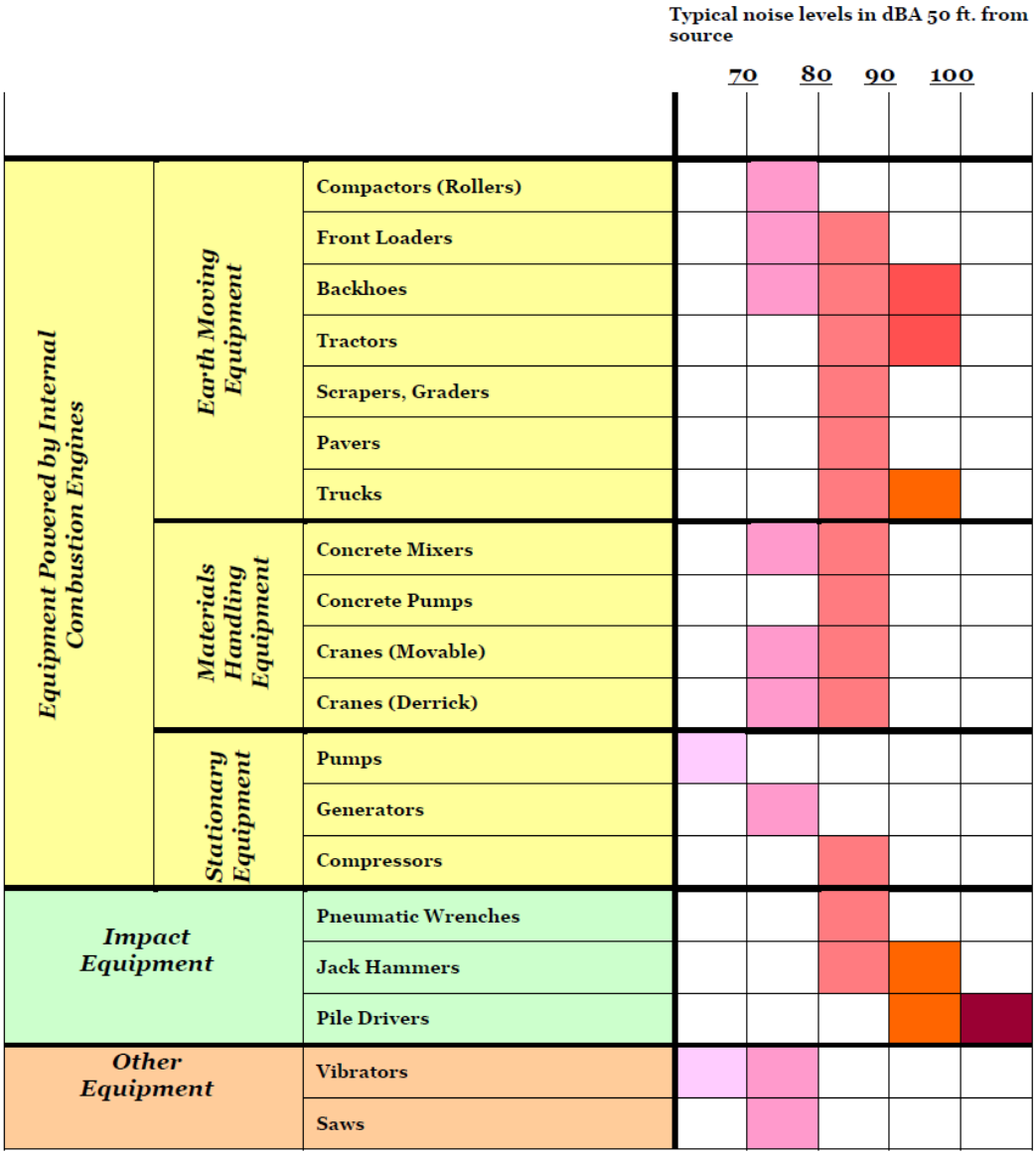

EXHIBIT 3-7
TYPICAL CONSTRUCTION NOISE LEVELS
SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

The ambient noise environments within the project site and surrounding areas are dominated by high ambient vehicle noise emanating from Temple City Boulevard, the adjacent railroad track and noise typically associated with the adjacent uses, which include industrial, manufacturing and commercial uses. The City has set the following additional provisions applicable to certain special noise sources:[77]

> *It is unlawful for any person within the city to operate power construction tools or equipment in the performance of any outside construction or repair work on buildings, structures, or projects in or adjacent to a residential area, except between the hours of six a.m. and seven p.m. Monday through Friday or between the hours of eight a.m. and seven p.m. on Saturday and Sunday.*

The abovementioned provisions related to construction will apply to the construction of the proposed project. A change in traffic noise levels of between 3.0 dBA and 5.0 dBA is generally considered to be the limit where the change in the ambient noise levels may be perceived by persons with normal hearing. It typically requires a doubling of traffic volumes to register a perceptible change (increase) in traffic noise. As indicated in Section 3.17, Transportation, there will not be a significant change in the traffic distribution over that which presently exists. Therefore, the projected traffic generation will not result in a doubling of traffic volumes. As a result, the proposed project will result in less than significant impacts.

B. *Would the project result in generation of excessive groundborne vibration or groundborne noise levels? ● Less than Significant Impact.*

Once in operation, the proposed project will not significantly raise groundborne noise levels. In addition, there will not be a significant change in the traffic distribution over that which presently exists. However, slight increases in groundborne noise levels could occur during the nine-month construction period. The increase in noise during the construction phase will be difficult to distinguish due to the high ambient vehicle noise levels that will be present in the project site and surround areas. The limited duration of construction activities and the City's construction-related noise control requirements will reduce the potential impacts to levels that are less than significant.

C. *For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? ● No Impact.*

The project site is not located within an airport land use plan. However, the project site is located approximately one mile west of the San Gabriel Valley Airport. The San Gabriel Valley Airport provides services for general civilian aviation, which are exclusive of scheduled passenger airlines. The majority of aircraft that utilize the San Gabriel Valley Airport are small civilian single engine airplanes, which are not a significant source of noise as compared to larger aircraft, such as turbo prop and turbo jet planes, which make up a very small percentage of airport's-based aircraft.[78] As a result, the proposed project will not expose people residing or working in the project area to excessive noise levels related to airport uses.

[77] El Monte, City of. *Municipal Code.* Title 8 Health and Safety, Chapter 8.36 Noise Control, 8.36.050 Special Noise Sources.

[78] Los Angeles County Department of Public Works, Los Angeles County Airports. *Operational Data.* https://dpw.lacounty.gov/avi/airports/BrackettFieldOperational.aspx.

MITIGATION MEASURES

The analysis of potential noise impacts indicated that no significant adverse impacts would result from the proposed project's construction and operation. As a result, no mitigation measures are required.

3.14 POPULATION & HOUSING

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			✖	
B. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				✖

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? ● Less than Significant Impact.*

Growth-inducing impacts are generally associated with the provision of urban services to an undeveloped or rural area. Growth-inducing impacts include the following:

- New development in an area presently undeveloped and economic factors which may influence development;
- Extension of roadways and other transportation facilities;
- Extension of infrastructure and other improvements;
- Major off-site public projects (treatment plants, etc.);
- The removal of housing requiring replacement housing elsewhere;
- Additional population growth leading to increased demand for goods and services; and,
- Short-term growth-inducing impacts related to the project's construction.

The project site is zoned *M-2 (General Manufacturing)*. The project site also has General Plan land use designation of *Industrial/Business Park*. The nearest residential uses are located in between 600 and 700 feet to the north, west and south of the project site. The proposed project will involve industrial warehouse uses and will not result in any direct population growth for the project area since the proposed project will not create housing. However, the proposed project may result in indirect population growth due to employment opportunities. Furthermore, the proposed project will not involve an extension of infrastructure which could induce population growth. As a result, less than significant housing and population impacts will occur.

B. *Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? ● No Impact.*

As previously mentioned, the proposed project will be located within an industrial area and will not displace any existing residential uses within the City. As a result, no housing units will be displaced as a result of the proposed project's implementation and no impacts will occur.

MITIGATION MEASURES

The analysis of potential population and housing impacts indicated that no significant adverse impacts would result from the proposed project's approval and subsequent implementation.

3.15 PUBLIC SERVICES

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: fire protection, police protection, schools, parks or other public facilities?			✖	

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: fire protection, police protection, schools, parks or other public facilities? ● Less than Significant Impact.*

Fire Protection

The City of El Monte contracts with the Los Angeles County Fire Department (LACFD) for fire protection and emergency services. Response time county-wide is under five minutes.[79] The proposed project would only place an incremental demand on fire services since the project will involve the construction of a modern structure that will be subject to all pertinent fire and building codes. Like all development projects within the City, the proposed project will undergo review by the LACFD to ensure that sprinklers, hydrants, fire flow, etc. are adequate in meeting the LACFD requirements. The LACFD will also review the project's emergency access and clearance. Compliance with the above-mentioned requirement, as well as the pertinent codes and ordinances, would reduce the impacts to levels that are less than significant.

Police Protection

Law enforcement services are provided by the City of El Monte Police Department. The proposed project would only place an incremental demand on police protection services since the project is not anticipated to be an attractor for crime due to the lack of unsecure vacant space. To ensure the proposed project elements adhere to the City's security requirements, the City of El Monte Police Department will review the site plan for the proposed project to ensure that the development adheres to the Department requirements, including, but not limited to, photometric plan review. Adherence to the above-mentioned requirement will reduce potential impacts to levels that are less than significant. As a result, less than significant impacts on law enforcement services will result from the proposed project's implementation.

[79] County of Los Angeles Fire Department. www.fire.lacounty.gov/HometownFireStations/HometownFireStations.asp.

Schools

Due to the nature of the proposed project, no direct enrollment impacts regarding school services will occur. The proposed project will not directly increase demand for school services. However, the proposed project may result in indirect population growth due to employment opportunities. Pursuant to SB-50, payment of fees to the applicable school district is considered full mitigation for project-related impacts. School fees that will be paid by the developer and as a result, less than significant impacts will occur.

Parks or Other Public Facilities

Due to the nature of the proposed project, no significant increase in the usage of City parks and recreational facilities is anticipated to occur. The proposed industrial warehouse development will be constructed within the confines of the project site and the proposed project will not physically impact any nearby parks. No new public facilities will be needed since the proposed project will be an industrial development that will not result in a direct increase in population and therefore will not create a significant need for increased public services. As a result, less than significant impacts will occur.

MITIGATION MEASURES

The analysis of public service impacts indicated that no significant adverse impacts are anticipated and no mitigation is required with the implementation of the proposed project.

3.16 RECREATION

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			✖	
B. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				✖

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? ● Less than Significant Impact.*

The proposed project will involve industrial warehouse uses and will not result in direct population growth. However, the proposed project may result in indirect population growth due to employment opportunities. Due to the nature of the proposed project, no significant increase in the usage of City parks and recreational facilities is anticipated to occur. The proposed industrial warehouse development will be constructed within the confines of the project site and the proposed project will not physically impact any nearby parks. As a result, less than significant impacts will occur.

B. *Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? ● No Impact.*

The proposed project will not involve the construction of new recreational facilities nor will the project result in a direct demand for park facilities. As a result, no changes in the demand for local parks and recreation facilities are anticipated and no impacts are anticipated.

MITIGATION MEASURES

The analysis of potential impacts related to parks and recreation indicated that no significant adverse impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation measures are required.

3.17 TRANSPORTATION & CIRCULATION

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			✖	
B. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?			✖	
C. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			✖	
D. Would the project result in inadequate emergency access?				✖

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? ● Less than Significant Impact.*

Regional access to the project site is provided by two area freeways: the San Bernardino Freeway (I-10), which traverses the center portion of the City in an east-west orientation; and, the San Gabriel River Freeway (I-605), which extends along the City's east side in a north-south orientation.[80] Roadways in the area include Temple City Boulevard, which abuts the project site to the west and extends in a north-south orientation; Lower Azusa Road, which is located approximately one-quarter mile north of the project site and extends in an east-west orientation; and Valley Boulevard, which is located approximately 0.30 miles south of the project site and extends in an east-west orientation. Direct vehicular access to the site will be provided by one driveway connection along Temple City Boulevard.

Trip generation estimates for the proposed project were developed using the trip rates contained in the Institute of Transportation Engineers' (ITE) Trip Generation, 10th Edition based on the industrial land use category (ITE Code 150). This ITE information was used to estimate future traffic generated and this information is summarized in Table 3-6. As indicated in Table 3-6, the new industrial warehouse development is anticipated to generate approximately 106 daily trips, with approximately 18 trips occurring during the AM peak hour, and 20 trips occurring during the PM peak hour.

Table 3-6
Trip Generation by Proposed Project

ITE Code	Size	Trip Generation Rate							Average Traffic Volume						
		Daily Total	AM Peak Hour			PM Peak Hour			Daily Total	AM Peak Hour			PM Peak Hour		
			%in	%out	total	%in	%out	total		in	out	total	in	out	total
150	63,428 SF	1.65	77%	23%	0.17	27%	73%	0.19	106	14	4	18	5	15	20

Source: Institute of Transportation Engineers' (ITE) Trip Generation, 10th Edition

[80] Google Earth. Website accessed January 6, 2020.

The addition of 18 AM peak hour trips and 20 PM peak hour trips will not add a significant number of vehicles to the road nor alter the Level of Service (LOS) of any of the nearby roadway intersections. Therefore, the potential impacts are anticipated to be less than significant.

B. *Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?*
● *Less than Significant Impact.*

According to CEQA Guidelines *§15064.3 subdivision (b)(1),* vehicle miles traveled (VMT) exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease VMT in the project area compared to existing conditions should be considered to have a less than significant transportation impact.

The proposed project involves the construction and operation of a new industrial warehouse development. It is important to note that the project is an "infill" development, which is seen as an important strategy in combating the release of GHG emissions. Infill development provides a regional benefit in terms of a reduction in Vehicle Miles Traveled (VMT) since the project is consistent with the regional and State sustainable growth objectives identified in the State's Strategic Growth Council (SGC).[81] Infill development reduces VMT by recycling existing undeveloped or underutilized properties located in established urban areas. When development is located in a more rural setting, such as further east in the desert areas, employees, patrons, visitors, and residents may have to travel farther since rural development is often located a significant distance from employment, entertainment, and population centers. Consequently, this distance is reduced when development is located in urban areas since employment, entertainment, and population centers tend to be set in more established communities. Therefore, the potential impacts are considered to be less than significant.

The additional 18 AM and 20 PM peak hour trips will not be sufficient enough to require a traffic study pursuant to the Los Angeles County Congestion Management Program (CMP). According to the CMP, a project will require a traffic study if it results in 50 or more trips during a peak hour at a CMP intersection. The City of El Monte has adopted screening thresholds pursuant to Resolution No. 10172 that are designed to assist in making a determination of significant impacts relative to vehicle miles travelled (VMT). Based on the adopted screening criteria, the proposed project's VMT impacts will be less that significant based on the following criteria:

- The proposed new building is small in floor area (63,428 square feet) with the resulting daily and peak hour traffic generation being 18 AM peak hour trips and 20 PM peak hour trips. This traffic generation will not translate into a net increase of 15 percent increase in the baseline or cumulative traffic numbers.

- The proposed project's net daily traffic generation will not result in a net increase (106 daily trips) in the regional VMT compared to the baseline conditions for the project's opening year.

[81] California Strategic Growth Council. http://www.sgc.ca.gov/Initiatives/infill-development.html.

- The proposed project is consistent with the City of El Monte General Plan and Zoning Ordinance as it applies to the project site. Therefore, the proposed project is consistent with the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

As a result, the VMT impacts will be less than significant.

C. *Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? ● Less than Significant Impact.*

Roadways in the area include Temple City Boulevard, which abuts the project site to the west and extends in a north-south orientation; Lower Azusa Road, which is located approximately one-quarter mile north of the project site and extends in an east-west orientation; and Valley Boulevard, which is located approximately 0.30 miles south of the project site and extends in an east-west orientation. The project will provide one driveway connection along Temple City Boulevard. A maximum of 18 vehicles will enter and exit the site during the AM peak hour and a maximum of 20 vehicles will enter and exit the site during the PM peak hour. This low volume of traffic is not expected to cause any on-street delays or queuing. The proposed project will not require the construction of new roadways, thus eliminating the impacts related to sharp curves or dangerous intersections. Therefore, the impacts are considered to be less than significant.

D. *Would the project result in inadequate emergency access? ● No Impact.*

The proposed project would not impede emergency access to any neighboring properties during construction or operation. At no time will the surrounding roadways be closed to traffic during the project's construction. The Los Angeles County Fire Department (LACFD) will review the on-site circulation to ensure that sufficient emergency access and clearance is provided. As a result, no impacts related to emergency access will occur.

MITIGATION MEASURES

The analysis of potential impacts related to traffic and circulation indicated that no significant adverse impacts would result from the proposed project. As a result, no mitigation measures are required.

3.18 TRIBAL CULTURAL RESOURCES

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21065 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?		✖		
B. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21065 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.			✖	

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21065 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)? ● Less than Significant Impact with Mitigation.*

A Tribal Resource is defined in Public Resources Code section 21065 and includes the following:

- Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following: included or determined to be eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.

- A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

- A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.

- A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a "non-unique archaeological resource" as defined in subdivision (h) of Section 21083.2 may also be a tribal cultural resource if it conforms with the criteria of subdivision (a).

The proposed project would be located within an urbanized area of the City that has been disturbed due to past development and there is a limited likelihood that artifacts will be encountered. The grading and excavation will involve the clearance of the site, shallow excavation, and the installation of the new building footings and utility connections. In addition, the project site is not located within an area that is typically associated with habitation sites, foraging areas, ceremonial sites, or burials. However, the entire City of El Monte is located within the cultural area that was formerly occupied by the Gabrieleño-Kizh. Formal Native American consultation was provided in accordance with AB-52 and it was determined that the project site is located in an area of high archaeological significance. Although the project site has been subject to disturbance to accommodate the on-site development and the surrounding existing buildings, the project site is situated in an area of high archaeological significance. As a result, the following mitigation is required:

- The project Applicant will be required to obtain the services of a qualified Native American Monitor(s) during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, potholing or auguring, boring, grading, excavation, and trenching, within the project site. The monitor(s) must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground-disturbing activities.

Title 14; Chapter 3; Article 5; Section 15064.5 of CEQA will apply in terms of the identification of significant archaeological resources and their salvage. Adherence to the abovementioned mitigation measure will reduce potential impacts to levels that are less than significant.

B. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21065 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.* ● *Less than Significant Impact.*

As previously mentioned, the project site is located within the cultural area that was formally occupied by the Gabrieleño-Kizh and it was determined that the site may be situated in an area of high archaeological significance. The project site is located within an urbanized area of the City that has been disturbed due to past development and there is a limited likelihood that artifacts will be encountered. The grading and excavation will involve the installation of the new building footings and utility connections. In addition, the project site is not located within an area that is typically associated with habitation sites, foraging areas, ceremonial sites, or burials. Nevertheless, mitigation was provided in the previous subsection. With the

implementation of this mitigation measure, tribal cultural impacts will be reduced to levels that are considered to be less than significant.

MITIGATION MEASURES

Although the project site has been subject to disturbance to accommodate the on-site development and the surrounding buildings, the project site is situated in an area of high archaeological significance. As a result, the following mitigation is required:

> *Mitigation Measure No. 3 (Tribal Cultural Resources).* The project Applicant will be required to obtain the services of a qualified Native American Monitor(s) during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, potholing or auguring, boring, grading, excavation, and trenching, within the project site. The monitor(s) must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground-disturbing activities.

3.19 UTILITIES AND SERVICE SYSTEMS

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?				✖
B. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			✖	
C. Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			✖	
D. Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			✖	
E. Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?				✖

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? ● No Impact.*

The proposed project involves the construction and operation of two new industrial warehouse buildings. There are no existing water plants, electric power plants, telecommunications facilities, natural gas facilities, or stormwater drainage infrastructure located on-site. Therefore, the project's implementation will not require the relocation of any of the aforementioned facilities. As previously mentioned in Section 3.6, Energy, the proposed project will not result in excessive energy consumption. In addition, the increase in demand for waste disposal, water, and wastewater treatment services can be adequately handled and no expansion of these services is required (refer to the following subsections). As a result, no impacts will occur.

B. *Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? ● Less than Significant Impact.*

Water agencies, districts, and suppliers in the San Gabriel Basin generally obtain their water from groundwater extraction. Some agencies and jurisdictions replenish this water supply by groundwater recharge through spreading grounds located along the San Gabriel and Rio Hondo rivers. Imported water purchased from the Metropolitan Water District of Southern California (MWD) and recycled water from

Whittier, Pomona, and San Jose water reclamation plants are also used for recharge. The Main San Gabriel Basin Watermaster is responsible for administering water rights allocations, including water spreading activities, within the Main San Gabriel Basin.

The City of El Monte's water supply is primarily groundwater, extracted by production wells from the Main San Gabriel Groundwater Basin. The City's water system serves 20 percent of the City's land area, comprising 3,342 connections and 22,446 residents. The City's Water Department does not import water, nor is it connected to a transmission pipeline of any water wholesaler. Six deep wells, one 200,000-gallon elevated tank, and one-million-gallon ground-level tank serve this water supply. Potable water is delivered through 42 miles of pipeline, reservoirs, booster pumps, water wells, disinfection facilities, carbon filters, and emergency connections with neighboring water purveyors. California American Water is responsible for providing water service to the project area. Water mains are located within the existing public streets located adjacent to the project sites. The existing water reservoirs that serve the area will continue to provide adequate supplies and pressure to serve the proposed project. The future water consumption is projected to be 3,081 gallons of water on a daily basis.[82]

The age and size of the existing water main will be sufficient in accommodating the projected flows according to the project architect. According to the City's General Plan EIR, the City of El Monte has an adequate supply of water in acre-feet through the year 2025.[83] In addition, the Applicant will be required to comply with the Water Efficiency Model Water Efficient Landscape Ordinance (MWELO) and Chapter 17.11 (Water Efficiency) of the City's Municipal Code.[84] Furthermore, if the local water purveyor exceeds its water production capacity in any year, it will be required to fund purchase of off-set water in order to prevent the depletion of the City's water supply. As a result, impacts will be less than significant.

C. *Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? ● Less than Significant Impact.*

Wastewater collection facilities that serve the City are owned, operated, and maintained by the City of El Monte Public Works Department. The City's present wastewater system includes a total of 135 miles of pipeline, six pump stations, and 2,697 manholes. A limited number of residences are also on septic tanks. El Monte is one of 17 jurisdictions that are signatory to the Joint Outfall Agreement. The agreement provides for a regional interconnected system of facilities and an inter-jurisdictional agreement to own, operate, and maintain sewers, pumping plants, treatment plants, and other facilities collectively called the Joint Outfall System. Wastewater treatment is provided to El Monte by the Sanitation Districts of Los Angeles County (LACSD) at three treatment plants.

The future development is projected to generate 1,711 gallons of effluent on a daily basis.[85] The Whittier Narrows Water Reclamation Plant has a total treatment capacity of 15 million gallons per day (mgd) and a

[82] Water consumption rates are provided by the applicant and the El Monte Public Works Department, Utility Division.

[83] City of El Monte (and Planning Center). *General Plan and Zoning Code Update and EIR Existing Conditions Report*. Final. May 2011.

[84] City of El Monte. *Model Water Efficient Landscape Ordinance (MWELO)*. http://www.ci.el-monte.ca.us/DocumentCenter/View/1271. Secondary Source: City of El Monte Municipal Code. *Title 17 Zoning, Chapter 17.11 Water Efficiency*.

[85] Effluent generation is assumed to be 100% of water consumption rates for industrial uses, according to the City Engineer. Water consumption rates are provided by the applicant and the El Monte Public Works Department, Utility Division.

residual capacity of approximately seven MGD. The proposed project's wastewater generation will not result in the remaining capacity being exceeded. In addition, the City's sewer system has sufficient capacity to accommodate the proposed project. As a result, less than significant impacts will occur.

D. *Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? ● Less than Significant Impact.*

El Monte is served by one waste management company, Valley Vista Services, that provides waste collection and recycling services for the entire City. In previous years, solid waste generated within the City of El Monte was disposed at the Puente Hills landfill prior to the landfill's closure on October 31, 2013. The Puente Hills Landfill was permanently closed in October 2013 and is only currently accepting clean dirt. Upon the landfill's closure, the Los Angeles County Sanitation District selected the Mesquite Regional Landfill in Imperial County as the new target destination for the County's waste. The Mesquite Regional Landfill in Imperial County has a 100-year capacity at 8,000 tons per day.[86] In addition, the nearby Puente Hills Transfer Station/Materials Recovery Facility (MRF) is able to accept 4,440 tons per day of solid waste. The future daily solid waste generation is projected to be 611 pounds per day. The proposed project will contribute a limited amount to the waste stream. As a result, less than significant impacts on solid waste generation are anticipated.

E. *Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste? ● No Impact.*

As previously mentioned, the proposed project is anticipated to result in 611 pounds per day of solid waste, which is within the capacity of the aforementioned waste facilities. As a result, no impacts will occur.

MITIGATION MEASURES

The analysis of utilities impacts indicated that no significant adverse impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation is required.

[86] City of El Monte (and Planning Center). *General Plan and Zoning Code Update and EIR Existing Conditions Report.* May 2011.

3.20 WILDFIRE

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?				✖
B. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				✖
C. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				✖
D. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				✖

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan? ● No Impact.*

The proposed project involves the construction and operation of two new industrial warehouse buildings. As previously mentioned, at no time during construction or operation will adjacent streets be completely closed to traffic. Furthermore, the project site is located within an urbanized area and no areas prone to wildfires are located near the project site. As a result, no impacts will occur.

B. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? ● No Impact.*

There is no risk from wildfire within the project site or the surrounding area given the distance from any area that may be at risk of a wildfire event. In addition, the proposed project will not change the nature of the project site. As a result, no impacts will occur.

C. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? ● No Impact.*

The proposed project will not change the nature of the project site. There is no risk from wildfire within the project site or the surrounding area given the distance from any area that may be at risk of a wildfire event. As a result, no impacts will occur.

D. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? ● No Impact.*

There is no risk from wildfire within the project site or the surrounding area given the distance from any area that may be at risk of a wildfire event. In addition, the surrounding areas are level. As a result, no impacts will occur.

MITIGATION MEASURES

The analysis of wildfires impacts indicated that no impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation is required.

3.21 MANDATORY FINDINGS OF SIGNIFICANCE

The following findings can be made regarding the Mandatory Findings of Significance set forth in Section 15065 of the CEQA Guidelines based on the results of this environmental assessment:

- The proposed project *will not* have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. As indicated in Section 3.1 through 3.20, the proposed project will not result in any significant unmitigable environmental impacts.
- The proposed project *will not* have impacts that are individually limited, but cumulatively considerable. The proposed project is relatively small and the attendant environmental impacts will not lead to a cumulatively significant impact on any of the issues analyzed herein.
- The proposed project *will not* have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly. As indicated in Section 3.1 through 3.20, the proposed project will not result in any significant unmitigable environmental impacts.

SECTION 4 CONCLUSIONS

4.1 FINDINGS

The Initial Study determined that the proposed project is not expected to have significant adverse environmental impacts. The following findings can be made regarding the Mandatory Findings of Significance set forth in Section 15065 of the CEQA Guidelines based on the results of this Initial Study:

- The proposed project *will not* have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare or threatened species or eliminate important examples of the major periods of California history or prehistory.
- The proposed project *will not* have impacts that are individually limited, but cumulatively considerable.
- The proposed project *will not* have environmental effects which will cause substantially adverse effects on human beings, either directly or indirectly.
- A Mitigation Reporting and Monitoring Program *will be* required.

4.2 MITIGATION MONITORING

In addition, pursuant to Section 21081(a) of the Public Resources Code, findings must be adopted by the decision-maker coincidental to the approval of a Mitigated Negative Declaration, which relates to the Mitigation Monitoring Program. These findings shall be incorporated as part of the decision-maker's findings of fact, in response to AB-3180 and in compliance with the requirements of the Public Resources Code. In accordance with the requirements of Section 21081(a) and 21081.6 of the Public Resources Code, the City of El Monte can make the following additional findings:

- A mitigation monitoring and reporting program will be required; and,
- An accountable enforcement agency or monitoring agency shall be identified for the mitigation measures adopted as part of the decision-maker's final determination.

Mitigation measures have been recommended as a means to reduce or eliminate potential adverse environmental impacts to insignificant levels. AB-3180 requires that a monitoring and reporting program be adopted for the recommended mitigation measures.

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SECTION 5 REFERENCES

5.1 PREPARERS

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Alejandra Rocha, Project Manager
Marc Blodgett, Project Principal
Bryan Hamilton, Project Planner

5.2 REFERENCES

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MITIGATION MONITORING AND REPORTING PROGRAM

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MITIGATION MONITORING & REPORTING PROGRAM

The environmental analysis provided in the Initial Study that was prepared for the proposed project indicated the project would require mitigation measures to reduce potentially significant impacts. For this reason, the City of El Monte determined that a *Mitigated Negative Declaration* was the appropriate CEQA document for the proposed project. The following findings may be made based on the analysis contained in the Initial Study:

- The proposed project *will not* have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory.
- The proposed project *will not* have impacts that are individually limited, but cumulatively considerable.
- The proposed project *will not* have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly.

In addition, pursuant to Section 21081(a) of the Public Resources Code, findings must be adopted by the decision-maker coincidental to the approval of a Mitigated Negative Declaration, which relates to the Mitigation Monitoring Program. These findings shall be incorporated as part of the decision-maker's findings of fact, in response to AB-3180 and in compliance with the requirements of the Public Resources Code. In accordance with the requirements of Section 21081(a) and 21081.6 of the Public Resources Code, the City of El Monte may make the following additional findings:

- A mitigation reporting or monitoring program will be required; and,
- An accountable enforcement agency or monitoring agency shall be identified for the mitigation measures adopted as part of the decision-maker's final determination.

SUMMARY OF MITIGATION MEASURES

In the absence of mitigation, the potential damage to paleontological resources or sites during project construction would be a potentially significant impact. Therefore, the following mitigation is required:

> *Mitigation Measure No. 1 (Geology & Soils).* Prior to commencement of any grading activity on site, the Applicant shall retain a qualified paleontologist, subject to the review and approval of the City's Community and Economic Development Director, or designee. The qualified paleontologist shall be on-site during grading and other significant ground disturbance activities that impact Pleistocene alluvial deposits, which could occur at depths below six feet. The monitoring shall apply to the areas of the site where excavation shall extend at depths of six feet or more.

The Environmental Site Assessment recommends no further investigation related to soil/groundwater at this time. However, it recommends installation of vapor barrier or other engineering controls for new and existing enclosed building structures to mitigate potential VOC vapor intrusion. Therefore, the following mitigation is required:

> *Mitigation Measure No. 2 (Hazards & Hazardous Materials).* A vapor barrier must be installed below the new building slabs to prevent the intrusion of methane into the proposed project. The vapor barrier must comply with all requirements set by the Los Angeles County Fire Department (LACFD).

Although the project site has been subject to disturbance to accommodate the on-site development and the surrounding buildings, the project site is situated in an area of high archaeological significance. As a result, the following mitigation is required:

> *Mitigation Measure No. 3 (Tribal Cultural Resources).* The project Applicant will be required to obtain the services of a qualified Native American Monitor(s) during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, potholing or auguring, boring, grading, excavation, and trenching, within the project site. The monitor(s) must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground-disturbing activities.

MITIGATION MONITORING MATRIX

The monitoring and reporting for the mitigation measures, including the period for implementation, monitoring agency, and the monitoring action, are identified in Table 1.

Table 1
Mitigation Monitoring Program

Measure	Enforcement Agency	Monitoring Phase	Verification
Mitigation Measure No. 1 (Geology & Soils). Prior to commencement of any grading activity on site, the Applicant shall retain a qualified paleontologist, subject to the review and approval of the City's Community and Economic Development Director, or designee. The qualified paleontologist shall be on-site during grading and other significant ground disturbance activities that impact Pleistocene alluvial deposits, which could occur at depths below six feet. The monitoring shall apply to the areas of the site where excavation shall extend at depths of six feet or more.	City of El Monte Community & Economic Development Department ● *(The Applicant is responsible for implementation)*	*Prior to the start of any grading related activities.* ● Mitigation ends when grading is completed.	Date: Name & Title:
Mitigation Measure No. 2 (Hazards & Hazardous Materials). A vapor barrier must be installed below the new building slabs to prevent the intrusion of methane into the proposed project. The vapor barrier must comply with all requirements set by the Los Angeles County Fire Department (LACFD).	City of El Monte Community & Economic Development Department ● *(The Applicant is responsible for implementation)*	*During the project's construction phase.* ● Mitigation ends at the completion of the construction phase.	Date: Name & Title:

Table 1
Mitigation Monitoring Program

Measure	Enforcement Agency	Monitoring Phase	Verification
Mitigation Measure No. 3 (Tribal Cultural Resources). The project Applicant will be required to obtain the services of a qualified Native American Monitor(s) during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, potholing or auguring, boring, grading, excavation, and trenching, within the project site. The monitor(s) must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground-disturbing activities.	City of El Monte Community Economic Development Department ● *(The Applicant is responsible for implementation)*	*During the project's construction phase.* ● Mitigation ends at the completion of the construction phase.	Date: Name & Title:

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APPENDIX A – AIR QUALITY WORKSHEETS

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

ELMT 034 Temple City Blvd

South Coast Air Basin, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Manufacturing	63.96	1000sqft	1.47	63,956.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	9			**Operational Year**	2023
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Table Name	Column Name	Default Value	New Value

2.0 Emissions Summary

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	59.5088	17.0077	14.4530	0.0267	7.1944	0.8388	7.9373	3.4544	0.7837	4.1379	0.0000	2,483.7986	2,483.7986	0.6481	0.0366	2,503.7845
Maximum	**59.5088**	**17.0077**	**14.4530**	**0.0267**	**7.1944**	**0.8388**	**7.9373**	**3.4544**	**0.7837**	**4.1379**	**0.0000**	**2,483.7986**	**2,483.7986**	**0.6481**	**0.0366**	**2,503.7845**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	59.5088	17.0077	14.4530	0.0267	7.1944	0.8388	7.9373	3.4544	0.7837	4.1379	0.0000	2,483.7986	2,483.7986	0.6481	0.0366	2,503.7845
Maximum	**59.5088**	**17.0077**	**14.4530**	**0.0267**	**7.1944**	**0.8388**	**7.9373**	**3.4544**	**0.7837**	**4.1379**	**0.0000**	**2,483.7986**	**2,483.7986**	**0.6481**	**0.0366**	**2,503.7845**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.4294	6.0000e-005	6.5300e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0140	0.0140	4.0000e-005		0.0149
Energy	0.0339	0.3085	0.2592	1.8500e-003		0.0235	0.0235		0.0235	0.0235		370.2336	370.2336	7.1000e-003	6.7900e-003	372.4337
Mobile	1.4343	1.6769	16.0733	0.0373	3.8305	0.0259	3.8563	1.0207	0.0241	1.0447		3,796.8451	3,796.8451	0.2198	0.1486	3,846.6210
Total	**2.8976**	**1.9855**	**16.3390**	**0.0391**	**3.8305**	**0.0493**	**3.8798**	**1.0207**	**0.0475**	**1.0682**		**4,167.0927**	**4,167.0927**	**0.2269**	**0.1554**	**4,219.0697**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.4294	6.0000e-005	6.5300e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0140	0.0140	4.0000e-005		0.0149
Energy	0.0339	0.3085	0.2592	1.8500e-003		0.0235	0.0235		0.0235	0.0235		370.2336	370.2336	7.1000e-003	6.7900e-003	372.4337
Mobile	1.4343	1.6769	16.0733	0.0373	3.8305	0.0259	3.8563	1.0207	0.0241	1.0447		3,796.8451	3,796.8451	0.2198	0.1486	3,846.6210
Total	**2.8976**	**1.9855**	**16.3390**	**0.0391**	**3.8305**	**0.0493**	**3.8798**	**1.0207**	**0.0475**	**1.0682**		**4,167.0927**	**4,167.0927**	**0.2269**	**0.1554**	**4,219.0697**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2022	1/28/2022	5	20	
2	Site Preparation	Site Preparation	1/29/2022	2/1/2022	5	2	
3	Grading	Grading	2/2/2022	2/7/2022	5	4	
4	Building Construction	Building Construction	2/8/2022	11/14/2022	5	200	
5	Paving	Paving	11/15/2022	11/28/2022	5	10	
6	Architectural Coating	Architectural Coating	11/29/2022	12/12/2022	5	10	

Acres of Grading (Site Preparation Phase): 1.88

Acres of Grading (Grading Phase): 4

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 95,934; Non-Residential Outdoor: 31,978; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	27.00	10.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6889	16.6217	13.9605	0.0241		0.8379	0.8379		0.7829	0.7829		2,323.4168	2,323.4168	0.5921		2,338.2191
Total	**1.6889**	**16.6217**	**13.9605**	**0.0241**		**0.8379**	**0.8379**		**0.7829**	**0.7829**		**2,323.4168**	**2,323.4168**	**0.5921**		**2,338.2191**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0444	0.0313	0.4925	1.3100e-003	0.1453	8.7000e-004	0.1462	0.0385	8.0000e-004	0.0393		132.7488	132.7488	3.4700e-003	3.1700e-003	133.7801
Total	**0.0444**	**0.0313**	**0.4925**	**1.3100e-003**	**0.1453**	**8.7000e-004**	**0.1462**	**0.0385**	**8.0000e-004**	**0.0393**		**132.7488**	**132.7488**	**3.4700e-003**	**3.1700e-003**	**133.7801**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Demolition - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6889	16.6217	13.9605	0.0241		0.8379	0.8379		0.7829	0.7829	0.0000	2,323.4168	2,323.4168	0.5921		2,338.2191
Total	**1.6889**	**16.6217**	**13.9605**	**0.0241**		**0.8379**	**0.8379**		**0.7829**	**0.7829**	**0.0000**	**2,323.4168**	**2,323.4168**	**0.5921**		**2,338.2191**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0444	0.0313	0.4925	1.3100e-003	0.1453	8.7000e-004	0.1462	0.0385	8.0000e-004	0.0393		132.7488	132.7488	3.4700e-003	3.1700e-003	133.7801
Total	**0.0444**	**0.0313**	**0.4925**	**1.3100e-003**	**0.1453**	**8.7000e-004**	**0.1462**	**0.0385**	**8.0000e-004**	**0.0393**		**132.7488**	**132.7488**	**3.4700e-003**	**3.1700e-003**	**133.7801**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.2662	0.0000	6.2662	3.0041	0.0000	3.0041			0.0000			0.0000
Off-Road	1.3122	14.6277	7.0939	0.0172		0.6225	0.6225		0.5727	0.5727		1,666.1738	1,666.1738	0.5389		1,679.6457
Total	**1.3122**	**14.6277**	**7.0939**	**0.0172**	**6.2662**	**0.6225**	**6.8887**	**3.0041**	**0.5727**	**3.5768**		**1,666.1738**	**1,666.1738**	**0.5389**		**1,679.6457**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0273	0.0193	0.3031	8.1000e-004	0.0894	5.4000e-004	0.0900	0.0237	4.9000e-004	0.0242		81.6916	81.6916	2.1400e-003	1.9500e-003	82.3262
Total	**0.0273**	**0.0193**	**0.3031**	**8.1000e-004**	**0.0894**	**5.4000e-004**	**0.0900**	**0.0237**	**4.9000e-004**	**0.0242**		**81.6916**	**81.6916**	**2.1400e-003**	**1.9500e-003**	**82.3262**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Site Preparation - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.2662	0.0000	6.2662	3.0041	0.0000	3.0041			0.0000			0.0000
Off-Road	1.3122	14.6277	7.0939	0.0172		0.6225	0.6225		0.5727	0.5727	0.0000	1,666.1738	1,666.1738	0.5389		1,679.6457
Total	**1.3122**	**14.6277**	**7.0939**	**0.0172**	**6.2662**	**0.6225**	**6.8887**	**3.0041**	**0.5727**	**3.5768**	**0.0000**	**1,666.1738**	**1,666.1738**	**0.5389**		**1,679.6457**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0273	0.0193	0.3031	8.1000e-004	0.0894	5.4000e-004	0.0900	0.0237	4.9000e-004	0.0242		81.6916	81.6916	2.1400e-003	1.9500e-003	82.3262
Total	**0.0273**	**0.0193**	**0.3031**	**8.1000e-004**	**0.0894**	**5.4000e-004**	**0.0900**	**0.0237**	**4.9000e-004**	**0.0242**		**81.6916**	**81.6916**	**2.1400e-003**	**1.9500e-003**	**82.3262**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	1.5403	16.9836	9.2202	0.0206		0.7423	0.7423		0.6829	0.6829		1,995.4825	1,995.4825	0.6454		2,011.6169
Total	**1.5403**	**16.9836**	**9.2202**	**0.0206**	**7.0826**	**0.7423**	**7.8249**	**3.4247**	**0.6829**	**4.1076**		**1,995.4825**	**1,995.4825**	**0.6454**		**2,011.6169**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0341	0.0241	0.3789	1.0100e-003	0.1118	6.7000e-004	0.1125	0.0296	6.2000e-004	0.0303		102.1145	102.1145	2.6700e-003	2.4400e-003	102.9078
Total	**0.0341**	**0.0241**	**0.3789**	**1.0100e-003**	**0.1118**	**6.7000e-004**	**0.1125**	**0.0296**	**6.2000e-004**	**0.0303**		**102.1145**	**102.1145**	**2.6700e-003**	**2.4400e-003**	**102.9078**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Grading - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	1.5403	16.9836	9.2202	0.0206		0.7423	0.7423		0.6829	0.6829	0.0000	1,995.4825	1,995.4825	0.6454		2,011.6169
Total	**1.5403**	**16.9836**	**9.2202**	**0.0206**	**7.0826**	**0.7423**	**7.8249**	**3.4247**	**0.6829**	**4.1076**	**0.0000**	**1,995.4825**	**1,995.4825**	**0.6454**		**2,011.6169**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0341	0.0241	0.3789	1.0100e-003	0.1118	6.7000e-004	0.1125	0.0296	6.2000e-004	0.0303		102.1145	102.1145	2.6700e-003	2.4400e-003	102.9078
Total	**0.0341**	**0.0241**	**0.3789**	**1.0100e-003**	**0.1118**	**6.7000e-004**	**0.1125**	**0.0296**	**6.2000e-004**	**0.0303**		**102.1145**	**102.1145**	**2.6700e-003**	**2.4400e-003**	**102.9078**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6487	12.5031	12.7264	0.0221		0.5889	0.5889		0.5689	0.5689		2,001.5429	2,001.5429	0.3486		2,010.2581
Total	**1.6487**	**12.5031**	**12.7264**	**0.0221**		**0.5889**	**0.5889**		**0.5689**	**0.5689**		**2,001.5429**	**2,001.5429**	**0.3486**		**2,010.2581**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0183	0.4719	0.1578	1.9200e-003	0.0640	4.8100e-003	0.0688	0.0184	4.6000e-003	0.0230		206.5467	206.5467	7.6000e-003	0.0300	215.6755
Worker	0.0921	0.0650	1.0230	2.7300e-003	0.3018	1.8100e-003	0.3036	0.0800	1.6600e-003	0.0817		275.7091	275.7091	7.2100e-003	6.5800e-003	277.8509
Total	**0.1104**	**0.5369**	**1.1808**	**4.6500e-003**	**0.3658**	**6.6200e-003**	**0.3724**	**0.0985**	**6.2600e-003**	**0.1047**		**482.2558**	**482.2558**	**0.0148**	**0.0366**	**493.5265**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Building Construction - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6487	12.5031	12.7264	0.0221		0.5889	0.5889		0.5689	0.5689	0.0000	2,001.5429	2,001.5429	0.3486		2,010.2581
Total	**1.6487**	**12.5031**	**12.7264**	**0.0221**		**0.5889**	**0.5889**		**0.5689**	**0.5689**	**0.0000**	**2,001.5429**	**2,001.5429**	**0.3486**		**2,010.2581**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0183	0.4719	0.1578	1.9200e-003	0.0640	4.8100e-003	0.0688	0.0184	4.6000e-003	0.0230		206.5467	206.5467	7.6000e-003	0.0300	215.6755
Worker	0.0921	0.0650	1.0230	2.7300e-003	0.3018	1.8100e-003	0.3036	0.0800	1.6600e-003	0.0817		275.7091	275.7091	7.2100e-003	6.5800e-003	277.8509
Total	**0.1104**	**0.5369**	**1.1808**	**4.6500e-003**	**0.3658**	**6.6200e-003**	**0.3724**	**0.0985**	**6.2600e-003**	**0.1047**		**482.2558**	**482.2558**	**0.0148**	**0.0366**	**493.5265**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6877	6.7738	8.8060	0.0135		0.3474	0.3474		0.3205	0.3205		1,297.3789	1,297.3789	0.4113		1,307.6608
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.6877**	**6.7738**	**8.8060**	**0.0135**		**0.3474**	**0.3474**		**0.3205**	**0.3205**		**1,297.3789**	**1,297.3789**	**0.4113**		**1,307.6608**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0444	0.0313	0.4925	1.3100e-003	0.1453	8.7000e-004	0.1462	0.0385	8.0000e-004	0.0393		132.7488	132.7488	3.4700e-003	3.1700e-003	133.7801
Total	**0.0444**	**0.0313**	**0.4925**	**1.3100e-003**	**0.1453**	**8.7000e-004**	**0.1462**	**0.0385**	**8.0000e-004**	**0.0393**		**132.7488**	**132.7488**	**3.4700e-003**	**3.1700e-003**	**133.7801**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Paving - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6877	6.7738	8.8060	0.0135		0.3474	0.3474		0.3205	0.3205	0.0000	1,297.3789	1,297.3789	0.4113		1,307.6608
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.6877**	**6.7738**	**8.8060**	**0.0135**		**0.3474**	**0.3474**		**0.3205**	**0.3205**	**0.0000**	**1,297.3789**	**1,297.3789**	**0.4113**		**1,307.6608**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0444	0.0313	0.4925	1.3100e-003	0.1453	8.7000e-004	0.1462	0.0385	8.0000e-004	0.0393		132.7488	132.7488	3.4700e-003	3.1700e-003	133.7801
Total	**0.0444**	**0.0313**	**0.4925**	**1.3100e-003**	**0.1453**	**8.7000e-004**	**0.1462**	**0.0385**	**8.0000e-004**	**0.0393**		**132.7488**	**132.7488**	**3.4700e-003**	**3.1700e-003**	**133.7801**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.7 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	59.2872					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
Total	**59.4918**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**		**281.4481**	**281.4481**	**0.0183**		**281.9062**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0171	0.0120	0.1894	5.1000e-004	0.0559	3.3000e-004	0.0562	0.0148	3.1000e-004	0.0151		51.0572	51.0572	1.3400e-003	1.2200e-003	51.4539
Total	**0.0171**	**0.0120**	**0.1894**	**5.1000e-004**	**0.0559**	**3.3000e-004**	**0.0562**	**0.0148**	**3.1000e-004**	**0.0151**		**51.0572**	**51.0572**	**1.3400e-003**	**1.2200e-003**	**51.4539**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.7 Architectural Coating - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	59.2872					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.9062
Total	**59.4918**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**	**0.0000**	**281.4481**	**281.4481**	**0.0183**		**281.9062**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0171	0.0120	0.1894	5.1000e-004	0.0559	3.3000e-004	0.0562	0.0148	3.1000e-004	0.0151		51.0572	51.0572	1.3400e-003	1.2200e-003	51.4539
Total	**0.0171**	**0.0120**	**0.1894**	**5.1000e-004**	**0.0559**	**3.3000e-004**	**0.0562**	**0.0148**	**3.1000e-004**	**0.0151**		**51.0572**	**51.0572**	**1.3400e-003**	**1.2200e-003**	**51.4539**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.4343	1.6769	16.0733	0.0373	3.8305	0.0259	3.8563	1.0207	0.0241	1.0447		3,796.8451	3,796.8451	0.2198	0.1486	3,846.6210
Unmitigated	1.4343	1.6769	16.0733	0.0373	3.8305	0.0259	3.8563	1.0207	0.0241	1.0447		3,796.8451	3,796.8451	0.2198	0.1486	3,846.6210

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Manufacturing	251.35	410.60	325.54	1,260,711	1,260,711
Total	251.35	410.60	325.54	1,260,711	1,260,711

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Manufacturing	16.60	8.40	6.90	59.00	28.00	13.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Manufacturing	0.544109	0.060768	0.184625	0.129879	0.023845	0.006339	0.011719	0.008584	0.000815	0.000515	0.024285	0.000743	0.003774

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0339	0.3085	0.2592	1.8500e-003		0.0235	0.0235		0.0235	0.0235		370.2336	370.2336	7.1000e-003	6.7900e-003	372.4337
NaturalGas Unmitigated	0.0339	0.3085	0.2592	1.8500e-003		0.0235	0.0235		0.0235	0.0235		370.2336	370.2336	7.1000e-003	6.7900e-003	372.4337

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Manufacturing	3146.99	0.0339	0.3085	0.2592	1.8500e-003		0.0235	0.0235		0.0235	0.0235		370.2336	370.2336	7.1000e-003	6.7900e-003	372.4337
Total		**0.0339**	**0.3085**	**0.2592**	**1.8500e-003**		**0.0235**	**0.0235**		**0.0235**	**0.0235**		**370.2336**	**370.2336**	**7.1000e-003**	**6.7900e-003**	**372.4337**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Manufacturing	3.14699	0.0339	0.3085	0.2592	1.8500e-003		0.0235	0.0235		0.0235	0.0235		370.2336	370.2336	7.1000e-003	6.7900e-003	372.4337
Total		**0.0339**	**0.3085**	**0.2592**	**1.8500e-003**		**0.0235**	**0.0235**		**0.0235**	**0.0235**		**370.2336**	**370.2336**	**7.1000e-003**	**6.7900e-003**	**372.4337**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.4294	6.0000e-005	6.5300e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0140	0.0140	4.0000e-005		0.0149
Unmitigated	1.4294	6.0000e-005	6.5300e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0140	0.0140	4.0000e-005		0.0149

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1624					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.2663					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	6.0000e-004	6.0000e-005	6.5300e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0140	0.0140	4.0000e-005		0.0149
Total	**1.4294**	**6.0000e-005**	**6.5300e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**		**0.0140**	**0.0140**	**4.0000e-005**		**0.0149**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1624					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.2663					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	6.0000e-004	6.0000e-005	6.5300e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0140	0.0140	4.0000e-005		0.0149
Total	**1.4294**	**6.0000e-005**	**6.5300e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**		**0.0140**	**0.0140**	**4.0000e-005**		**0.0149**

7.0 Water Detail

7.1 Mitigation Measures Water

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

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APPENDIX B – GEOTECHNICAL REPORT

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Cal Land Engineering, Inc.
dba Quartech Consultants
Geotechnical, Environmental, and Civil Engineering

July 2, 2019

Ms. Vicky Lien
2227 N. Merced Avenue
South El Monte, CA 91733

Subject: Report of Geotechnical Engineering Investigation, Proposed Commercial development, 4304 Temple City Boulevard, APN: 8577-006-016, El Monte, California; QCI Project No.: 18-019-005GE

Dear Ms. Lien:

In accordance with your request, Quartech Consultants (QCI) is pleased to submit this Geotechnical Engineering Report for the subject site. The purpose of this report was to evaluate the subsurface conditions and provide recommendations for foundation designs and other relevant parameters of the proposed construction.

Based on the findings and observations during our investigation, the proposed construction of the subject site for the intended use is considered feasible from the geotechnical engineering viewpoints, provided that specific recommendations set forth herein are followed.

This opportunity to be of service is sincerely appreciated. If you have any questions pertaining to this report, please call the undersigned.

Respectfully submitted,
Cal Land Engineering, Inc. (CLE)
dba Quartech Consultants (QCI)

Jack C. Lee, GE 2153
Principal

REGISTERED PROFESSIONAL ENGINEER
JACK C. LEE
No. 2153
Exp: 3/31/21
GEOTECHNICAL
STATE OF CALIFORNIA

Churuo Zhang
Project Engineer

Abe Kazemzadeh
Project Engineer

Dist: (4) Addressee

576 E. Lambert Road, Brea, California 92821; Tel: 714-671-1050; Fax: 714-671-1090

REPORT OF GEOTECHNICAL ENGINEERING INVESTIGATION

Proposed Commercial Development

At

APN: 8577-006-016
4304 Temple City Boulevard
El Monte, California

Prepared by
QUARTECH CONSULTANTS (QCI)
Project No.: 18-019-005GE
July 2, 2019

TABLE OF CONTENTS

1.0 INTRODUCTION

1.1 Purpose

This report presents a summary of our preliminary geotechnical engineering investigation for the proposed construction at the subject site. The purposes of this investigation were to evaluate the subsurface conditions at the area of proposed construction and to provide recommendations foundation design and other relevant parameters of the development.

1.2 Scope of Services

Our scope of services included:

- Review of available soil engineering data of the area.
- Our subsurface investigation consisted of excavation of logging and sampling of two 8-inch diameter hollow stem auger borings to a maximum depth of 51.5 feet below the existing grade at the subject site. The exploration was logged by a QCI engineer. Boring logs are presented in Appendix A.
- Laboratory testing of representative samples to establish engineering characteristics of the on-site soil. The laboratory test results are presented in Appendices A and B.
- Engineering analyses of the geotechnical data obtained from our background studies, field investigation, and laboratory testing.
- Preparation of this report presenting our findings, conclusions, and recommendations.

1.3 Proposed Construction

The subject site would be used for commercial developments and associated improvements. The proposed building is anticipated to be one and/or two-story in height with concrete slab-on-grade. Column loads are unknown at this time, but are expected to be light to medium. Minor cut and fill grading operation is anticipated to reach the desired grades.

1.4 Site Location

The project site is located on the east side of Temple City Boulevard and north of Pacific Railroad Track, in the City of El Monte, California. The approximate location of the site is presented in the attached Site Location Map (Figure 1). The lot size is approximately 125,564 square ft. (2.88 acres). The site is currently vacant. No major surface erosions were observed during our subsurface exploration.

4.0 SEISMICITY

4.1 Faulting

Based on our study, there are no known active faults crossing the property. The nearest known active regional fault is the Elysian Park (Upper) Fault located at 2.8 miles from the site.

4.2 Seismicity

The subject site is located in southern California, which is a technically active area. The type and magnitude of seismic hazards affecting the site depend on the distance to causative faults, the intensity, and the magnitude of the seismic event. Table 1 indicates the distance of the fault zones and the associated maximum magnitude earthquake that can be produced by nearby seismic events. As indicated in Table 1, the Elysian Park (Upper) Fault is considered to have the most significant effect to the site from a design standpoint.

TABLE 1

Characteristics and Estimated Earthquakes for Regional Faults

Fault Name	Approximate Distance to the Site (mile)	Maximum Magnitude Earthquake (Mmax)
Elysian Park (Upper)	2.8	6.7
Raymond	3.4	6.8
Elsinore;W+GI+T	6.2	7.5
Sierra Madre Connected	6.3	7.3
Sierra Madre	6.3	7.2
Verdugo	6.5	6.9
Clamshell-Sawpit	7.1	6.7
Puente Hills (LA)	9.0	7.0
Hollywood	10.3	6.7
San Jose	10.6	6.7
Puente Hills (Santa Fe Springs)	10.8	6.7
Santa Monica Connected alt 2	13.2	7.4
Puente Hills (Coyote Hills)	13.3	6.9
Newport Inglewood Connected alt 2	17.6	7.5
Newport Inglewood Connected alt 1	17.8	7.5
Newport-Inglewood, alt 1	17.8	7.2
Chino, alt 2	18.1	6.8
Chino, alt 1	18.2	6.7
Cucamonga	18.9	6.7
Sierra Madre (San Fernando)	19.2	6.7

Reference: 2008 National Seismic Hazard Maps-Source Parameters

4.3 Estimated Earthquake Ground Motions

In order to estimate the seismic ground motions at the subject site, QCI has utilized the seismic hazard map published by California Geological Survey. According to this report, the peak ground alluvium acceleration at the subject site for a 2% and 10% probability of exceedance in 50 years is about 0.8401g and 0.516g, respectively (USGS, 2008 Deaggregation of Seismic Hazards). Peak ground acceleration (PGA), corresponding to USGS Design Map Summary Report, ASCE 7-10 Standard is 0.918g.

5.0 SEISMIC HAZARDS

5.1 Liquefaction

Liquefaction is the transformation of a granular material from a solid to a liquid state as a result of increasing pore-water pressure. The material will then loses strength and can flow if unrestrained, thus leading to ground failure. Liquefaction can be triggered in saturated cohesionless material by short-term cyclic loading, such as shaking due to an earthquake. Ground failure that results from liquefaction can be manifested as flow landsliding, lateral spread, loss of bearing capacity, or settlement.

The potential for liquefaction at the site's sandy soil was evaluated using the computer program "LIQUEFY2" by Thomas Blake, the subsurface data from Boring B-1, the design earthquake (M =7.0), and ground acceleration of 0.840g as are discussed in the previous Section. The total unit weight used for the onsite soils is 120 pcf. The calculated ground water level is raised to the depth of 15 feet below the existing ground surface. Conversion from California modified split spoon to field SPT blow counts is 0.7 (County of L.A. GS045.0 October 1, 2014). The analyses presented on the enclosed Appendix C indicated that the underlying sandy materials have relatively high safety factors against liquefaction. Therefore, the liquefaction potential of the underlying materials below the assumed groundwater table is considered to be low under the design earthquake events.

Based on the laboratory test results on clayey and silty soils for B-1 @ 50' the saturated moisture content of the encountered clayey soils is less than 85 percent of liquid limit with PI less than 12 (Bray and Sancio 2006, and County of L.A. GS045.0 October 1, 2014, if PI is less than 12 and $w_c/LL<0.85$ the soil is not susceptible to liquefaction). According to procedures referenced in SP117A, (Guideline for Evaluating and Mitigating Seismic Hazards in California), our laboratory

Atterberg Limits and saturated moisture content of clayey soils material, it is our opinion that the encountered clayey soil is not susceptible to liquefaction.

5.2 Earthquake Induced Settlement

The sandy soils tend to settle and densify when they are subjected to earthquake shaking. Should the sand be saturated and there is no possibility for drainage so that constant volume conditions are maintained, the primary effect of the shaking is the generation of excess pore water pressures. Settlement then occurs as the excess pore pressures dissipate. The primary factors controlling seismic induced settlement are the cyclic stress ratio, maximum shear strain induced by earthquake, the strength and density of the sand, and the magnitude of the earthquake. Based on the procedures developed by Tokimatsu and Seed on 1987, and analysis method by Ishihara/Yosimine, for dry sand settlement using Liquefy Pro Software Program by Civiltech, it is estimated that total seismic induced settlement of unsaturated sand (dry sand) is 0.21 inches and differential settlement is about 0.14 inches, for the onsite dry sandy soils.

5.3 Surface Manifestation of Liquefaction

One of the most dramatic causes of damage to structures during earthquakes has been the development of liquefaction in saturated sandy soils, manifested either by the formation of boils and mud-spouts at the ground surface, by seepage of water through ground cracks. Based on the evaluation procedures suggested by the Ishihara (1985), it is concluded that surface manifestation of liquefaction is unlikely at the subject site under the design earthquake event.

5.4 Landsliding

A potential for landsliding is often suggested in areas of moderate to steep terrain that is underlain by weak or un-favorably oriented geological conditions. Neither of these conditions exists at the site. Due to the relatively flat nature of the site, it is our opinion that the potential for landslide is remote.

5.5 Lurching

Soil lurching refers to the rolling motion on the surface due to the passage of seismic surface waves. Effects of this nature are not considered significant on the subject site where the thickness of alluvium does not vary appreciably under structures.

5.6 Surface Rupture

Surface rupture is a break in the ground surface during or as a consequence of seismic activity. The potential for surface rupture on the subject site is considered low due to the absence of known active faults at the site.

5.7 Ground Shaking

Throughout southern California, ground shaking, as a result of earthquakes, is a constant potential hazard. The relative potential for damage from this hazard is a function of the type and magnitude of earthquake events and the distance of the subject site from the event. Accordingly, proposed structures should be designed and constructed in accordance with applicable portions of the building code.

6.0 CONCLUSIONS

Based on the results of our subsurface investigation, it is our opinion that the proposed improvements is feasible from a geotechnical standpoint, provided the recommendations contained herein are incorporated in the design and construction. The following is a summary of the geotechnical design and construction factors that may affect the development of the site:

6.1 Seismicity

Based on our studies on seismicity, there are no known active faults crossing the property. However, the site is located in a seismically active region and is subject to seismically induced ground shaking from nearby and distant faults, which is a characteristic of all Southern California.

6.2 Liquefaction Potential

Based on our field investigation and laboratory testing, it is our opinion that liquefaction and related hazards are unlikely at the subject site under the design event.

6.3 Excavatability

Based on our subsurface investigation, excavation of the subsurface materials should be able to be accomplished with conventional earthwork equipment.

6.4 Groundwater

No groundwater was encountered in the borings to the depths explored. In our opinion, groundwater will not be a problem during the near surface construction.

7.0 RECOMMENDATIONS

The following recommendations should be incorporated into the design or construction phases.

7.1 Grading

7.1.1 Site Preparation

Prior to initiating grading operations, any existing vegetation, organic soil, trash, debris, over-sized materials (greater than 8 inches), and other deleterious materials within fill areas should be removed from the site.

7.1.2 Surficial Soil Removals

Based on our field exploration and laboratory data obtained to date, it is recommended that the surficial soils be removed to a depth of 4 feet below existing grade or 2 foot below the bottom of the footing, whichever is deeper. The recommended removal should be extended at least 4 feet beyond building lines or to the limits of the existing building. The existing near surface soils should also be removed at least one foot within the proposed driveway areas.

Locally deeper removals may be necessary to expose competent natural ground. The actual removal depths should be determined in the field as conditions are exposed. Visual inspection and/or testing may be used to define removal requirements.

7.1.3 Treatment of Removal Bottoms

Soils exposed within areas approved for fill placement should be scarified to a depth of 6 inches, conditioned to near optimum moisture content, then compacted in-place to minimum project standards.

7.1.4 Structural Backfill

The onsite soils may be used as compacted fill provided they are free of organic materials and debris. Fills should be placed in relatively thin lifts; brought to near optimum moisture content, then compacted to obtain at least 90 percent relative compaction based on laboratory standard ASTM D-1557-12.

7.2 Foundation Design

7.2.1 Bearing Value

An allowable bearing value of 2000 pounds per square foot may be used for evaluation of existing shallow continuous footings 12 inches wide and 24 inches deep, and shallow pad footings at least 24 square inches and 24 inches deep. This value may be increased by one-third when considering short duration seismic or wind loads.

7.2.2 Settlement

Settlement of the footings placed as recommended, and subject to no more than allowable loads is not expected to exceed 3/4 inch. Differential settlement between adjacent columns is not anticipated to exceed 1/4 inch for the adjacent column spaced at a distance of about 30 feet. Additionally, the foundation should also be designed to resist the potential seismic induced total settlement and differential settlement of dry sand of 0.21 inches and 0.14 inches respectively

7.2.3 Lateral Resistance

The active earth pressure to be utilized for cantilever retaining wall designs may be computed as an equivalent fluid having a density of 35 pounds per cubic foot when the slope of the backfill behind the wall is level.

Earthquake earth pressure distribution on cantilever retaining walls retaining more than 6 feet of soils when the slope of the backfill behind the wall is level may be computed as an inverted right triangle with 29H psf at the base. Resultant seismic earth force may be applied at approximately 0.6xH from the top of the footing. H should be measured from top of footing to the top of wall. The earthquake-induced pressure should be added to the static earth pressure. Design of walls less than 6 feet in height may neglect the additional seismic pressure.

Passive earth pressure may be computed as an equivalent fluid pressure of 300 pounds per cubic foot, with a maximum earth pressure of 2500 pounds per square foot. An allowable coefficient of friction between soil and concrete of 0.30 may be used with the dead load forces. When combining passive pressure and frictional resistance, the passive pressure component should be reduced by one-third.

7.2.4 Foundation Construction

It is anticipated that the entire structure will be underlain by onsite soils of very low expansion potential. All footings should be founded at a minimum depth of 24 inches below the lowest adjacent ground surface. All continuous footings should have at least two No. 4 reinforcing bar placed both at the top and two No. 4 reinforcing bar placed at the bottom of the footings.

7.2.5 Concrete Flatwork

Concrete slabs should be a minimum of 4 inches thick and reinforced with a minimum of No. 3 reinforcing bar spaced 16-inch each way or its equivalent. All slab reinforcement should be supported to ensure proper positioning during placement of concrete.

In order to comply with the requirements of the 2016 CalGreen Section 4.505.2.1 within the moisture sensitive concrete slab areas, a minimum of 4-inch thick base of ½ inch or larger clean aggregate should be provided with a vapor barrier in direct contact with concrete. A 10-mil Polyethylene vapor retarder, with joints lapped not less than 6 inches, should be placed above the aggregate and in direct contact with the concrete slab. As an alternate method, 2 inches of sand then 10 mil polyethylene membrane and another 2 inches of sand over the membrane and under the concrete is recommended by Cal Land Engineering, provided this request for an alternative method is approved by Building Official of City of El Monte.

7.3 Temporary Trench Excavation and Backfill

All trench excavations should conform to CAL-OSHA and local safety codes. All utility trenches backfill should be brought to near optimum moisture content and then compacted to obtain a minimum relative compaction of 90 percent of ASTM D-1557-12.

8.0 INSPECTION

As a necessary requisite to the use of this report, the following inspection is recommended:

- Temporary excavations.
- Removal of surficial and unsuitable soils.
- Backfill placement and compaction.
- Utility trench backfill.

The geotechnical engineer should be notified at least 1 day in advance of the start of construction. A joint meeting between the client, the contractor, and the geotechnical engineer is recommended prior to the start of construction to discuss specific procedures and scheduling.

9.0 CORROSION POTENTIAL

Chemical laboratory tests were conducted on the existing onsite near surface materials sampled during QCI's field investigation to aid in evaluation of soil corrosion potential and the attack on concrete by sulfate soils. The testing results are presented in Appendix B.

According to 2016 CBC and ACI 318-14, a "negligible" exposure to sulfate can be expected for concrete placed in contact with the onsite soils. Therefore, Type II cement or its equivalent may be used for this project. Based on the resistivity test results, it is estimated that the subsurface soils are moderately corrosive to buried metal pipe. It is recommended that any underground steel utilities be blasted and given protective coating. Should additional protective measures be warranted, a corrosion specialist should be consulted.

10.0 SEISMIC DESIGN

Based on our studies on seismicity, there are no known active faults crossing the property. However, the subject site is located in southern California, which is a tectonically active area. Based on ASCE 7-10 Standard, CBC 2016, the following seismic related values may be used:

Seismic Parameters (Latitude: 34.085146, Longitude: -118.055537)	Site Class" D"
Mapped 0.2 Sec Period Spectral Acceleration **Ss**	2.486g
Mapped 1.0 Sec Period Spectral Acceleration **S1**	0.819g
Site Coefficient for Site Class "D", **Fa**	1.0
Site Coefficient for Site Class "D", **Fv**	1.5
Maximum Considered Earthquake Spectral Response Acceleration Parameter at 0.2 Second, **SMS**	2.486g
Maximum Considered Earthquake Spectral Response Acceleration Parameter at 1.0 Second, **SM1**	1.229g
Design Spectral Response Acceleration Parameters for 0.2 sec, **SDS**	1.658g
Design Spectral Response Acceleration Parameters for 1.0 Sec, **SD1**	0.819g

The Project Structural Engineer should be aware of the information provided above to determine if any additional structural strengthening is warranted.

11.0 REMARKS

The conclusions and recommendations contained herein are based on the findings and observations at the exploratory locations. However, soil materials may vary in characteristics between locations of the exploratory locations. If conditions are encountered during construction, which appear to be different from those disclosed by the exploratory work, this office should be notified so as to recommend the need for modifications.

This report has been prepared in accordance with generally accepted professional engineering principles and practice. No warranty is expressed or implied. This report is subject to review by controlling public agencies having jurisdiction.

12.0 REFERENCES

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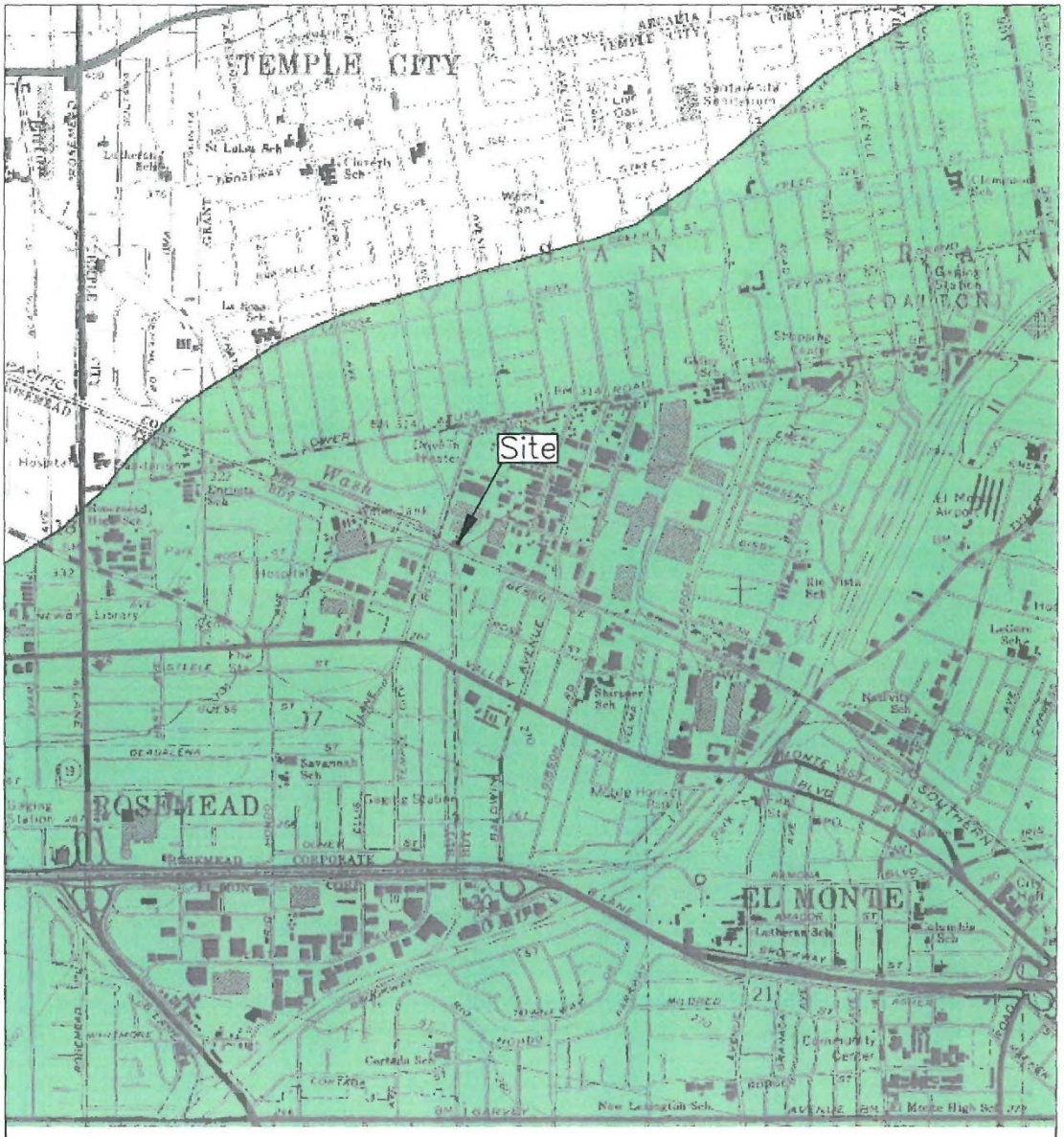
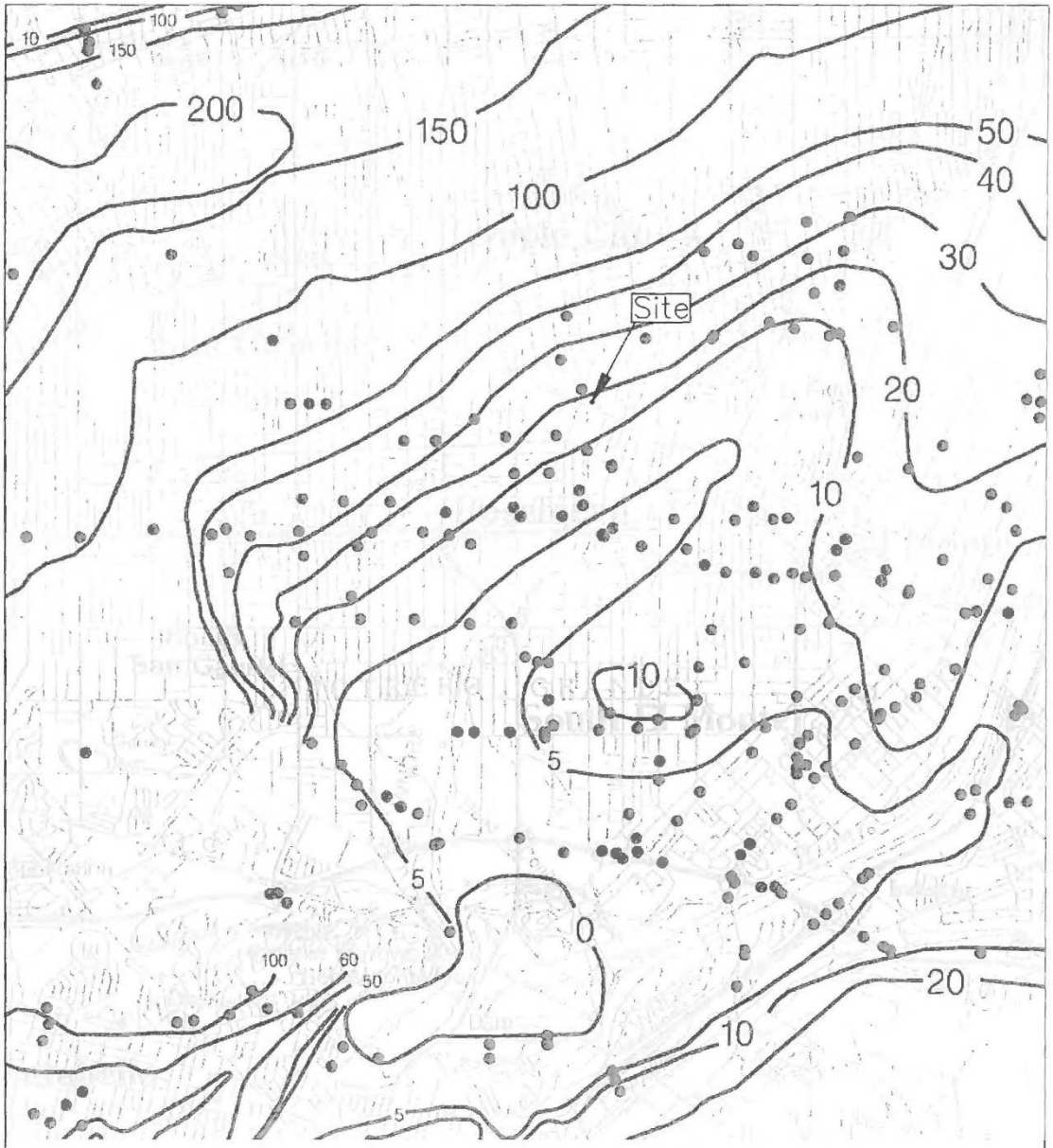

TEMPLE CITY
Site
ROSEMEAD
EL MONTE
SCALE: 1"=2000'
LEGEND
Maps modified from "Seismic Hazard Zones, El Monte Quadrangle" by CDMG
Area Subjected to Liquefaction Induced Settlement
CalLand Engineering, Inc.
dba Quartech Consultants
Geotechnical, Environmental & Civil Engineering Services
Project Address:
APN: 8577-006-016
4304 Temple City Boulevard
El Monte, California
Site Location Map
11/18
FIGURE 1


10
100
150
200
150
100
50
40
30
Site
20
10
10
5
5
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100
60
50
20
10
5
N
NOT TO SCALE
LEGEND
Maps modified from "Seismic Hazard Zones, El Monte Quadrangle" by CDMG
CalLand Engineering, Inc.
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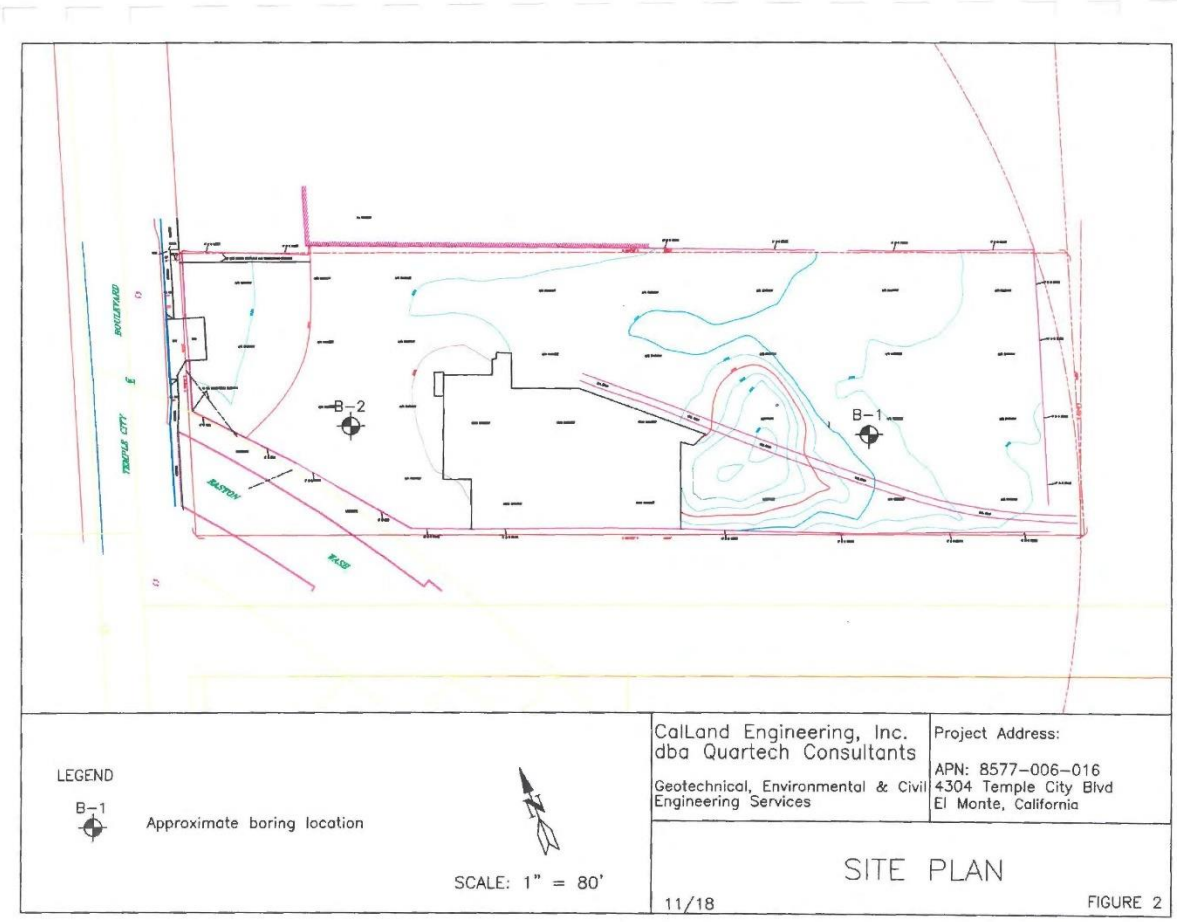
Geotechnical, Environmental & Civil Engineering Services
Project Address:
APN: 8577-006-016
4304 Temple City Blvd
El Monte, California
Site Locational Map
Historical Highest Groundwater Level
11/18
FIGURE 1a


B-2
B-1
LEGEND
B-1
Approximate boring location
SCALE: 1" = 80'
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Geotechnical, Environmental & Civil Engineering Services
Project Address:
APN: 8577-006-016
4304 Temple City Blvd
El Monte, California
SITE PLAN
11/18
FIGURE 2

APPENDIX A
FIELD INVESTIGATION

Our subsurface investigation consisted of excavation of logging and sampling of two 8-inch diameter hollow stem auger boring to a maximum depth of 51.5 feet below the existing grade at the subject site at approximate locations shown on the enclosed Site Plan, Figure 2.

The drilling of the boring was supervised by a QCI's engineer, who continuously logged the borings and visually classified the soils in accordance with the Unified Soil Classification System. Ring and SPT samples were taken at frequent intervals. These samples were obtained by driving a sampler with successive blows of 140-pound hammer dropping from a height of 30 inches.

Representative undisturbed samples of the subsurface soils were retained in a series of brass rings, each having an inside diameter of 2.42 inches and a height of 1.00 inch. All ring samples +were transported to our laboratory. Bulk surface soil samples were also collected for additional classification and testing.

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BORING LOG B-1

PROJECT LOCATION: 4304 Temple City Boulevard, El Monte, California
PROJECT NO.: 18-019-005

DATE DRILLED: 8/7/2018
SAMPLE METHOD: Hollow Stem
ELEVATION: N/A
LOGGED BY: CIS

B: Bulk Bag
S: Standard Penetration Test
R: Ring Sample

Depth (ft)	Sample: Bulk	Sample: Undisturbed	Sample: Blows/6"	USCS Symbol	Dry Unit Wt. (pcf)	Moisture (%)	Description of Material
	B			SM		8.4	(4" Asphalt). Silty sand, fine grained, medium brown, moist, medium dense
			14				Percent of Fines: 37.5
2		R	18	SM	114.9	6.7	Silty sand, fine grained, medium brown, moist, medium dense to dense
			26				
5		R	18	SC	117.7	11.7	Clayey sand, fine grained, medium brown, moist, dense
			20				Percent of Fines: 13.2
			25				
			10				
10		S	11	SM		10.7	Silty sand, fine grained, medium to reddihs brown, moist, medium dense
			11				Percent of Fines:26.6
			20				
15		R	25	SM	114.0	8.2	Silty sand, fine grained, medium brown, moist, dense
			40				Percent of Fines: 37.8
			12				
20		S	18	SP		1.6	Sand, medium to coarse grained, light brown, slightly moist, dense
			23				with 1/2" gravel. Percent of Fines: 4.8
			28				
25		R	42	SP/	112.7	3.S	Sand/silty sand, coarse grained, lreddish brown, slightly moist, very dense,
			50/5"	SM			with 1/2" gravel size. Percent of Fines: 5.3
			17				
30		S	30	SP/		3.8	Sand/silty sand mixture, fine grained, light brown, slightly moist, very dense
			30	SM			Percent of Fines:8.8
			22				
35		S	34	SM		14.2	Silty sand, fine grained, reddish brown, moist, very dense
			50/5"				Percent of Fines: 21.3

PLATE A-1

CalLand Engineering, Inc
dba Quartech Consultants

BORING LOG B-1

PROJECT LOCATION: 4304 Temple City Boulevard, El Monte, California
PROJECT NO.: 18-019-005

DATE DRILLED: 8/7/2018
SAMPLE METHOD: Hollow Stem
ELEVATION: N/A
LOGGED BY: CIS

B: Bulk Bag
S: Standard Penetration Test
R: Ring Sample

Depth (ft)	Sample: Bulk	Sample: Undisturbed	Sample: Blows/6"	USCS Symbol	Dry Unit Wt. (pcf)	Moisture (%)	Description of Material
40		S	18 22 27	SM		14.5	Silty sand, fine grained, light brown, moist, dense Percent of Fines: 38.9
45		S	23 28 33	SM		16.2	Silty sand, fine grained, light brown, moist to very moist, very dense Percent of Fines: 33.2
50		R	20 34 35	ML	104.8	18.7	Sandy silt, light to medium brown, very moist, hard Percent of Fines: 55.4, LL=34, PL=24, PI=10
55							Total Depth: 51.5 feet No Groundwater Hole Backfilled Hammer Driving Weight: 140 lbs Hammer Driving Height: 30 inches
60							
65							
70							

PLATE A-2

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dba Quartech Consultants

BORING LOG B-2

PROJECT LOCATION: 4304 Temple City Boulevard, El Monte, California
PROJECT NO.: 18-019-005

DATE DRILLED: 8/7/2018
SAMPLE METHOD: Hollow Stem
ELEVATION: N/A
LOGGED BY: CIS

B: Bulk Bag
S: Standard Penetration Test
R: Ring Sample

Depth (ft)	Sample: Bulk	Sample: Undisturbed	Sample: Blows/6"	USCS Symbol	Dry Unit Wt. (pcf)	Moisture (%)	Description of Material
2		R	18 20 23	SM	110.3	6.3	Silty sand, fine grained, medium brown, slightly moist, dense
5		R	15 23 26	SC	113.1	10.5	Clayey sand, fine grained, medium brown, moist, dense
10		R	12 22 24	SM	114.3	8.9	Silty sand, fine grained, medium brown, moist, dense
15		S	20 22 26	SM		9.4	Silty sand, fine grained, medium brown, moist, dense
20		S	14 18 26	SP/ SM		1.2	Sand and silty sand, medium to coarse grained, light brown, slightly moist, dense
25							Total Depth: 21.5 feet No Groundwater Hole Backfilled Hammer Driving Weight: 140 lbs Hammer Driving Height: 30 inches
30							
35							

PLATE A-3

APPENDIX B

LABORATORY TESTING

During the subsurface exploration, QCI personnel collected relatively undisturbed ring samples and bulk samples. The following tests were performed on selected soil samples:

Moisture-Density

The moisture content and dry unit weight were determined for each relatively undisturbed soil sample obtained in the test borings in accordance with ASTM D2937 standard. The results of these tests are shown on the boring logs in Appendix A.

Shear Tests

Shear tests were performed in a direct shear machine of strain-control type in accordance with ASTM D3080 standard. The rate of deformation was 0.010 inch per minute. Selected samples were sheared under varying confining loads in order to determine the Coulomb shear strength parameters: internal friction angle and cohesion. The shear test results are presented in the attached plates.

Consolidation Tests

Consolidation tests were performed on selected undisturbed soil samples in accordance with ASTM D2435 standard. The consolidation apparatus is designed for a one-inch high soil filled brass ring. Loads are applied in several increments in a geometric progression and the resulting deformations are recorded at selected time intervals. Porous stones are placed in contact with the top and bottom of each specimen to permit addition and release of pore fluid. The samples were inundated with water at a load of two kilo-pounds (kips) per square foot, and the test results are shown on the attached Figures.

Expansion Index

Laboratory Expansion Index test was conducted on the existing onsite near surface materials sampled during QCI's field investigation to aid in evaluation of soil expansion potential. The test is performed in accordance with ASTM D-4829. The testing result is presented below:

Sample Location	Expansion Index	Expansion Potential
B-1 @ 0-3'	7	Very Low

Corrosion Potential

Chemical laboratory tests were conducted on the existing onsite near surface materials sampled during QCI's field investigation to aid in evaluation of soil corrosion potential and the attack on concrete by sulfate soils. These tests are performed in accordance with California Test Method 417, 422, 532, and 643. The testing results are presented below:

Sample Location	pH	Chloride (ppm)	Sulfate (% by weight)	Min. Resistivity (ohm-cm)
B-1 @ 0'-3'	7.89	140	0.0081	5,500

Percent Passing #200 Sieve

Percent of soil passing #200 sieve was determined for selected soil samples in accordance with ASTM D1140 standard. The test results are presented in the following table:

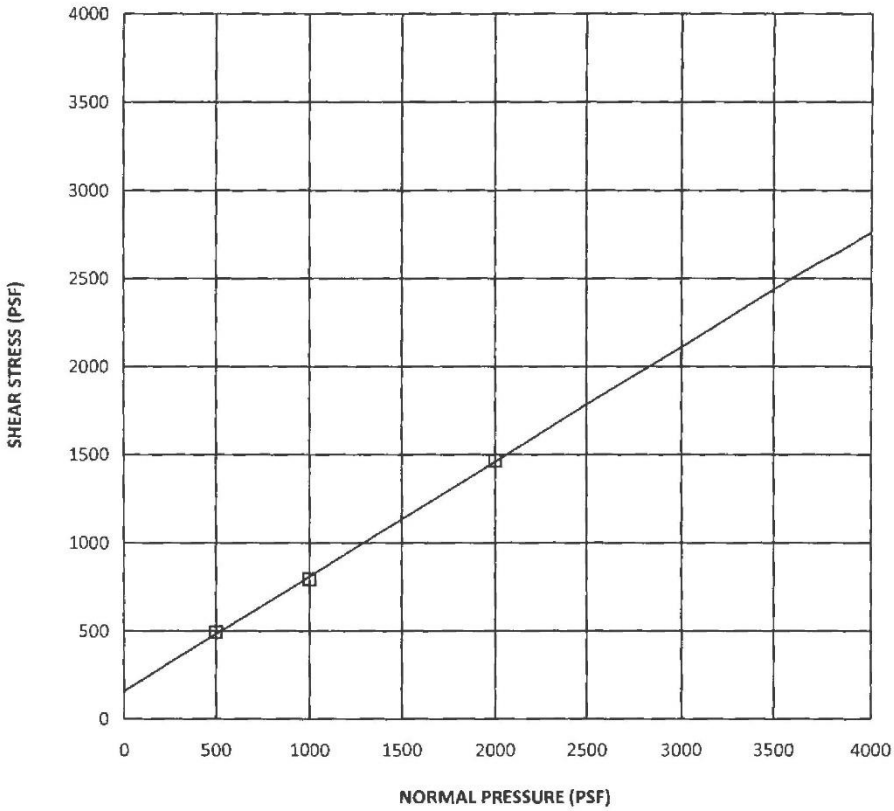
Sample Location	% Passing #200
B-1 @ 0-3'	37.5
B-1 @ 5'	13.2
B-1 @ 10'	26.6
B-1 @ 15'	37.8
B-1 @ 20'	4.8
B-1 @ 25'	5.3
B-1 @ 30'	8.8
B-1 @ 35'	21.3
B-1 @ 40'	38.9
B-1 @ 45'	33.2
B-1 @ 50'	55.4

Atterberg Limits

Laboratory Atterberg Limits tests were conducted on the existing onsite materials sampled during QCI's field investigation to aid in evaluation of soil liquefaction potential. These tests are performed in accordance with ASTM D4318. The testing results are presented below:

Sample Location	USCS Class. ASTM D2488	Liquid Limit %ASTM D4318	Plastic Limit %ASTM D4318	Plasticity Index ASTM D4318
B-1 @ 50'	ML	34	24	10

APPENDIX C
RESULTS OF LIQUEFACTION ANALYSES



SYMBOL	BORING NO.	SAMPLE NO.	DEPTH (FT)	SAMPLE TYPE	SOIL TYPE	COHESION (PSF)	FRICTION ANGLE (DEG)
□	B-1	N/A	2.0	RING	SM	160	32

Vertical Loads (PSF)	Moisture Content Before Test (%)	Moisture Content After Test (%)
500	6.7	17.1
1000	6.7	16.8
2000	6.7	16.3

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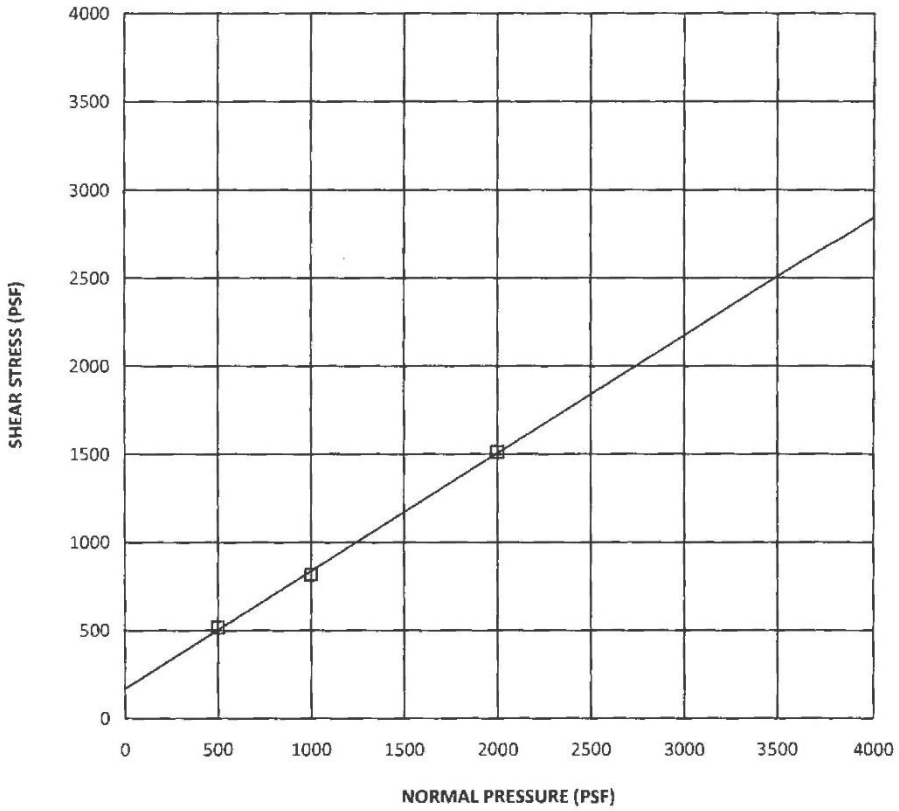
El Monte, California

DIRECT SHEAR
(ASTM D3080)

11/18

FIGURE 3



SYMBOL	BORING NO.	SAMPLE NO.	DEPTH (FT)	SAMPLE TYPE	SOIL TYPE	COHESION (PSF)	FRICTION ANGLE (DEG)
□	B-2	N/A	5.0	RING	SC	170	33

Vertical Loads (PSF)	Moisture Content Before Test (%)	Moisture Content After Test (%)
500	10.5	18.0
1000	10.5	17.7
2000	10.5	17.2

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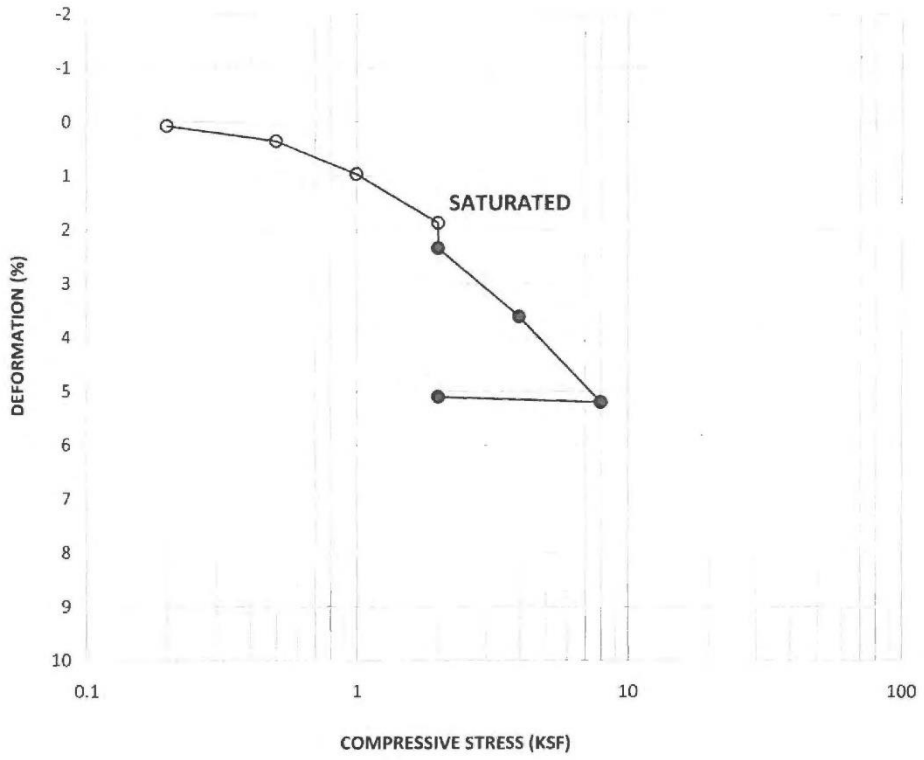
DIRECT SHEAR
(ASTM D3080)

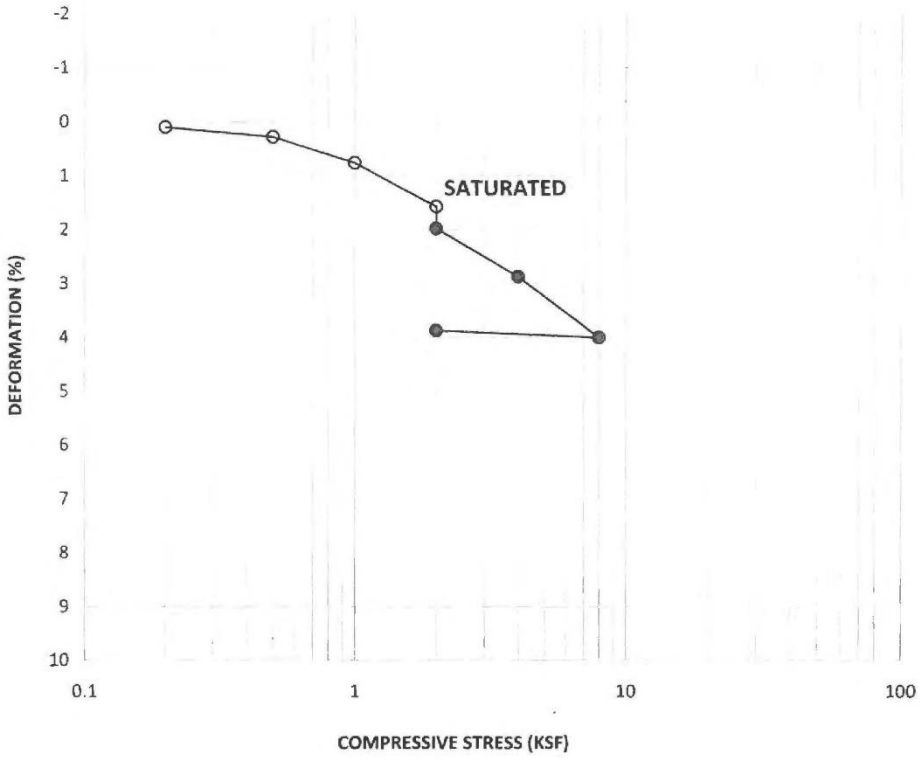
11/18

FIGURE 4



SYMBOL	BORING NO.	SAMPLE NO.	DEPTH (FT)	SOIL TYPE	INIT. MOISTURE CONTENT (%)	INIT. DRY DENSITY (PCF)	INIT. VOID RATIO
○	B-1	N/A	5	SM	11.7	117.7	0.431

CalLand Engineering, Inc dba Quartech Consultants Geotechnical, Environmental & Civil Engineering Services	Project Address: APN: 8577-066-016 4304 Temple City Blvd El Monte, California
CONSOLIDATION (ASTM D2435)	
11/18	FIGURE 5



SYMBOL	BORING NO.	SAMPLE NO.	DEPTH (FT)	SOIL TYPE	INIT. MOISTURE CONTENT (%)	INIT. DRY DENSITY (PCF)	INIT. VOID RATIO
○	B-1	N/A	15	SM	8.2	114.0	0.478

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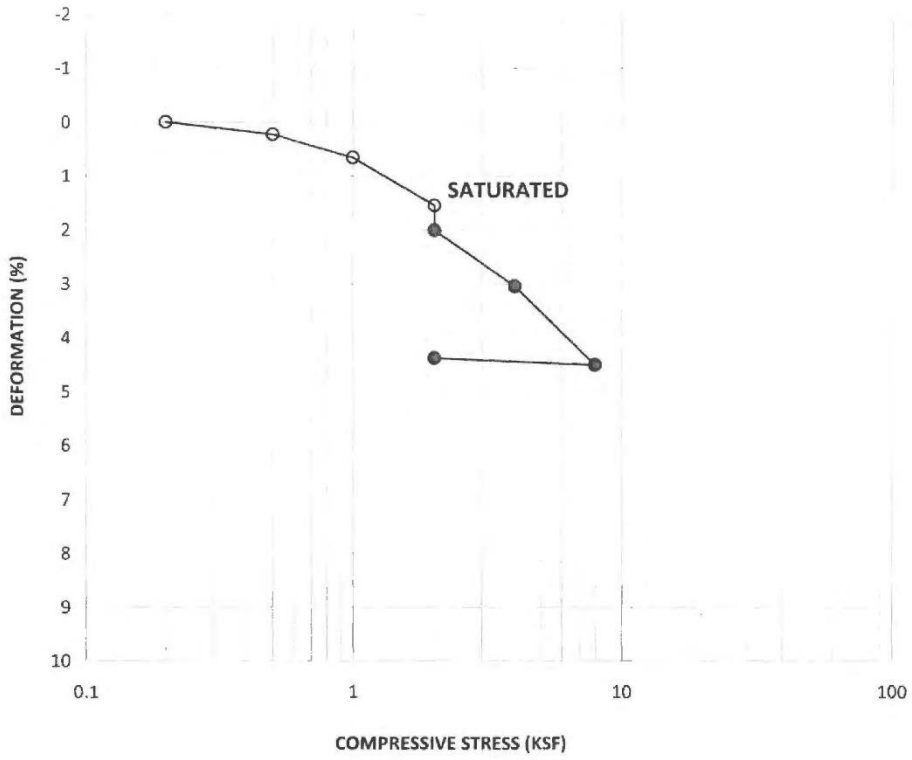
CONSOLIDATION
(ASTM D2435)

11/18 FIGURE 6

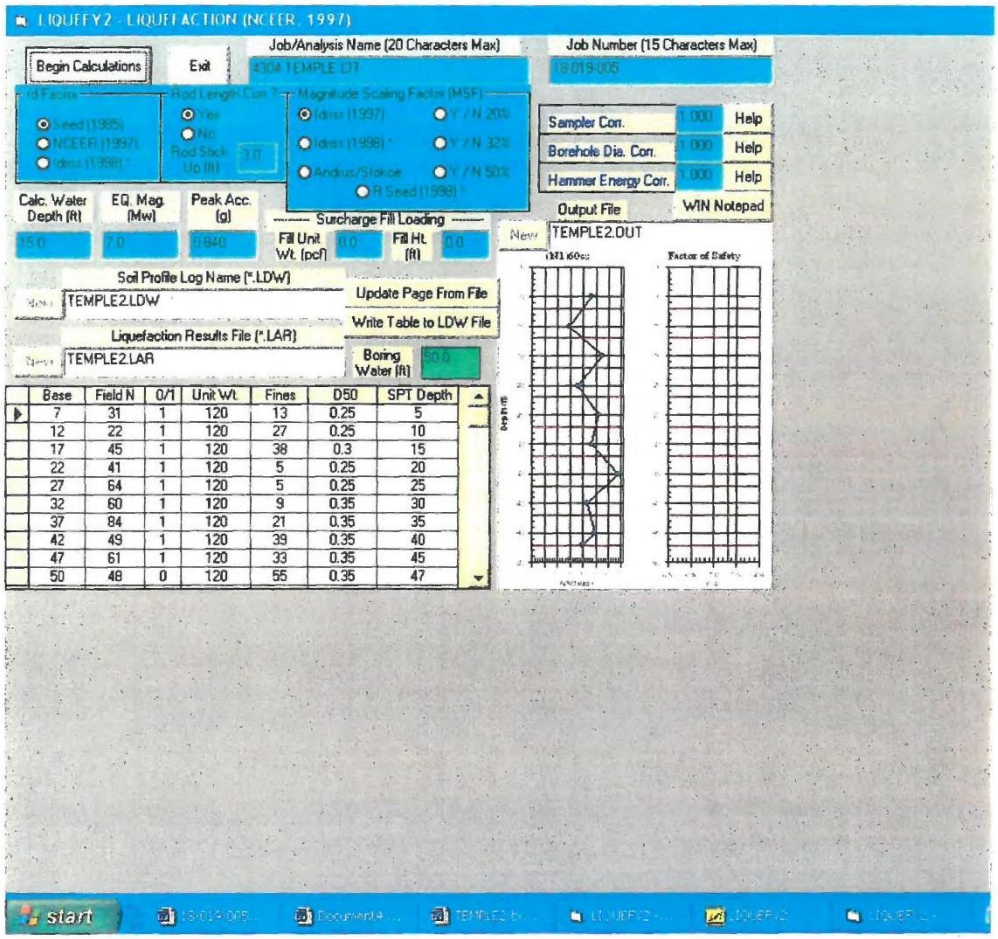


SYMBOL	BORING NO.	SAMPLE NO.	DEPTH (FT)	SOIL TYPE	INIT. MOISTURE CONTENT (%)	INIT. DRY DENSITY (PCF)	INIT. VOID RATIO
○	B-2	N/A	10	SM	8.9	114.3	0.474

CalLand Engineering, Inc dba Quartech Consultants Geotechnical, Environmental & Civil Engineering Services	Project Address: APN: 8577-066-016 4304 Temple City Blvd El Monte, California

CONSOLIDATION
(ASTM D2435)

11/18 FIGURE 7



Base	Field N	0/1	Unit Wt.	Fines	D50	SPT Depth
7	31	1	120	13	0.25	5
12	22	1	120	27	0.25	10
17	45	1	120	38	0.3	15
22	41	1	120	5	0.25	20
27	64	1	120	5	0.25	25
32	60	1	120	9	0.35	30
37	84	1	120	21	0.35	35
42	49	1	120	39	0.35	40
47	61	1	120	33	0.35	45
50	48	0	120	55	0.35	47

```
*****************************
*                           *
*      L I Q U E F Y 2      *
*                           *
*       Version 1.50        *
*                           *
*****************************
```

EMPIRICAL PREDICTION OF
EARTHQUAKE-INDUCED LIQUEFACTION POTENTIAL

JOB NUMBER: 18-019-005 DATE: 02-18-2019

JOB NAME: 4304 TEMPLE CIT

SOIL-PROFILE NAME: TEMPLE2.LDW

BORING GROUNDWATER DEPTH: 50.00 ft

CALCULATION GROUNDWATER DEPTH: 15.00 ft

DESIGN EARTHQUAKE MAGNITUDE: 7.00 Mw

SITE PEAK GROUND ACCELERATION: 0.840 g

BOREHOLE DIAMETER CORRECTION FACTOR: 1.00

SAMPLER SIZE CORRECTION FACTOR: 1.00

N60 HAMMER CORRECTION FACTOR: 1.00

MAGNITUDE SCALING FACTOR METHOD: Idriss (1997, in press)

Magnitude Scaling Factor: 1.193

rd-CORRECTION METHOD: Seed (1985)

FIELD SPT N-VALUES ARE CORRECTED FOR THE LENGTH OF THE DRIVE RODS.

Rod Stick-Up Above Ground: 3.0 ft

CN NORMALIZATION FACTOR: 1.044 tsf

MINIMUM CN VALUE: 0.6

NCEER [1997] Method — LIQUEFACTION ANALYSIS SUMMARY — PAGE 1

File Name: TEMPLE2.OUT

SOIL NO.	CALC. DEPTH (ft)	TOTAL STRESS (tsf)	EFF. STRESS (tsf)	FIELD N (B/ft)	FC DELTA N1_60	C N	CORR. (N1)60 (B/ft)	LIQUE. RESIST RATIO	r d	INDUC. STRESS RATIO	LIQUE. SAFETY FACTOR
1	0.25	0.015	0.015	31	3.49	*	*	*	*	*	**
1	0.75	0.045	0.045	31	3.49	*	*	*	*	*	**
1	1.25	0.075	0.075	31	3.49	*	*	*	*	*	**
1	1.75	0.105	0.105	31	3.49	*	*	*	*	*	**
1	2.25	0.135	0.135	31	3.49	*	*	*	*	*	**
1	2.75	0.165	0.165	31	3.49	*	*	*	*	*	**
1	3.25	0.195	0.195	31	3.49	*	*	*	*	*	**
1	3.75	0.225	0.225	31	3.49	*	*	*	*	*	**
1	4.25	0.255	0.255	31	3.49	*	*	*	*	*	**
1	4.75	0.285	0.285	31	3.49	*	*	*	*	*	**
1	5.25	0.315	0.315	31	3.49	*	*	*	*	*	**
1	5.75	0.345	0.345	31	3.49	*	*	*	*	*	**
1	6.25	0.375	0.375	31	3.49	*	*	*	*	*	**
1	6.75	0.405	0.405	31	3.49	*	*	*	*	*	**
2	7.25	0.435	0.435	22	7.31	*	*	*	*	*	**
2	7.75	0.465	0.465	22	7.31	*	*	*	*	*	**
2	8.25	0.495	0.495	22	7.31	*	*	*	*	*	**
2	8.75	0.525	0.525	22	7.31	*	*	*	*	*	**
2	9.25	0.555	0.555	22	7.31	*	*	*	*	*	**
2	9.75	0.585	0.585	22	7.31	*	*	*	*	*	**
2	10.25	0.615	0.615	22	7.31	*	*	*	*	*	**
2	10.75	0.645	0.645	22	7.31	*	*	*	*	*	**
2	11.25	0.675	0.675	22	7.31	*	*	*	*	*	**
2	11.75	0.705	0.705	22	7.31	*	*	*	*	*	**
3	12.25	0.735	0.735	45	13.23	*	*	*	*	*	**
3	12.75	0.765	0.765	45	13.23	*	*	*	*	*	**
3	13.25	0.795	0.795	45	13.23	*	*	*	*	*	**
3	13.75	0.825	0.825	45	13.23	*	*	*	*	*	**
3	14.25	0.855	0.855	45	13.23	*	*	*	*	*	**
3	14.75	0.885	0.885	45	13.23	*	*	*	*	*	**
3	15.25	0.915	0.907	45	13.23	1.077	55.1	Infin	0.968	0.533	NonLiq
3	15.75	0.945	0.922	45	13.23	1.077	55.1	Infin	0.967	0.541	NonLiq
3	16.25	0.975	0.936	45	13.23	1.077	55.1	Infin	0.966	0.549	NonLiq
3	16.75	1.005	0.950	45	13.23	1.077	55.1	Infin	0.965	0.557	NonLiq
4	17.25	1.035	0.965	41	0.05	0.933	35.7	Infin	0.964	0.564	NonLiq
4	17.75	1.065	0.979	41	0.05	0.933	35.7	Infin	0.963	0.572	NonLiq
4	18.25	1.095	0.994	41	0.05	0.933	35.7	Infin	0.961	0.578	NonLiq
4	18.75	1.125	1.008	41	0.05	0.933	35.7	Infin	0.960	0.585	NonLiq
4	19.25	1.155	1.022	41	0.05	0.933	35.7	Infin	0.959	0.591	NonLiq
4	19.75	1.185	1.037	41	0.05	0.933	35.7	Infin	0.958	0.598	NonLiq
4	20.25	1.215	1.051	41	0.05	0.933	35.7	Infin	0.956	0.604	NonLiq
4	20.75	1.245	1.066	41	0.05	0.933	35.7	Infin	0.955	0.609	NonLiq
4	21.25	1.275	1.080	41	0.05	0.933	35.7	Infin	0.954	0.615	NonLiq

NCEER [1997] Method — LIQUEFACTION ANALYSIS SUMMARY — PAGE 2

File Name: TEMPLE2.OUT

SOIL NO.	CALC. DEPTH (ft)	TOTAL STRESS (tsf)	EFF. STRESS (tsf)	FIELD N (B/ft)	FC DELTA N1_60	C N	CORR. (N1)60 (B/ft)	LIQUE. RESIST RATIO	r d	INDUC. STRESS RATIO	LIQUE. SAFETY FACTOR
4	21.75	1.305	1.094	41	0.05	0.933	35.7	Infin	0.952	0.620	NonLiq
5	22.25	1.335	1.109	64	0.06	0.834	52.6	Infin	0.951	0.625	NonLiq
5	22.75	1.365	1.123	64	0.06	0.834	52.6	Infin	0.949	0.630	NonLiq
5	23.25	1.395	1.138	64	0.06	0.834	52.6	Infin	0.948	0.635	NonLiq
5	23.75	1.425	1.152	64	0.06	0.834	52.6	Infin	0.946	0.639	NonLiq
5	24.25	1.455	1.166	64	0.06	0.834	52.6	Infin	0.945	0.643	NonLiq
5	24.75	1.485	1.181	64	0.06	0.834	52.6	Infin	0.943	0.648	NonLiq
5	25.25	1.515	1.195	64	0.06	0.834	52.6	Infin	0.941	0.651	NonLiq
5	25.75	1.545	1.210	64	0.06	0.834	52.6	Infin	0.939	0.655	NonLiq
5	26.25	1.575	1.224	64	0.06	0.834	52.6	Infin	0.938	0.659	NonLiq
5	26.75	1.605	1.238	64	0.06	0.834	52.6	Infin	0.936	0.662	NonLiq
6	27.25	1.635	1.253	60	1.33	0.762	47.0	Infin	0.934	0.665	NonLiq
6	27.75	1.665	1.267	60	1.33	0.762	47.0	Infin	0.931	0.668	NonLiq
6	28.25	1.695	1.282	60	1.33	0.762	47.0	Infin	0.929	0.671	NonLiq
6	28.75	1.725	1.296	60	1.33	0.762	47.0	Infin	0.927	0.674	NonLiq
6	29.25	1.755	1.310	60	1.33	0.762	47.0	Infin	0.925	0.676	NonLiq
6	29.75	1.785	1.325	60	1.33	0.762	47.0	Infin	0.922	0.678	NonLiq
6	30.25	1.815	1.339	60	1.33	0.762	47.0	Infin	0.920	0.681	NonLiq
6	30.75	1.845	1.354	60	1.33	0.762	47.0	Infin	0.917	0.683	NonLiq
6	31.25	1.875	1.368	60	1.33	0.762	47.0	Infin	0.914	0.684	NonLiq
6	31.75	1.905	1.382	60	1.33	0.762	47.0	Infin	0.912	0.686	NonLiq
7	32.25	1.935	1.397	84	8.89	0.705	68.1	Infin	0.909	0.687	NonLiq
7	32.75	1.965	1.411	84	8.89	0.705	68.1	Infin	0.906	0.689	NonLiq
7	33.25	1.995	1.426	84	8.89	0.705	68.1	Infin	0.903	0.690	NonLiq
7	33.75	2.025	1.440	84	8.89	0.705	68.1	Infin	0.899	0.691	NonLiq
7	34.25	2.055	1.454	84	8.89	0.705	68.1	Infin	0.896	0.691	NonLiq
7	34.75	2.085	1.469	84	8.89	0.705	68.1	Infin	0.893	0.692	NonLiq
7	35.25	2.115	1.483	84	8.89	0.705	68.1	Infin	0.889	0.692	NonLiq
7	35.75	2.145	1.498	84	8.89	0.705	68.1	Infin	0.886	0.693	NonLiq
7	36.25	2.175	1.512	84	8.89	0.705	68.1	Infin	0.882	0.693	NonLiq
7	36.75	2.205	1.526	84	8.89	0.705	68.1	Infin	0.878	0.693	NonLiq
8	37.25	2.235	1.541	49	11.35	0.660	43.7	Infin	0.874	0.693	NonLiq
8	37.75	2.265	1.555	49	11.35	0.660	43.7	Infin	0.871	0.692	NonLiq
8	38.25	2.295	1.570	49	11.35	0.660	43.7	Infin	0.866	0.692	NonLiq
8	38.75	2.325	1.584	49	11.35	0.660	43.7	Infin	0.862	0.691	NonLiq
8	39.25	2.355	1.598	49	11.35	0.660	43.7	Infin	0.858	0.690	NonLiq
8	39.75	2.385	1.613	49	11.35	0.660	43.7	Infin	0.854	0.689	NonLiq
8	40.25	2.415	1.627	49	11.35	0.660	43.7	Infin	0.849	0.688	NonLiq
8	40.75	2.445	1.642	49	11.35	0.660	43.7	Infin	0.845	0.687	NonLiq
8	41.25	2.475	1.656	49	11.35	0.660	43.7	Infin	0.840	0.686	NonLiq
8	41.75	2.505	1.670	49	11.35	0.660	43.7	Infin	0.836	0.684	NonLiq
9	42.25	2.535	1.685	61	11.69	0.622	49.6	Infin	0.831	0.683	NonLiq
9	42.75	2.565	1.699	61	11.69	0.622	49.6	Infin	0.826	0.681	NonLiq
9	43.25	2.595	1.714	61	11.69	0.622	49.6	Infin	0.822	0.679	NonLiq

NCEER [1997] Method LIQUEFACTION ANALYSIS SUMMARY PAGE 3

File Name: TEMPLE2.OUT

SOIL NO.	CALC. DEPTH (ft)	TOTAL STRESS (tsf)	EFF. STRESS (tsf)	FIELD N (B/ft)	FC DELTA N1_60	C N	CORR. (N1)60 (B/ft)	LIQUE. RESIST RATIO	r d	INDUC. STRESS RATIO	LIQUE. SAFETY FACTOR
9	43.75	2.625	1.728	61	11.69	0.622	49.6	Infin	0.817	0.677	NonLiq
9	44.25	2.655	1.742	61	11.69	0.622	49.6	Infin	0.812	0.675	NonLiq
9	44.75	2.685	1.757	61	11.69	0.622	49.6	Infin	0.807	0.673	NonLiq
9	45.25	2.715	1.771	61	11.69	0.622	49.6	Infin	0.802	0.671	NonLiq
9	45.75	2.745	1.786	61	11.69	0.622	49.6	Infin	0.797	0.669	NonLiq
9	46.25	2.775	1.800	61	11.69	0.622	49.6	Infin	0.792	0.666	NonLiq
9	46.75	2.805	1.814	61	11.69	0.622	49.6	Infin	0.787	0.664	NonLiq
10	47.25	2.835	1.829	48	~	~	~	~	~	~	~~
10	47.75	2.865	1.843	48	~	~	~	~	~	~	~~
10	48.25	2.895	1.858	48	~	~	~	~	~	~	~~
10	48.75	2.925	1.872	48	~	~	~	~	~	~	~~
10	49.25	2.955	1.886	48	~	~	~	~	~	~	~~
10	49.75	2.985	1.901	48	~	~	~	~	~	~	~~

Liquefy.sum.txt

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LIQUEFACTION ANALYSIS SUMMARY

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Input File Name: UNTITLED
Title: Job No. 18-019-005
Subtitle: 4304 Temple City Blvd., El Monte, CA

Surface Elev.=N/A
Hole No.=B-1
Depth of Hole= 15.00 ft
Water Table during Earthquake= 15.01 ft
Water Table during In-Situ Testing= 15.01 ft
Max. Acceleration= 0.84 g
Earthquake Magnitude= 7.00

Input Data:
Surface Elev.=N/A
Hole No.=B-1
Depth of Hole=15.00 ft
Water Table during Earthquake= 15.01 ft
Water Table during In-Situ Testing= 15.01 ft
Max. Acceleration=0.84 g
Earthquake Magnitude=7.00
No-Liquefiable Soils: CL, OL are Non-Liq. Soil

1. SPT or BPT Calculation.
2. Settlement Analysis Method: Ishihara / Yoshimine
3. Fines Correction for Liquefaction: Idriss/Seed
4. Fine Correction for Settlement: During Liquefaction*
5. Settlement Calculation in: All zones*
6. Hammer Energy Ratio, Ce = 1
7. Borehole Diameter, Cb= 1
8. Sampling Method, Cs= 1
9. User request factor of safety (apply to CSR) , User= 1.30
   Plot one CSR curve (fs1=1)
10. Use Curve Smoothing: Yes*
* Recommended Options

In-Situ Test Data:

Depth ft	SPT	gamma pcf	Fines %
5.00	31.00	120.00	13.20
10.00	22.00	120.00	26.60
15.00	45.00	120.00	37.80

Output Results:
Settlement of Saturated Sands=0.00 in.
Settlement of Unsaturated Sands=0.21 in.
Total Settlement of Saturated and Unsaturated Sands=0.21 in.
Differential Settlement=0.104 to 0.137 in.

Page 1

Liquefy.sum.txt

Depth ft	CRRm	CSRfs	F.S.	S_sat. in.	S_dry in.	S_all in.
5.00	0.60	0.54	5.00	0.00	0.21	0.21
6.00	0.60	0.54	5.00	0.00	0.20	0.20
7.00	0.60	0.54	5.00	0.00	0.20	0.20
8.00	0.60	0.54	5.00	0.00	0.17	0.17
9.00	0.60	0.53	5.00	0.00	0.12	0.12
10.00	0.60	0.53	5.00	0.00	0.06	0.06
11.00	0.60	0.53	5.00	0.00	0.04	0.04
12.00	0.60	0.53	5.00	0.00	0.03	0.03
13.00	0.60	0.53	5.00	0.00	0.02	0.02
14.00	0.60	0.53	5.00	0.00	0.01	0.01
15.00	0.60	0.53	5.00	0.00	0.00	0.00

* F.S.<1, Liquefaction Potential Zone
(F.S. is limited to 5, CRR is limited to 2, CSR is limited to 2)

Units: Unit: qc, fs, Stress or Pressure = atm (1.0581tsf); Unit Weight = pcf; Depth = ft; Settlement = in.

---

1 atm (atmosphere) = 1 tsf (ton/ft2)
CRRm Cyclic resistance ratio from soils
CSRsf Cyclic stress ratio induced by a given earthquake (with user request factor of safety)
F.S. Factor of Safety against liquefaction, F.S.=CRRm/CSRsf
S_sat Settlement from saturated sands
S_dry Settlement from Unsaturated Sands
S_all Total Settlement from Saturated and Unsaturated Sands
NoLiq No-Liquefy Soils

Page 2

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APPENDIX C – PHASE II ENVIRONMENTAL SITE ASSESSMENT

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CONSULTING ENVIRONMENTAL ENGINEERS
GETTING TO THE CORE OF ENVIRONMENTAL SOLUTIONS

Limited Phase II Environmental Site Assessment

of

4304 Temple City Boulevard
El Monte, California

Prepared for

EAST WEST BANK

ALPHA ENVIRONMENTAL

LIMITED PHASE II ENVIRONMENTAL SITE ASSESSMENT

of

4304 Temple City Boulevard
El Monte, California

Prepared for

EAST WEST BANK

Prepared by

ALPHA ENVIRONMENTAL

Saurabh Jawa
Senior Environmental Engineer

REGISTERED PROFESSIONAL GEOLOGIST
WILLIAM A. MITCHELL
No. 6372
Exp. 10/14
STATE OF CALIFORNIA

William A. Mitchell, PG
Senior Environmental Geologist

December 24, 2012
Project # 1211.91731.1193

CONSULTING ENVIRONMENTAL ENGINEERS

21220 DEVONSHIRE STREET, SUITE 205, CHATSWORTH, CALIFORNIA 91311
TEL (818) 772-4483, (800) 989-ALPHA, FAX (818) 772-4980, WWW.ALPHAEN.COM

EXECUTIVE SUMMARY

At the request of East West Bank *(Client)*, Alpha Environmental (Alpha) has completed a Limited Phase II Environmental Site Assessment (ESA) of the Site located at 4304 Temple City Boulevard in El Monte, California (Site). The purpose of this investigation is to evaluate if subsurface soils at the Site have been impacted by Volatile Organic Compounds (VOCs) such as PCE (perchloroethylene) and TCE (trichloroethylene) from previous on-Site and/or off-Site industrial activity. To accomplish this on December 3, 2012, Alpha drilled twenty (20) Geoprobe soil borings at the facility to a maximum depth of 15 feet below ground surface (bgs), and collected soil vapor samples at 5 and 15 feet bgs. The soil vapor samples were analyzed on-Site in a mobile laboratory provided by an independent State-certified laboratory.

The soil cuttings examined for this investigation indicated that the Site is underlain predominantly by brown silty sand to approximately 15 feet bgs (the maximum depth explored). No petroleum hydrocarbon or other chemical odors or staining were observed in any of the soil cuttings examined. Groundwater was not encountered at a depth of 15 feet bgs.

A total of 40 soil vapor samples were collected from the 20 borings (SG1 through SG20) drilled for this investigation. All soil vapor samples were analyzed for VOCs and Oxygenates using EPA method 8260B. The concentrations of PCE (ranging up to 5.4 ì g/L), TCE (up to 3.9 ì g/L), and 1,2-Dichloroethane (up to 0.18 ì g/L) exceeded California Human Health Screening Levels (CHHSLs) in some soil gas samples at depths of 5 and 15 feet bgs, both for residential and commercial/ industrial sites. TCE and 1,2-Dichloroethane are byproducts of the degradation of PCE over time, therefore the detected contaminants likely originate from the same source.

The Site is situated in a primarily industrial neighborhood and is currently unoccupied. It is improved with a paved open parking lot with two abandoned one-story industrial structures. It is Alpha's opinion that no further sub-surface assessment or remediation is warranted at this time based on the following:

- Considering the results of the subsurface investigation conducted by ARCADIS in February 2012, that involved soil sampling in multiple areas of concern at the Site indicated no elevated concentrations of VOCs. The concentrations did not exceed the Regional screening levels and did not warrant further investigation;
- Concentrations for PCE, TCE, and 1,2-Dichloroethane in soil vapor samples during this ESA were found to be slightly elevated as compared to CHHSLs for industrial site use. However, considerable attenuation of concentrations of PCE and TCE was noted as compared to concentration found during previous soil vapor investigations by other consultants (Glenfos, Inc.) in 2004;
- The Site is zoned for industrial use is completely paved with no structures that are enclosed or inhabitable at the present time. Hence, vapor intrusion into the building is not currently a health and safety concern.

- The Site is situated in an area of regional groundwater contamination with PCE and TCE (Superfund site). Hence, low levels of PCE and TCE found in soil vapor/gas phase at the Site are typical in this area and can be attributed to the regional impacted groundwater. As per ARCADIS, Site owners, Union Pacific Railroad (UPRR) indicated that the groundwater beneath the Site has reportedly been investigated as a part of the El Monte Operable Unit of the San Gabriel Valley Superfund site. UPRR also indicated that the groundwater issue has been settled with the United Stated Environmental Protection Agency (USEPA).

Alpha recommends no further investigation related to soil/groundwater at this time. However, it recommends installation of vapor barrier or other engineering controls for new and existing enclosed building structures to mitigate potential VOC vapor intrusion.

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LIST OF APPENDICES

1.0 INTRODUCTION

Alpha Environmental (Alpha) has completed a Limited Phase II Environmental Site Assessment (ESA) for East West Bank (*Client*) of the property located at 4304 Temple City Boulevard in El Monte, California (Site). The purpose of this investigation is to evaluate if subsurface soils at the Site have been impacted by volatile organic compounds (VOCs) from previous on-Site and/or off-Site industrial activity. This report summarizes the project background and presents the results of the subsurface assessment conducted by Alpha on December 3, 2012.

1.1 Site Description

The Site is situated on the east side of Temple City Boulevard, north of the Union Pacific Railroad tracks in the City of El Monte, Los Angeles County, California. The Site is improved with a vacant single-story commercial (former office/warehouse) building along with an associated asphalt-paved parking lot. The location of the Site is shown on Figure 1, Site Location Map and the Facility Layout is shown in Figure 2. The locations of the soil borings are shown on Figure 3, Boring Location Map.

1.2 Scope of Work

The scope of work for this project was generally performed as per our proposal dated November 27, 2012; it included the following:

- **Preliminary Activity**
  Preparation of a Site Health and Safety Plan and notification of Underground Service Alert for utility clearance.

- **Exploratory Soil-gas Borings & Analytical Characterization**
  - Advancement of 20 borings to a maximum depth of 15 feet below ground surface (bgs) at the Site. Soil vapor samples were to be collected from probes set at 5 and 15 feet bgs in each of the soil borings.
  - The soil gas samples were to be analyzed for VOCs in accordance with EPA Method 8260B by an on-Site mobile laboratory.

- **Report Preparation**
  Preparation of a written report to summarize our findings and conclusions upon completion of the field work.

2.0 BACKGROUND

A Phase I ESA report was prepared by Alpha for the subject property on September 21, 2012. In summary, Alpha's Phase I ESA identified the following environmental conditions:

- Previous environmental investigations at the Site have included soil, soil vapor and groundwater testing. The most recent investigation, a Limited Site Assessment Summary Letter Report dated February 15, 2012, prepared by ARCADIS, addressed subsurface soil concerns in 10 areas of concern including former underground storage tanks (USTs) at the Site.
- As per ARCADIS, Site owners, Union Pacific Railroad (UPRR) indicated that the groundwater beneath the Site has reportedly been investigated as a part of the El Monte Operable Unit of the San Gabriel Valley Superfund site. UPRR also indicated that the groundwater issue has been settled with the United Stated Environmental Protection Agency (USEPA). Based on this information, ARCADIS's investigation was limited to supplemental assessment of soil impacts only as identified during previous investigations.
- The purpose of ARCADIS assessment in 2012 was to evaluate data gaps in soil, assess potential subsurface impacts to soil, define the contaminants of potential concern at the Site and assess the lateral and vertical extent of the affected soil. ARCADIS based its sampling points on detectable concentrations of VOCs in soil and soil vapor as reported by Glenfos in 2004 and Western Environmental Engineers Co. (WEECO) in 2008.
- The results reported ARCADIS's February 2012 report indicated that concentrations of VOCs, Semi VOCs (SVOCs), Total Petroleum Hydrocarbons as carbon chains (TPH-CC), nickel, and hexavalent chromium detected at the Site did not exceed their respective residential and commercial/industrial screening criteria in soil for each analyte. Based on this data, ARCADIS did not recommend further investigation for anticipated industrial use of the Site.

However, in Alpha's opinion ARCADIS's 2012 investigation did not adequately address soil vapor concerns which were identified in 2004 by Glenfos and 2008 by WEECO. The soil vapor concentrations reported by the Glenfos exceeded current and previous regulatory screening levels and ARCADIS investigation did not include soil vapor testing. These concentration ranged from 1.9 ì g/L (microgram per Liter) to 24 ì g/L. Hence, it was Alpha's opinion that further investigation in vapor media was warranted.

Alpha had performed a Phase I Environmental Site Assessment in conformance with the scope and limitations of ASTM Practice E1527-05 of 4304 Temple City Boulevard, El Monte, California, the Site/subject property. This assessment had revealed no evidence of recognized environmental conditions in connection with the subject property, except for:

- The soil, soil vapor and groundwater at the Site has been previously impacted by VOC releases from on-Site or off-Site sources that have exceeded the regulatory screening levels. Although, the previous environmental investigations may have addressed some of the issues related to soil and groundwater, the soil vapor has not been fully investigated.

Based on the findings of this Phase I ESA and records reviewed, it was Alpha's opinion that further investigation was warranted at the time to verify soil vapor concentrations at the Site.

3.0 ENVIRONMENTAL SETTING

3.1 Regional Physiographic Conditions

The Site is located within the northwest portion of the Peninsular Ranges Geomorphic Province of Southern California. This geomorphic province extends from the Foothills of the Santa Monica Mountains to the tip of Baja California. The province consists of essentially north-south trending mountain ranges and associated valleys. The major land forms consist of bordering mountains, highlands, and foothills. Included are older flood plains and hills, and younger river, creek, and alluvial plains, and associated fan structures.

The Site is located in the south-central portion of San Gabriel Valley, which is bound by the San Gabriel Mountains on the north; the San Jose Hills on the east; the La Merced Hills, Whittier Narrows, and Puente Hills on the south; and by the San Rafael Hills on the west end of the basin. The San Gabriel River flows southwest across the eastern portion of the San Gabriel Valley, from the San Gabriel Mountains on the north. The processes that created the San Gabriel Mountains, north of the Site, also created faults in the underlying rocks of the region. These mountains are actively being eroded and sediments are carried to the San Gabriel Valley floor.

As per the Geologic Map of California, Los Angeles Sheet 1969 (Sixth printing 1991), the Site is underlain with Quaternary age *Pleistocene Nonmarine rocks*.

3.2 Groundwater Conditions

As per a Remedial Investigation Report conducted by AMEC Geomatrix, Inc. for the subject property on December 23, 2010, three groundwater monitoring wells E-1, E-2, and E-3 have been installed at the Crown City Plating Company facility. Two of the monitoring wells (E-1 and E-2) are located on the Site. Groundwater elevation data reported between 1990 and 1998 suggested a westward groundwater flow direction beginning in June 1997 and then reversing to an eastward flow direction in January 1998. Groundwater depth has varied over time and was first measured in 1989 in monitoring well E-1 at a depth of approximately 73 feet below ground surface (bgs).

Note that the actual groundwater flow direction is often locally influenced by factors such as underground structures, seasonal fluctuations, soil and bedrock geology, production wells, and other factors beyond the scope of this study. The actual groundwater flow direction under the Site can be accurately determined only by measuring groundwater monitoring wells, which was beyond the scope of this project.

4.0 ASSESSMENT

The scope of work for the field activities consisted of developing a Site specific health and safety plan, notifying Underground Service Alert, drilling soil borings, collecting soil vapor samples from the borings, and analysis of the soil vapor samples by an on-Site mobile laboratory. These activities are described below.

4.1 Site Safety Plan (SSP)

Alpha prepared a SSP to provide for the health and safety of Site personnel. The plan was based on background information obtained during our preliminary assessment of the Site. The plan describes potential physical and chemical hazards, protective equipment, specific responsibilities, and related emergency procedures. The plan was presented to Site personnel by the Site safety officer before starting assessment activities. The Site safety documentation was kept in a visible and easily accessible location during the project, so that safety procedures related to potentially hazardous conditions or an emergency could be quickly accessed. A copy of the SSP is presented in Appendix A.

4.2 Underground Service Alert

On November 26, 2012, Alpha notified Underground Service Alert of Southern California to mark the locations of known subsurface public utilities that entered the Site. The reference number is A23311432.

4.3 Soil Borings

On December 3, 2012, Soil-Gas Borings SG1 through SG20 were drilled at the Site at the locations indicated on Figure 2, Boring Location Map. Alpha retained Kehoe Testing and Engineering (KTE), located in Huntington Beach, California, to advance the soil borings and collect soil vapor samples using truck-mounted Geoprobe (direct push) equipment. A & R Laboratories (ARL), a State-certified laboratory located in Riverside, California, was retained by Alpha to analyze the soil vapor samples. A Senior Environmental Engineer (employed by Alpha) directed and monitored field activities, and collected soil vapor samples at approximately 5 and 15 feet bgs in all of the boring locations. The twenty boring locations were dispersed throughout the Site, based on previously established areas of concern and boring locations from former subsurface investigations conducted by other consultants.

4.3.1 Sample Collection and Handling

The soil gas survey was completed in general accordance with the California Regional Water Quality Control Board, Los Angeles Region, Advisory- Active Soil Gas Investigations dated April 2012. Soil vapor samples were obtained in gas-tight foil covered syringes. The ¼-inch polypropylene filters were attached to a 1/4" polyethylene tube with a vapor valve at the top end.

The probes were set using #2-12 Sand and bentonite granules in accordance with the regulatory guidelines. At each sampling location, an electric vacuum pump (set to draw 1.0 to 2.0 liters/minute of soil vapor at a maximum vacuum of 100 inches of water) was attached. After a purge test 1 volume, 3 volume or 10 volume, it was determined that 10 volume would be purged prior to sample collection. Samples were immediately injected into a mobile gas chromatograph brought on-site by ARL as a part of their on-site laboratory.

4.3.2 Decontamination Procedures

Prior to arriving at the Site, KTE steam-cleaned the Geoprobe drilling equipment to reduce the potential for cross-contamination during boring activities. During sampling, KTE washed the sampler, push rods, and sample tip between sampling intervals in a non-phosphate detergent solution and double-rinsed with tap water to reduce the potential for cross-contamination between sampling intervals.

For the soil vapor samples, a clean sampling probe was used at each sampling location to prevent cross-contamination. An equipment blank, using ambient air, was collected at the beginning of the day. If significant contamination had been detected, corrective actions would have been taken to identify and eliminate the source, if possible. No contamination in the blank was encountered.

4.3.3 Boring Abandonment

At the completion of soil vapor sampling, each soil boring was abandoned by backfilling with bentonite that was hydrated. The upper 2 inches of the borehole was finished to grade with concrete or asphalt patch to match the existing ground cover. No soil cuttings were generated during the field activities.

4.4 Laboratory Analyses

A total of 20 borings (SG1 through SG20) were drilled for this investigation. Soil vapor samples were collected at 5 and 15 feet bgs from each boring location. All soil vapor samples were analyzed for VOCs by EPA Method 8260B.

5.0 FINDINGS

5.1 Soil Conditions

The soil cuttings examined during this investigation indicated that the Site is underlain predominantly by brown silty sand to approximately 15 feet bgs (the maximum depth explored). No petroleum hydrocarbon or other chemical odors or staining were observed in any of the soil cuttings examined. Groundwater was not encountered at a depth of 15 feet bgs.

5.2 Laboratory Results

A total of 40 soil vapor samples were collected from the 20 borings (SG1 through SG20) drilled for this investigation and were analyzed for the full suite of VOCs by EPA Method 8260B. Table 1 presents a summary of analytical results in soil vapor.

The following contaminants were found to exceed the California Human Health Screening Levels (CHHSLs) for soil gas:

- Perchloroethylene (a.k.a. tetrachloroethene/PCE): ranging from non-detect to 5.4 ì g/L;
- Trichloroethylene (a.k.a. trichloroethene/TCE): ranging from non-detect to 3.9 ì g/L
- 1,2-Dichloroethane: ranging from non-detect to 0.18 ì g/L.

Low concentrations of the following VOC analytes were also found in some of the soil vapor samples, however, these concentration were below the CHHSLS:

- 1,1,1-Trichloroethane
- Toluene
- 1,1-Dichloroethane
- 1,1-Dichloroethene
- Trichlorofluoro-methane
- Chloroform

All other VOC analytes in the 8260B list were below the laboratory detection limits. TCE, 1,2-Dichloroethane, and various other chemicals detected below the CHHSLs in the soil gas samples are common byproducts of the degradation of PCE over time. PCE and TCE are also the prominent contaminants associated with the National Priority Listing for the San Gabriel Valley Superfund Site - El Monte Operable Unit, an area of regional groundwater contamination that extends beneath the Site.

6.0 DISCUSSION AND CONCLUSIONS

The purpose of this investigation is to evaluate if subsurface soils at the Site have been impacted by VOCs such as PCE (perchloroethylene) and TCE (trichloroethylene) from previous on-Site and/or off-Site industrial activity. To accomplish this on December 3, 2012, Alpha drilled twenty (20) Geoprobe soil borings at the facility to a maximum depth of 15 feet bgs, and collected soil vapor samples at 5 and 15 feet bgs. The soil vapor samples were analyzed on-Site in a mobile laboratory provided by an independent State-certified laboratory.

The soil cuttings examined for this investigation indicated that the Site is underlain predominantly by brown silty sand to approximately 15 feet bgs (the maximum depth explored). No petroleum hydrocarbon or other chemical odors or staining were observed in any of the soil cuttings examined. Groundwater was not encountered at a depth of 15 feet bgs.

A total of 40 soil vapor samples were collected from the 20 borings (SG1 through SG20) drilled for this investigation. All soil vapor samples were analyzed for VOCs and Oxygenates using EPA method 8260B. The concentrations of PCE (ranging up to 5.4 ì g/L), TCE (up to 3.9 ì g/L), and 1,2-Dichloroethane (up to 0.18 ì g/L) exceeded California Human Health Screening Levels (CHHSLs) in some soil gas samples at depths of 5 and 15 feet bgs, both for residential and commercial/ industrial sites. TCE and 1,2-Dichloroethane are byproducts of the degradation of PCE over time, therefore the detected contaminants likely originate from the same source.

The Site is situated in a primarily industrial neighborhood and is currently unoccupied. It is improved with a paved open parking lot with two abandoned one-story industrial structures. It is Alpha's opinion that no further sub-surface assessment or remediation is warranted at this time based on the following:

- Considering the results of the subsurface investigation conducted by ARCADIS in February 2012, that involved soil sampling in multiple areas of concern at the Site indicated no elevated concentrations of VOCs. The concentrations did not exceed the Regional screening levels and did not warrant further investigation;
- Concentrations for PCE, TCE, and 1,2-Dichloroethane in soil vapor samples during this ESA were found to be slightly elevated as compared to CHHSLs for industrial site use. However, considerable attenuation of concentrations of PCE and TCE was noted as compared to concentration found during previous soil vapor investigations by other consultants (Glenfos, Inc.) in 2004;
- The Site is zoned for industrial use is completely paved with no structures that are enclosed or inhabitable at the present time. Hence, vapor intrusion into the building is currently not a health and safety concern.

- The Site is situated in an area of regional groundwater contamination with PCE and TCE (Superfund site). Hence, low levels of PCE and TCE found in soil vapor/gas phase at the Site are typical in this area and can be attributed to the regional impacted groundwater. As per ARCADIS, Site owners, Union Pacific Railroad (UPRR) indicated that the groundwater beneath the Site has reportedly been investigated as a part of the El Monte Operable Unit of the San Gabriel Valley Superfund site. UPRR also indicated that the groundwater issue has been settled with the United Stated Environmental Protection Agency (USEPA).

Alpha recommends no further investigation related to soil/groundwater at this time. However, it recommends installation of vapor barrier or other engineering controls for new and existing enclosed building structures to mitigate potential VOC vapor intrusion.

7.0 LIMITATIONS

7.1 Liability Release

The subsurface conditions described herein have been ascertained from excavations on the Site as indicated, and should in no way be construed to reflect variations which may occur between or beyond these excavations. The chemical laboratory testing described herein was performed by a state-certified testing laboratory. The state-certified testing laboratory assumes responsibility for the testing procedures used in their analysis.

The professional opinions presented in this report have been developed using that degree of care and skill ordinarily exercised, under similar circumstances, by reputable environmental consultants practicing in this or similar localities at the time of service. No other warranty, expressed or implied, is made as to the professional advice included in this report. This report has been prepared for our client and their consultants, to be used solely in evaluating potential environmental implications at the Site. This report has not been prepared for use by other parties, and may not contain sufficient information for purposes of other parties or other uses.

TABLES

ALPHA ENVIRONMENTAL

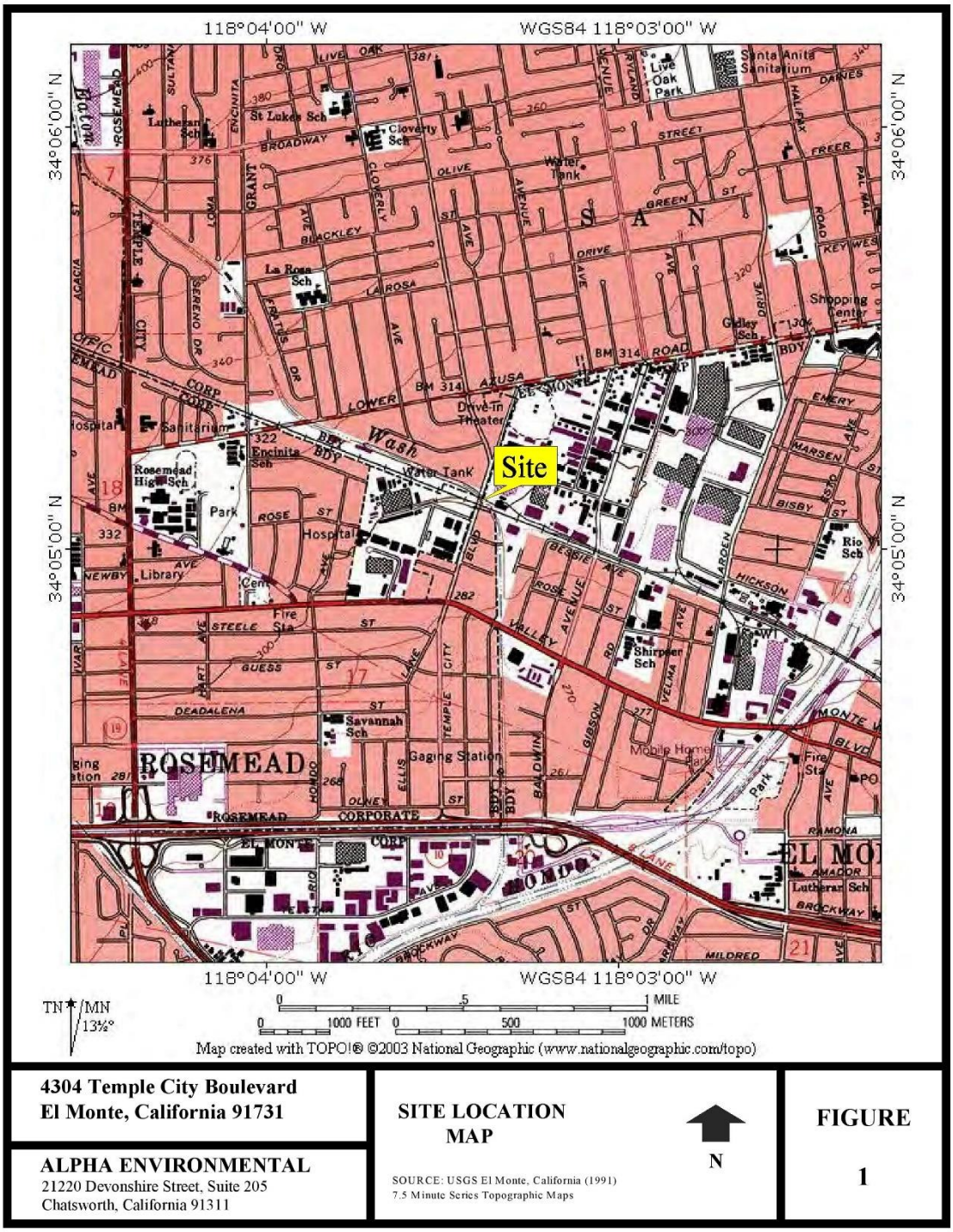
Table 1: Soil Vapor Analytical Results

Sample Number	Tetrachloroethene (PCE) µg/L[1]	Trichloroethene (TCE) µg/L	1,1,1-Trichloroethane µg/L	Toluene µg/L	1,2-Dichloroethane µg/L	1,1-Dichloroethane µg/L	1,1-Dichloroethene µg/L	Trichlorofluoro-methane µg/L	Chloroform µg/L	Other VOCs (EPA 8260B) µg/L
MB	ND[2]	ND	ND	ND	ND	ND	ND	ND	ND	ND
MB Air	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND
MB Material	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND
SG-1-5 1PV	ND	ND	ND	0.061 J	ND	ND	ND	0.069 J	ND	ND
SG-1-5 3PV	ND	ND	ND	0.076 J	ND	ND	ND	0.074 J	ND	ND
SG-1-5 10PV	0.35	0.12	ND	0.13	0.11	ND	ND	0.21	ND	ND
SG-1-15	0.085 J[3]	0.12	ND	0.36	**0.18**	ND	ND	0.11	ND	ND
SG-2-5	**1.4**	0.15	ND	0.11	ND	ND	ND	ND	ND	ND
SG-2-15	0.45	0.49	ND	0.35	ND	ND	ND	ND	ND	ND
SG-3-5	0.24	0.11	ND	ND	ND	ND	ND	ND	ND	ND
SG-3-15	0.23	0.080 J	ND	ND	ND	ND	ND	ND	ND	ND
SG-4-5	ND	0.24	ND	ND	ND	ND	ND	ND	ND	ND
SG-4-15	0.060 J	ND	0.11	0.050 J	ND	ND	ND	ND	ND	ND
SG-5-5	**1.1**	0.25	ND	ND	ND	ND	ND	ND	ND	ND
SG-5-15	**0.67**	0.8	ND	0.19	ND	ND	ND	ND	ND	ND
SG-6-5	0.19	0.10	ND	0.050 J	ND	ND	ND	ND	ND	ND
SG-6-15	**5.4**	**3.9**	ND	0.11	ND	ND	ND	ND	ND	ND
SG-7-5	0.15	ND	ND	0.081 J	ND	ND	ND	ND	ND	ND
SG-7-15	0.32	0.40	ND	0.063 J	ND	ND	ND	ND	ND	ND
SG-8-5	0.30	0.060 J	0.10	ND	ND	ND	ND	ND	ND	ND
SG-8-15	**0.90**	0.77	0.19	0.11	ND	ND	ND	ND	ND	ND
SG-9-5	0.33	0.17	1.6	0.12	ND	ND	ND	ND	ND	ND
SG-9-15	**1.4**	**2.5**	1.6	ND	ND	0.074 J	0.11	ND	ND	ND
SG-10-5	**0.99**	0.24	2.1	ND	ND	ND	ND	ND	ND	ND
SG-10-15	**2.3**	**3.2**	2.3	0.13	ND	0.060 J	0.20	ND	ND	ND
SG-11-5	**0.64**	0.31	1.6	ND	ND	ND	ND	ND	ND	ND
SG-11-15	0.27	0.82	2.0	0.27	ND	0.52	ND	ND	ND	ND
SG-12-5	**0.93**	0.20	3.2	ND	ND	ND	0.060 J	ND	ND	ND
SG-12-15	**0.85**	1.2	2.7	0.10	ND	ND	0.15	ND	ND	ND
SG-13-5	0.49	0.23	1.9	ND	ND	ND	ND	ND	ND	ND
SG-13-15	0.14	0.88	1.9	0.27	ND	ND	0.16	ND	ND	ND
SG-13-15 DUP	0.13	0.84	1.8	0.24	ND	ND	0.15	ND	ND	ND
SG-14-5	0.22	ND	1.1	ND	ND	ND	ND	ND	ND	ND
SG-14-5 DUP	0.21	ND	1.0	ND	ND	ND	ND	ND	ND	ND
SG-14-15	0.30	0.24	1.4	0.14	ND	ND	0.050 J	ND	ND	ND
SG-15-5	0.16	ND	ND	ND	ND	ND	ND	ND	ND	ND
SG-15-15	0.15	ND	ND	ND	ND	ND	ND	ND	ND	ND
SG-16-5	**0.67**	ND	ND	ND	ND	ND	ND	ND	0.26	ND
SG-16-15	0.13	ND	ND	0.34	ND	ND	ND	ND	0.75	ND
SG-17-5	**3.5**	ND	ND	ND	ND	ND	ND	ND	ND	ND
SG-17-15	**2.7**	ND	ND	0.090 J	ND	ND	ND	ND	ND	ND
SG-18-5	0.15	0.075 J	0.086 J	0.055 J	ND	ND	ND	ND	ND	ND
SG-18-15	0.068 J	ND	ND	0.23	ND	ND	ND	ND	ND	ND
SG-19-5	**3.5**	ND	0.060 J	ND	ND	ND	ND	ND	ND	ND
SG-19-15	**3.9**	ND	0.074 J	0.18	ND	ND	ND	ND	ND	ND
SG-20-5	**1.1**	ND	ND	ND	ND	ND	ND	ND	ND	ND
SG-20-15	0.080 J	ND	0.058 J	0.21	ND	ND	ND	ND	ND	ND
CHHSLs										
Ind/Comm	0.6	1.8	2800	380	0.17					
Residential	0.18	0.53	990	140	0.05					

Notes:
Concentrations presented in **bold font** exceed the CHHSLs for Industrial/Commercial Scenario
1: µg/L = Micrograms per Liter
2: ND = Not Detected at Laboratory Detection Limit
3: J = Analyte concentration detected between Reporting Limit and Method Detection Limit

FIGURES

ALPHA ENVIRONMENTAL



4304 Temple City Boulevard
El Monte, California 91731

ALPHA ENVIRONMENTAL
21220 Devonshire Street, Suite 205
Chatsworth, California 91311

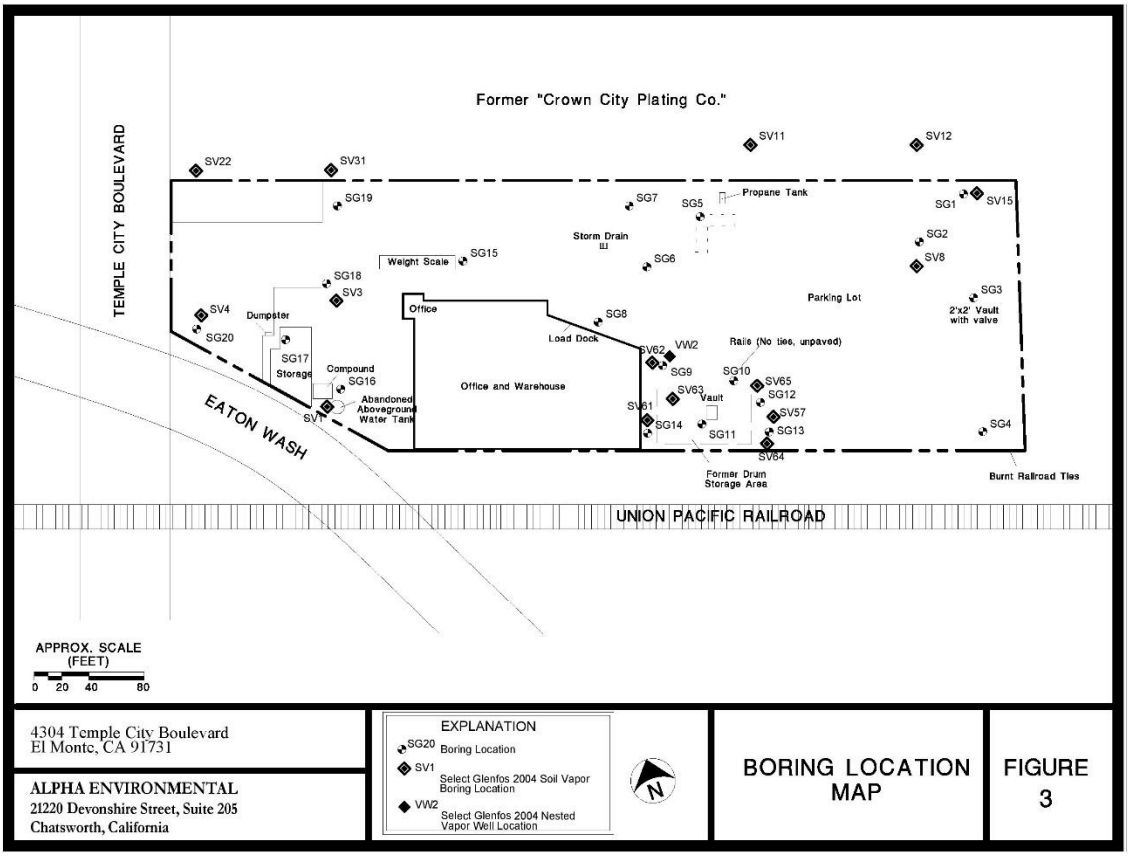
SITE LOCATION MAP

N

SOURCE: USGS El Monte, California (1991)
7.5 Minute Series Topographic Maps

FIGURE 1

Site: 4304 Temple City Boulevard El Monte, CA 91731	*Figure 2*
ALPHA ENVIRONMENTAL *21220 Devonshire Street, Suite 205* *Chatsworth, CA 91311*	*Facility Layout Map*


Former "Crown City Plating Co."
TEMPLE CITY BOULEVARD
SV22
SV31
SV11
SV12
SG19
SG7
SG5
Propane Tank
SG1
SV15
Storm Drain
SG2
Weight Scale
SG15
SG6
SV8
SG18
SV3
Parking Lot
SG3
2'x2' Vault with valve
SV4
Dumpster
Office
SG8
SG20
Load Dock
SV62
VW2
Rails (No ties, unpaved)
SG17
Storage
Compound
SG16
SG9
SG10
SV65
Office and Warehouse
SV63
Vault
SG12
Abandoned Aboveground Water Tank
SV1
SV61
SV57
SG14
SG11
SG13
SG4
SV64
Former Drum Storage Area
Burnt Railroad Ties
EATON WASH
UNION PACIFIC RAILROAD
APPROX. SCALE (FEET)
0 20 40 80
4304 Temple City Boulevard
El Monte, CA 91731
ALPHA ENVIRONMENTAL
21220 Devonshire Street, Suite 205
Chatsworth, California
EXPLANATION
SG20 Boring Location
SV1 Select Glenfos 2004 Soil Vapor Boring Location
VW2 Select Glenfos 2004 Nested Vapor Well Location
N
BORING LOCATION MAP
FIGURE 3

APPENDIX A

Site Safety Plan

ALPHA ENVIRONMENTAL

SITE SAFETY PLAN

A. SITE DESCRIPTION

Date: December 3, 2012	Location:	4304 Temple City Boulevard El Monte, CA 91731
Hazards: Petroleum Hydrocarbons and VOCs		

B. ENTRY OBJECTIVES

Approximately 20 borings up to a maximum of 15 feet below ground surface for soil vapor sampling at 5' and 15'.

C. ORGANIZATION AND COORDINATION

Project Manager:	Rob Jawa
Technical/Site Safety:	Rob Jawa

D. ON-SITE CONTROL

On-site Command Post:	Alpha's Field Vehicle
Phone No.:	Rob's cell phone/pager No. (818) 635-5292
Exclusion Zone:	To be determined by Site Safety Officer
Support Zone:	To be determined by Site Safety Officer

E. PHYSICAL HAZARDS

1. Visual physical hazards uneven terrain.
2. Underground utilities, especially pipelines and fiber optics cables.

F. CHEMICAL HAZARDS

The Following substances are suspected to be on site. The primary hazards of each are identified.

Substance Involved	*Concentration*	*Primary Hazards*
Petroleum Hydrocarbons	Unknown	Absorption, Inhalation
VOCs	Unknown	Absorption, Inhalation

CONSULTING ENVIRONMENTAL ENGINEERS
21220 DEVONSHIRE STREET, SUITE 205, CHATSWORTH, CALIFORNIA 91311
TEL (818) 772-4483, (800) 989-ALPHA, FAX (818) 772-4980, WWW.ALPHAEN.COM

G. PERSONAL PROTECTIVE EQUIPMENT

Protective equipment required for the soil vapor survey includes steel-toed boots and ear/eye protection as needed.

H. SPECIAL CONSIDERATIONS

1. All personnel must wear steel toe boots and ear/eye protection when in close proximity of drilling equipment (if applicable).

2. Establish clear lines of communication with Alpha's field personnel. Make eye contact with equipment operator (if applicable) before walking or driving in the area of field activities.

I. SITE SAFETY AND HEALTH PLAN

Saurabh Jawa is the designated site Safety Officer and is directly responsible to the Project Team Leader for Safety recommendations on site.

Emergency Medical Care:

The closest hospital to the site is: **Greater El Monte Community Hospital**
1701 Santa Anita Avenue
South El Monte, CA 91733
(See Map Attached)

Ambulance Emergency Dispatch is: **911**

First-aid equipment is available on site at the following locations:

First-aid kit: **Alpha's Field Vehicle**

Emergency eye wash: **Alpha's Field Vehicle**

List of emergency phone numbers:

Emergency Phone List: **911**

Greater El Monte Community Hospital: (626) 579-7777

Ambulance/Police/Fire: **911**

- **Fire/Explosion**: Upon notification of a fire or explosion on site, the designated emergency signal **HORN BLAST** shall be sounded and all site personnel moved to a safe distance from the involved area.

- **Personal Protective Equipment Failure**: If any site worker experiences a failure or alteration of protective equipment that affects the protection factor that person and his/her buddy shall immediately leave the Exclusion Zone. Re-entry shall not be permitted until the equipment has been repaired or replaced.

- **Other Equipment Failure**: If any other equipment on site fails to operate properly, the Project Team Leader and Site Officer shall be notified and then determine the effect of this

failure on continuing operations on site. If the failure affects the safety of personnel or prevents completion of the work Plan tasks, all personnel shall leave the Exclusion Zone until the situation is evaluated and appropriate actions taken.

- **Emergency Procedures** (should be modified as required for incident)

  - The following standard emergency procedures will be used by on-site personnel. The Site Safety Officer shall be notified of any on-site emergencies and be responsible for insuring that the appropriate procedures are followed.

  - **Personnel Injury in the Exclusion Zone**: Upon notification of an injury in the Exclusion Zone, the designated emergency signal **HORN BLAST** shall be sounded. All site personnel shall assemble at the decontamination line. The rescue team will enter the Exclusion Zone (if required) to remove the injured person to the hotline. The Site Safety Officer and Project Team Leader should evaluate the nature of the injury, and the affected person should be decontaminated to the extent possible prior to movement to the Support Zone. The on-site EMT shall initiate the appropriate first aid, and contact should be made for an ambulance and with the designated medical facility (if required). No personal shall re-enter the Exclusion Zone until the cause of the injury or symptoms is determined.

  - **Personnel Injury in the Support Zone**: Upon notification of an injury in the Support Zone, the Project Team and Site Safety Officer will assess the nature of the injury. If the cause of the injury or loss of the injured person does not affect the performance of site personnel, operations may continue, with the on-site EMT initiating the appropriate first aid and necessary follow-up as stated above. If the injury increases the risk to others, the designated emergency signal **HORN BLAST** shall be sounded and all site personnel shall move to the decontamination line for further instructions. Activities on site will stop until the added risk is removed or minimized.

All personnel have briefed and/or have read the above plan, and are familiar with its provisions.

Site Safety Officer:	Rob Jawa	Signature: 
Project Manger:	Rob Jawa	Signature: 
Drillers/Site Technicians:	Name:_____	Signature: _____
	Name:_____	Signature: _____
Others:	Name:_____	Signature: _____
	Name:_____	Signature: _____
	Name:_____	Signature: _____

APPENDIX B

Laboratory Report and Chain-of-Custody Record

ALPHA ENVIRONMENTAL

A & R Laboratories
Formerly Microbac Southern California
1401 RESEARCH PARK DRIVE, SUITE 100
RIVERSIDE CA, 92507
951-779-0310 FAX 951-779-0344
www.arlaboratories.com office@arlaboratories.com

FDA#	2030513
LA City#	10261
ELAP#'s	2789
	2790
	2122

CHEMISTRY · MICROBIOLOGY · FOOD SAFETY · MOBILE LABORATORIES
FOOD · COSMETICS · WATER · SOIL · SOIL VAPOR · WASTES

CASE NARRATIVE

Authorized Signature Name / Title (print)	Ken Zheng, President
Signature / Date	Ken Zheng, President 12/06/2012 16:47:01
Laboratory Job No. (Certificate of Analysis No.)	1212-00003
Project Name / No.	4304 TEMPLE CITY BLVD.
Dates Sampled (from/to)	12/03/12 To 12/03/12
Dates Received (from/to)	12/03/12 To 12/03/12
Dates Reported (from/to)	12/06/12 To 12/6/2012
Chains of Custody Received	Yes

Comments:

Subcontracting
Organic Analyses
No analyses sub-contracted

Sample Condition(s)
All samples intact

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FDA#	2030513
LA City#	10261
ELAP#'s	2789
	2790
	2122

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Laboratory Job# 1212-00003

Positive Results (Organic Compounds)

Sample	Analyte	Result	Qual	Units	RL	Sample	Analyte	Result	Qual	Units	RL
SG-1-5' 1PV	Toluene	0.061	J	µg/L	0.10	SG-1-5' 1PV	Trichlorofluoromethane	0.069	J	µg/L	0.10
SG-1-5' 3PV	Toluene	0.076	J	µg/L	0.10	SG-1-5' 3PV	Trichlorofluoromethane	0.074	J	µg/L	0.10
SG-1-5' 10PV	1,2-Dichloroethane	0.11		µg/L	0.10	SG-1-5' 10PV	Tetrachloroethene	0.35		µg/L	0.10
SG-1-5' 10PV	Toluene	0.13		µg/L	0.10	SG-1-5' 10PV	Trichloroethene	0.12		µg/L	0.10
SG-1-5' 10PV	Trichlorofluoromethane	0.21		µg/L	0.10	SG-1-15'	1,2-Dichloroethane	0.18		µg/L	0.10
SG-1-15'	Tetrachloroethene	0.085	J	µg/L	0.10	SG-1-15'	Toluene	0.36		µg/L	0.10
SG-1-15'	Trichloroethene	0.12		µg/L	0.10	SG-1-15'	Trichlorofluoromethane	0.11		µg/L	0.10
SG-2-5'	Tetrachloroethene	1.4		µg/L	0.10	SG-2-5'	Toluene	0.11		µg/L	0.10
SG-2-5'	Trichloroethene	0.15		µg/L	0.10	SG-2-15'	Tetrachloroethene	0.45		µg/L	0.10
SG-2-15'	Toluene	0.35		µg/L	0.10	SG-2-15'	Trichloroethene	0.49		µg/L	0.10
SG-5-5'	Tetrachloroethene	1.1		µg/L	0.10	SG-5-5'	Trichloroethene	0.25		µg/L	0.10
SG-5-15'	Tetrachloroethene	0.67		µg/L	0.10	SG-5-15'	Toluene	0.19		µg/L	0.10
SG-5-15'	Trichloroethene	0.80		µg/L	0.10	SG-7-5'	Tetrachloroethene	0.15		µg/L	0.10
SG-7-5'	Toluene	0.081	J	µg/L	0.10	SG-7-15'	Tetrachloroethene	0.32		µg/L	0.10
SG-7-15'	Toluene	0.063	J	µg/L	0.10	SG-7-15'	Trichloroethene	0.40		µg/L	0.10
SG-9-5'	1,1,1-Trichloroethane	1.6		µg/L	0.10	SG-9-5'	Tetrachloroethene	0.33		µg/L	0.10
SG-9-5'	Toluene	0.12		µg/L	0.10	SG-9-5'	Trichloroethene	0.17		µg/L	0.10
SG-9-15'	1,1,1-Trichloroethane	1.6		µg/L	0.10	SG-9-15'	1,1-Dichloroethane	0.074	J	µg/L	0.10
SG-9-15'	1,1-Dichloroethene	0.11		µg/L	0.10	SG-9-15'	Tetrachloroethene	1.4		µg/L	0.10
SG-9-15'	Trichloroethene	2.5		µg/L	0.10	SG-11-5'	1,1,1-Trichloroethane	1.6		µg/L	0.10
SG-11-5'	Tetrachloroethene	0.64		µg/L	0.10	SG-11-5'	Trichloroethene	0.31		µg/L	0.10
SG-11-15'	1,1,1-Trichloroethane	2.0		µg/L	0.10	SG-11-15'	1,1-Dichloroethane	0.52		µg/L	0.10
SG-11-15'	Tetrachloroethene	0.27		µg/L	0.10	SG-11-15'	Toluene	0.27		µg/L	0.10
SG-11-15'	Trichloroethene	0.82		µg/L	0.10	SG-15-5'	Tetrachloroethene	0.16		µg/L	0.10
SG-15-15'	Tetrachloroethene	0.15		µg/L	0.10	SG-13-5'	1,1,1-Trichloroethane	1.9		µg/L	0.10
SG-13-5'	Tetrachloroethene	0.49		µg/L	0.10	SG-13-5'	Trichloroethene	0.23		µg/L	0.10
SG-13-15'	1,1,1-Trichloroethane	1.9		µg/L	0.10	SG-13-15'	1,1-Dichloroethene	0.16		µg/L	0.10
SG-13-15'	Tetrachloroethene	0.14		µg/L	0.10	SG-13-15'	Toluene	0.27		µg/L	0.10
SG-13-15'	Trichloroethene	0.88		µg/L	0.10	SG-13-15' DUP	1,1,1-Trichloroethane	1.8		µg/L	0.10
SG-13-15' DUP	1,1-Dichloroethene	0.15		µg/L	0.10	SG-13-15' DUP	Tetrachloroethene	0.13		µg/L	0.10
SG-13-15' DUP	Toluene	0.24		µg/L	0.10	SG-13-15' DUP	Trichloroethene	0.84		µg/L	0.10
SG-16-5'	Chloroform	0.26		µg/L	0.10	SG-16-5'	Tetrachloroethene	0.67		µg/L	0.10
SG-14-5'	1,1,1-Trichloroethane	1.1		µg/L	0.10	SG-14-5'	Tetrachloroethene	0.22		µg/L	0.10
SG-14-15'	1,1,1-Trichloroethane	1.4		µg/L	0.10	SG-14-15'	1,1-Dichloroethene	0.050	J	µg/L	0.10
SG-14-15'	Tetrachloroethene	0.30		µg/L	0.10	SG-14-15'	Toluene	0.14		µg/L	0.10
SG-14-15'	Trichloroethene	0.24		µg/L	0.10	SG-16-15'	Chloroform	0.75		µg/L	0.10
						SG-16-15'	Tetrachloroethene	0.13		µg/L	0.10

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Laboratory Job# 1212-00003

Sample	Analyte	Result	Qual	Units	RL	Sample	Analyte	Result	Qual	Units	RL
SG-16-15'	Toluene	0.34		µg/L	0.10	SG-18-5'	1,1,1-Trichloroethane	0.086	J	µg/L	0.10
SG-18-5'	Tetrachloroethene	0.15		µg/L	0.10	SG-18-5'	Toluene	0.055	J	µg/L	0.10
SG-18-5'	Trichloroethene	0.075	J	µg/L	0.10	SG-17-5'	Tetrachloroethene	3.5		µg/L	0.10
SG-18-15'	Tetrachloroethene	0.068	J	µg/L	0.10	SG-18-15'	Toluene	0.23		µg/L	0.10
SG-20-5'	Tetrachloroethene	1.1		µg/L	0.10	SG-17-15'	Tetrachloroethene	2.7		µg/L	0.10
SG-17-15'	Toluene	0.090	J	µg/L	0.10	SG-19-15'	1,1,1-Trichloroethane	0.074	J	µg/L	0.10
SG-19-15'	Tetrachloroethene	3.9		µg/L	0.10	SG-19-15'	Toluene	0.18		µg/L	0.10
SG-19-5'	1,1,1-Trichloroethane	0.060	J	µg/L	0.10	SG-19-5'	Tetrachloroethene	3.5		µg/L	0.10

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CERTIFICATE OF ANALYSIS

1212-00003

ALPHA ENVIRONMENTAL
ROB
21220 DEVONSHIRE ST #205
CHATSWORTH, CA 91311

Date Reported	12/06/12
Date Received	12/03/12
Invoice No.	69054
Cust #	2098
Permit Number	
Customer P.O.	

Project: 4304 TEMPLE CITY BLVD.

Analysis	Result	Qual	Units	Method	DF	MDL	RL	Date		Tech
Sample: 001 **SG-1-5' 1PV**						Date & Time Sampled:		12/03/12	@ 9:39	
Sample Matrix: **Soil Vapor**										
Purge Volume Sampled: **1**										
[VOCs by GCMS]										
Acetone	<10		µg/L	EPA 8260B	1	5.0	10	12/03/12	10:13	HXE
t-Amyl Methyl Ether (TAME)	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:13	HXE
Benzene	<0.050		µg/L	EPA 8260B	1	0.036	0.050	12/03/12	10:13	HXE
Bromobenzene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:13	HXE
Bromochloromethane	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:13	HXE
Bromodichloromethane	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:13	HXE
Bromoform	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:13	HXE
Bromomethane	<0.20		µg/L	EPA 8260B	1	0.100	0.20	12/03/12	10:13	HXE
t-Butanol (TBA)	<1.0		µg/L	EPA 8260B	1	0.50	1.0	12/03/12	10:13	HXE
2-Butanone (MEK)	<1.0		µg/L	EPA 8260B	1	0.50	1.0	12/03/12	10:13	HXE
n-Butylbenzene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:13	HXE
sec-Butylbenzene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:13	HXE
tert-Butylbenzene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:13	HXE
Carbon Disulfide	<1.0		µg/L	EPA 8260B	1	0.50	1.0	12/03/12	10:13	HXE
Carbon Tetrachloride	<0.050		µg/L	EPA 8260B	1	0.025	0.050	12/03/12	10:13	HXE
Chlorobenzene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:13	HXE
Chloroethane	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:13	HXE
Chloroform	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:13	HXE
Chloromethane	<0.20		µg/L	EPA 8260B	1	0.100	0.20	12/03/12	10:13	HXE
2-Chlorotoluene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:13	HXE
4-Chlorotoluene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:13	HXE
Dibromochloromethane	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:13	HXE
1,2-Dibromoethane (EDB)	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:13	HXE
1,2-Dibromo-3-Chloropropane	<1.0		µg/L	EPA 8260B	1	0.50	1.0	12/03/12	10:13	HXE
Dibromomethane	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:13	HXE
1,2-Dichlorobenzene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:13	HXE
1,3-Dichlorobenzene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:13	HXE
1,4-Dichlorobenzene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:13	HXE
Dichlorodifluoromethane	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:13	HXE
1,1-Dichloroethane	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:13	HXE

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CERTIFICATE OF ANALYSIS

1212-00003

ALPHA ENVIRONMENTAL
ROB
21220 DEVONSHIRE ST #205
CHATSWORTH, CA 91311

Date Reported	12/06/12
Date Received	12/03/12
Invoice No.	69054
Cust #	2098
Permit Number	
Customer P.O.	

Project: 4304 TEMPLE CITY BLVD.

Analysis	Result	Qual	Units	Method	DF	MDL	RL	Date		Tech
Sample: 001 **SG-1-5' 1PV**						Date & Time Sampled:		12/03/12	@ 9:39	
Sample Matrix: **Soil Vapor**										
Purge Volume Sampled: **1**										
.....continued										
1,2-Dichloroethane	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:13	HXE
1,1-Dichloroethene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:13	HXE
cis-1,2-Dichloroethene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:13	HXE
trans-1,2-Dichloroethene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:13	HXE
1,2-Dichloropropane	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:13	HXE
1,3-Dichloropropane	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:13	HXE
2,2-Dichloropropane	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:13	HXE
1,1-Dichloropropene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:13	HXE
cis-1,3-Dichloropropene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:13	HXE
trans-1,3-Dichloropropene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:13	HXE
Diisopropyl Ether (DiPE)	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:13	HXE
Ethylbenzene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:13	HXE
Ethyl-t-Butyl Ether (EtBE)	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:13	HXE
Hexachlorobutadiene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:13	HXE
2-Hexanone	<1.0		µg/L	EPA 8260B	1	0.50	1.0	12/03/12	10:13	HXE
Isopropylbenzene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:13	HXE
4-Isopropyltoluene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:13	HXE
Methylene Chloride	<2.0		µg/L	EPA 8260B	1	1.0	2.0	12/03/12	10:13	HXE
4-Methyl-2-Pentanone (MIBK)	<1.0		µg/L	EPA 8260B	1	0.50	1.0	12/03/12	10:13	HXE
Methyl-t-butyl Ether (MtBE)	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:13	HXE
Naphthalene	<0.050		µg/L	EPA 8260B	1	0.032	0.050	12/03/12	10:13	HXE
n-Propylbenzene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:13	HXE
Styrene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:13	HXE
1,1,1,2-Tetrachloroethane	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:13	HXE
1,1,2,2-Tetrachloroethane	<0.20		µg/L	EPA 8260B	1	0.100	0.20	12/03/12	10:13	HXE
Tetrachloroethene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:13	HXE
Toluene	**0.061**	J	µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:13	HXE
1,2,3-Trichlorobenzene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:13	HXE
1,2,4-Trichlorobenzene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:13	HXE
1,1,1-Trichloroethane	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:13	HXE

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Project: 4304 TEMPLE CITY BLVD.

Analysis	Result	Qual	Units	Method	DF	MDL	RL	Date		Tech
Sample: 001 **SG-1-5' 1PV**					Date & Time Sampled:			12/03/12	@	9:39
Sample Matrix: **Soil Vapor**										
Purge Volume Sampled: **1**										
.....continued										
1,1,2-Trichloroethane	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:13	HXE
Trichloroethene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:13	HXE
1,2,3-Trichloropropane	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:13	HXE
Trichlorofluoromethane	**0.069**	J	µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:13	HXE
Trichlorotrifluoroethane	<0.20		µg/L	EPA 8260B	1	0.20	0.20	12/03/12	10:13	HXE
1,2,4-Trimethylbenzene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:13	HXE
1,3,5-Trimethylbenzene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:13	HXE
Vinyl Chloride	<0.050		µg/L	EPA 8260B	1	0.013	0.050	12/03/12	10:13	HXE
m,p-Xylenes	<0.20		µg/L	EPA 8260B	1	0.100	0.20	12/03/12	10:13	HXE
o-Xylene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:13	HXE
[VOC Vapor Sampling Tracer]										
Isopropanol (IPA)	<10		µg/L	EPA 8260B	1	10	10	12/03/12	10:13	HXE
[VOC Surrogates]										
Dibromofluoromethane	102		%REC	EPA 8260B			70-130	12/03/12	10:13	HXE
Toluene-D8	99		%REC	EPA 8260B			70-130	12/03/12	10:13	HXE
Bromofluorobenzene	96		%REC	EPA 8260B			70-130	12/03/12	10:13	HXE
Sample: 002 **SG-1-5' 3PV**					Date & Time Sampled:			12/03/12	@	10:25
Sample Matrix: **Soil Vapor**										
Purge Volume Sampled: **3**										
[VOCs by GCMS]										
Acetone	<10		µg/L	EPA 8260B	1	5.0	10	12/03/12	10:35	HXE
t-Amyl Methyl Ether (TAME)	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:35	HXE
Benzene	<0.050		µg/L	EPA 8260B	1	0.036	0.050	12/03/12	10:35	HXE
Bromobenzene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:35	HXE
Bromochloromethane	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:35	HXE
Bromodichloromethane	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:35	HXE
Bromoform	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:35	HXE
Bromomethane	<0.20		µg/L	EPA 8260B	1	0.100	0.20	12/03/12	10:35	HXE
t-Butanol (TBA)	<1.0		µg/L	EPA 8260B	1	0.50	1.0	12/03/12	10:35	HXE

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FDA#	2030513
LA City#	10261
ELAP#'s	2789
	2790
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CERTIFICATE OF ANALYSIS

1212-00003

ALPHA ENVIRONMENTAL
ROB
21220 DEVONSHIRE ST #205
CHATSWORTH, CA 91311

Date Reported	12/06/12
Date Received	12/03/12
Invoice No.	69054
Cust #	2098
Permit Number	
Customer P.O.	

Project: 4304 TEMPLE CITY BLVD.

Sample: 002 **SG-1-5' 3PV** Date & Time Sampled: 12/03/12 @ 10:25
Sample Matrix: **Soil Vapor**
Purge Volume Sampled: **3**
.....continued

Analysis	Result	Qual	Units	Method	DF	MDL	RL	Date		Tech
2-Butanone (MEK)	<1.0		µg/L	EPA 8260B	1	0.50	1.0	12/03/12	10:35	HXE
n-Butylbenzene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:35	HXE
sec-Butylbenzene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:35	HXE
tert-Butylbenzene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:35	HXE
Carbon Disulfide	<1.0		µg/L	EPA 8260B	1	0.50	1.0	12/03/12	10:35	HXE
Carbon Tetrachloride	<0.050		µg/L	EPA 8260B	1	0.025	0.050	12/03/12	10:35	HXE
Chlorobenzene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:35	HXE
Chloroethane	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:35	HXE
Chloroform	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:35	HXE
Chloromethane	<0.20		µg/L	EPA 8260B	1	0.100	0.20	12/03/12	10:35	HXE
2-Chlorotoluene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:35	HXE
4-Chlorotoluene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:35	HXE
Dibromochloromethane	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:35	HXE
1,2-Dibromoethane (EDB)	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:35	HXE
1,2-Dibromo-3-Chloropropane	<1.0		µg/L	EPA 8260B	1	0.50	1.0	12/03/12	10:35	HXE
Dibromomethane	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:35	HXE
1,2-Dichlorobenzene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:35	HXE
1,3-Dichlorobenzene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:35	HXE
1,4-Dichlorobenzene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:35	HXE
Dichlorodifluoromethane	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:35	HXE
1,1-Dichloroethane	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:35	HXE
1,2-Dichloroethane	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:35	HXE
1,1-Dichloroethene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:35	HXE
cis-1,2-Dichloroethene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:35	HXE
trans-1,2-Dichloroethene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:35	HXE
1,2-Dichloropropane	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:35	HXE
1,3-Dichloropropane	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:35	HXE
2,2-Dichloropropane	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:35	HXE
1,1-Dichloropropene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:35	HXE
cis-1,3-Dichloropropene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:35	HXE

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Project: 4304 TEMPLE CITY BLVD.

Sample: 002 **SG-1-5' 3PV** Date & Time Sampled: 12/03/12 @ 10:25
Sample Matrix: **Soil Vapor**
Purge Volume Sampled: **3**
.....continued

Analysis	Result	Qual	Units	Method	DF	MDL	RL	Date		Tech
trans-1,3-Dichloropropene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:35	HXE
Diisopropyl Ether (DiPE)	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:35	HXE
Ethylbenzene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:35	HXE
Ethyl-t-Butyl Ether (EtBE)	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:35	HXE
Hexachlorobutadiene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:35	HXE
2-Hexanone	<1.0		µg/L	EPA 8260B	1	0.50	1.0	12/03/12	10:35	HXE
Isopropylbenzene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:35	HXE
4-Isopropyltoluene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:35	HXE
Methylene Chloride	<2.0		µg/L	EPA 8260B	1	1.0	2.0	12/03/12	10:35	HXE
4-Methyl-2-Pentanone (MIBK)	<1.0		µg/L	EPA 8260B	1	0.50	1.0	12/03/12	10:35	HXE
Methyl-t-butyl Ether (MtBE)	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:35	HXE
Naphthalene	<0.050		µg/L	EPA 8260B	1	0.032	0.050	12/03/12	10:35	HXE
n-Propylbenzene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:35	HXE
Styrene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:35	HXE
1,1,1,2-Tetrachloroethane	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:35	HXE
1,1,2,2-Tetrachloroethane	<0.20		µg/L	EPA 8260B	1	0.100	0.20	12/03/12	10:35	HXE
Tetrachloroethene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:35	HXE
Toluene	**0.076**	J	µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:35	HXE
1,2,3-Trichlorobenzene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:35	HXE
1,2,4-Trichlorobenzene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:35	HXE
1,1,1-Trichloroethane	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:35	HXE
1,1,2-Trichloroethane	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:35	HXE
Trichloroethene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:35	HXE
1,2,3-Trichloropropane	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:35	HXE
Trichlorofluoromethane	**0.074**	J	µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:35	HXE
Trichlorotrifluoroethane	<0.20		µg/L	EPA 8260B	1	0.20	0.20	12/03/12	10:35	HXE
1,2,4-Trimethylbenzene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:35	HXE
1,3,5-Trimethylbenzene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:35	HXE
Vinyl Chloride	<0.050		µg/L	EPA 8260B	1	0.013	0.050	12/03/12	10:35	HXE
m,p-Xylenes	<0.20		µg/L	EPA 8260B	1	0.100	0.20	12/03/12	10:35	HXE

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ROB
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Project: 4304 TEMPLE CITY BLVD.

Analysis	Result	Qual	Units	Method	DF	MDL	RL	Date		Tech
Sample: 002 **SG-1-5' 3PV**						Date & Time Sampled:		12/03/12	@	10:25
Sample Matrix: **Soil Vapor**										
Purge Volume Sampled: **3**										
.....continued										
o-Xylene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:35	HXE
[VOC Vapor Sampling Tracer]										
Isopropanol (IPA)	<10		µg/L	EPA 8260B	1	10	10	12/03/12	10:35	HXE
[VOC Surrogates]										
Dibromofluoromethane	100		%REC	EPA 8260B			70-130	12/03/12	10:35	HXE
Toluene-D8	102		%REC	EPA 8260B			70-130	12/03/12	10:35	HXE
Bromofluorobenzene	98		%REC	EPA 8260B			70-130	12/03/12	10:35	HXE
Sample: 003 **SG-1-5' 10PV**						Date & Time Sampled:		12/03/12	@	10:45
Sample Matrix: **Soil Vapor**										
Purge Volume Sampled: **10**										
[VOCs by GCMS]										
Acetone	<10		µg/L	EPA 8260B	1	5.0	10	12/03/12	10:57	HXE
t-Amyl Methyl Ether (TAME)	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:57	HXE
Benzene	<0.050		µg/L	EPA 8260B	1	0.036	0.050	12/03/12	10:57	HXE
Bromobenzene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:57	HXE
Bromochloromethane	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:57	HXE
Bromodichloromethane	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:57	HXE
Bromoform	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:57	HXE
Bromomethane	<0.20		µg/L	EPA 8260B	1	0.100	0.20	12/03/12	10:57	HXE
t-Butanol (TBA)	<1.0		µg/L	EPA 8260B	1	0.50	1.0	12/03/12	10:57	HXE
2-Butanone (MEK)	<1.0		µg/L	EPA 8260B	1	0.50	1.0	12/03/12	10:57	HXE
n-Butylbenzene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:57	HXE
sec-Butylbenzene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:57	HXE
tert-Butylbenzene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:57	HXE
Carbon Disulfide	<1.0		µg/L	EPA 8260B	1	0.50	1.0	12/03/12	10:57	HXE
Carbon Tetrachloride	<0.050		µg/L	EPA 8260B	1	0.025	0.050	12/03/12	10:57	HXE
Chlorobenzene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:57	HXE
Chloroethane	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:57	HXE
Chloroform	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:57	HXE

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1212-00003

ALPHA ENVIRONMENTAL
ROB
21220 DEVONSHIRE ST #205
CHATSWORTH, CA 91311

Date Reported	12/06/12
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Project: 4304 TEMPLE CITY BLVD.

Sample: 003 **SG-1-5' 10PV** Date & Time Sampled: 12/03/12 @ 10:45
Sample Matrix: **Soil Vapor**
Purge Volume Sampled: **10**
.....continued

Analysis	Result	Qual	Units	Method	DF	MDL	RL	Date		Tech
Chloromethane	<0.20		µg/L	EPA 8260B	1	0.100	0.20	12/03/12	10:57	HXE
2-Chlorotoluene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:57	HXE
4-Chlorotoluene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:57	HXE
Dibromochloromethane	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:57	HXE
1,2-Dibromoethane (EDB)	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:57	HXE
1,2-Dibromo-3-Chloropropane	<1.0		µg/L	EPA 8260B	1	0.50	1.0	12/03/12	10:57	HXE
Dibromomethane	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:57	HXE
1,2-Dichlorobenzene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:57	HXE
1,3-Dichlorobenzene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:57	HXE
1,4-Dichlorobenzene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:57	HXE
Dichlorodifluoromethane	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:57	HXE
1,1-Dichloroethane	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:57	HXE
1,2-Dichloroethane	**0.11**		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:57	HXE
1,1-Dichloroethene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:57	HXE
cis-1,2-Dichloroethene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:57	HXE
trans-1,2-Dichloroethene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:57	HXE
1,2-Dichloropropane	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:57	HXE
1,3-Dichloropropane	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:57	HXE
2,2-Dichloropropane	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:57	HXE
1,1-Dichloropropene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:57	HXE
cis-1,3-Dichloropropene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:57	HXE
trans-1,3-Dichloropropene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:57	HXE
Diisopropyl Ether (DiPE)	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:57	HXE
Ethylbenzene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:57	HXE
Ethyl-t-Butyl Ether (EtBE)	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:57	HXE
Hexachlorobutadiene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:57	HXE
2-Hexanone	<1.0		µg/L	EPA 8260B	1	0.50	1.0	12/03/12	10:57	HXE
Isopropylbenzene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:57	HXE
4-Isopropyltoluene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:57	HXE
Methylene Chloride	<2.0		µg/L	EPA 8260B	1	1.0	2.0	12/03/12	10:57	HXE

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Project: 4304 TEMPLE CITY BLVD.

Sample: 003 **SG-1-5' 10PV** Date & Time Sampled: 12/03/12 @ 10:45
Sample Matrix: **Soil Vapor**
Purge Volume Sampled: **10**
.....continued

Analysis	Result	Qual	Units	Method	DF	MDL	RL	Date		Tech
4-Methyl-2-Pentanone (MIBK)	<1.0		µg/L	EPA 8260B	1	0.50	1.0	12/03/12	10:57	HXE
Methyl-t-butyl Ether (MtBE)	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:57	HXE
Naphthalene	<0.050		µg/L	EPA 8260B	1	0.032	0.050	12/03/12	10:57	HXE
n-Propylbenzene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:57	HXE
Styrene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:57	HXE
1,1,1,2-Tetrachloroethane	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:57	HXE
1,1,2,2-Tetrachloroethane	<0.20		µg/L	EPA 8260B	1	0.100	0.20	12/03/12	10:57	HXE
Tetrachloroethene	**0.35**		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:57	HXE
Toluene	**0.13**		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:57	HXE
1,2,3-Trichlorobenzene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:57	HXE
1,2,4-Trichlorobenzene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:57	HXE
1,1,1-Trichloroethane	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:57	HXE
1,1,2-Trichloroethane	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:57	HXE
Trichloroethene	**0.12**		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:57	HXE
1,2,3-Trichloropropane	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:57	HXE
Trichlorofluoromethane	**0.21**		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:57	HXE
Trichlorotrifluoroethane	<0.20		µg/L	EPA 8260B	1	0.20	0.20	12/03/12	10:57	HXE
1,2,4-Trimethylbenzene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:57	HXE
1,3,5-Trimethylbenzene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:57	HXE
Vinyl Chloride	<0.050		µg/L	EPA 8260B	1	0.013	0.050	12/03/12	10:57	HXE
m,p-Xylenes	<0.20		µg/L	EPA 8260B	1	0.100	0.20	12/03/12	10:57	HXE
o-Xylene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	10:57	HXE
[VOC Vapor Sampling Tracer]										
Isopropanol (IPA)	<10		µg/L	EPA 8260B	1	10	10	12/03/12	10:57	HXE
[VOC Surrogates]										
Dibromofluoromethane	116		%REC	EPA 8260B			70-130	12/03/12	10:57	HXE
Toluene-D8	108		%REC	EPA 8260B			70-130	12/03/12	10:57	HXE
Bromofluorobenzene	102		%REC	EPA 8260B			70-130	12/03/12	10:57	HXE

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FDA#	2030513
LA City#	10261
ELAP#'s	2789
	2790
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CERTIFICATE OF ANALYSIS

1212-00003

ALPHA ENVIRONMENTAL
ROB
21220 DEVONSHIRE ST #205
CHATSWORTH, CA 91311

Date Reported	12/06/12
Date Received	12/03/12
Invoice No.	69054
Cust #	2098
Permit Number	
Customer P.O.	

Project: 4304 TEMPLE CITY BLVD.

Sample: 004 **SG-1-15'** Date & Time Sampled: 12/03/12 @ 11:38
Sample Matrix: **Soil Vapor**
Purge Volume Sampled: **10**

Analysis	Result	Qual	Units	Method	DF	MDL	RL	Date		Tech
[VOCs by GCMS]										
Acetone	<10		µg/L	EPA 8260B	1	5.0	10	12/03/12	11:45	HXE
t-Amyl Methyl Ether (TAME)	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	11:45	HXE
Benzene	<0.050		µg/L	EPA 8260B	1	0.036	0.050	12/03/12	11:45	HXE
Bromobenzene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	11:45	HXE
Bromochloromethane	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	11:45	HXE
Bromodichloromethane	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	11:45	HXE
Bromoform	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	11:45	HXE
Bromomethane	<0.20		µg/L	EPA 8260B	1	0.100	0.20	12/03/12	11:45	HXE
t-Butanol (TBA)	<1.0		µg/L	EPA 8260B	1	0.50	1.0	12/03/12	11:45	HXE
2-Butanone (MEK)	<1.0		µg/L	EPA 8260B	1	0.50	1.0	12/03/12	11:45	HXE
n-Butylbenzene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	11:45	HXE
sec-Butylbenzene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	11:45	HXE
tert-Butylbenzene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	11:45	HXE
Carbon Disulfide	<1.0		µg/L	EPA 8260B	1	0.50	1.0	12/03/12	11:45	HXE
Carbon Tetrachloride	<0.050		µg/L	EPA 8260B	1	0.025	0.050	12/03/12	11:45	HXE
Chlorobenzene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	11:45	HXE
Chloroethane	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	11:45	HXE
Chloroform	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	11:45	HXE
Chloromethane	<0.20		µg/L	EPA 8260B	1	0.100	0.20	12/03/12	11:45	HXE
2-Chlorotoluene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	11:45	HXE
4-Chlorotoluene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	11:45	HXE
Dibromochloromethane	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	11:45	HXE
1,2-Dibromoethane (EDB)	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	11:45	HXE
1,2-Dibromo-3-Chloropropane	<1.0		µg/L	EPA 8260B	1	0.50	1.0	12/03/12	11:45	HXE
Dibromomethane	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	11:45	HXE
1,2-Dichlorobenzene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	11:45	HXE
1,3-Dichlorobenzene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	11:45	HXE
1,4-Dichlorobenzene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	11:45	HXE
Dichlorodifluoromethane	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	11:45	HXE
1,1-Dichloroethane	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	11:45	HXE

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CERTIFICATE OF ANALYSIS

1212-00003

ALPHA ENVIRONMENTAL
ROB
21220 DEVONSHIRE ST #205
CHATSWORTH, CA 91311

Date Reported	12/06/12
Date Received	12/03/12
Invoice No.	69054
Cust #	2098
Permit Number	
Customer P.O.	

Project: 4304 TEMPLE CITY BLVD.

Sample: 004 **SG-1-15'** Date & Time Sampled: 12/03/12 @ 11:38
Sample Matrix: **Soil Vapor**
Purge Volume Sampled: **10**
.....continued

Analysis	Result	Qual	Units	Method	DF	MDL	RL	Date		Tech
1,2-Dichloroethane	**0.18**		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	11:45	HXE
1,1-Dichloroethene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	11:45	HXE
cis-1,2-Dichloroethene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	11:45	HXE
trans-1,2-Dichloroethene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	11:45	HXE
1,2-Dichloropropane	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	11:45	HXE
1,3-Dichloropropane	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	11:45	HXE
2,2-Dichloropropane	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	11:45	HXE
1,1-Dichloropropene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	11:45	HXE
cis-1,3-Dichloropropene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	11:45	HXE
trans-1,3-Dichloropropene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	11:45	HXE
Diisopropyl Ether (DiPE)	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	11:45	HXE
Ethylbenzene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	11:45	HXE
Ethyl-t-Butyl Ether (EtBE)	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	11:45	HXE
Hexachlorobutadiene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	11:45	HXE
2-Hexanone	<1.0		µg/L	EPA 8260B	1	0.50	1.0	12/03/12	11:45	HXE
Isopropylbenzene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	11:45	HXE
4-Isopropyltoluene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	11:45	HXE
Methylene Chloride	<2.0		µg/L	EPA 8260B	1	1.0	2.0	12/03/12	11:45	HXE
4-Methyl-2-Pentanone (MIBK)	<1.0		µg/L	EPA 8260B	1	0.50	1.0	12/03/12	11:45	HXE
Methyl-t-butyl Ether (MtBE)	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	11:45	HXE
Naphthalene	<0.050		µg/L	EPA 8260B	1	0.032	0.050	12/03/12	11:45	HXE
n-Propylbenzene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	11:45	HXE
Styrene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	11:45	HXE
1,1,1,2-Tetrachloroethane	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	11:45	HXE
1,1,2,2-Tetrachloroethane	<0.20		µg/L	EPA 8260B	1	0.100	0.20	12/03/12	11:45	HXE
Tetrachloroethene	**0.085**	J	µg/L	EPA 8260B	1	0.050	0.10	12/03/12	11:45	HXE
Toluene	**0.36**		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	11:45	HXE
1,2,3-Trichlorobenzene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	11:45	HXE
1,2,4-Trichlorobenzene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	11:45	HXE
1,1,1-Trichloroethane	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	11:45	HXE

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FDA#	2030513
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CERTIFICATE OF ANALYSIS

1212-00003

ALPHA ENVIRONMENTAL
ROB
21220 DEVONSHIRE ST #205
CHATSWORTH, CA 91311

Date Reported	12/06/12
Date Received	12/03/12
Invoice No.	69054
Cust #	2098
Permit Number	
Customer P.O.	

Project: 4304 TEMPLE CITY BLVD.

Analysis	Result	Qual	Units	Method	DF	MDL	RL	Date		Tech
Sample: 004 **SG-1-15'**						Date & Time Sampled:		12/03/12	@ 11:38	
Sample Matrix: **Soil Vapor**										
Purge Volume Sampled: **10**										
.....continued										
1,1,2-Trichloroethane	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	11:45	HXE
Trichloroethene	**0.12**		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	11:45	HXE
1,2,3-Trichloropropane	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	11:45	HXE
Trichlorofluoromethane	**0.11**		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	11:45	HXE
Trichlorotrifluoroethane	<0.20		µg/L	EPA 8260B	1	0.20	0.20	12/03/12	11:45	HXE
1,2,4-Trimethylbenzene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	11:45	HXE
1,3,5-Trimethylbenzene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	11:45	HXE
Vinyl Chloride	<0.050		µg/L	EPA 8260B	1	0.013	0.050	12/03/12	11:45	HXE
m,p-Xylenes	<0.20		µg/L	EPA 8260B	1	0.100	0.20	12/03/12	11:45	HXE
o-Xylene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	11:45	HXE
[VOC Vapor Sampling Tracer]										
Isopropanol (IPA)	<10		µg/L	EPA 8260B	1	10	10	12/03/12	11:45	HXE
[VOC Surrogates]										
Dibromofluoromethane	101		%REC	EPA 8260B			70-130	12/03/12	11:45	HXE
Toluene-D8	98		%REC	EPA 8260B			70-130	12/03/12	11:45	HXE
Bromofluorobenzene	97		%REC	EPA 8260B			70-130	12/03/12	11:45	HXE
Sample: 005 **SG-2-5'**						Date & Time Sampled:		12/03/12	@ 11:58	
Sample Matrix: **Soil Vapor**										
Purge Volume Sampled: **10**										
[VOCs by GCMS]										
Acetone	<10		µg/L	EPA 8260B	1	5.0	10	12/03/12	12:07	HXE
t-Amyl Methyl Ether (TAME)	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	12:07	HXE
Benzene	<0.050		µg/L	EPA 8260B	1	0.036	0.050	12/03/12	12:07	HXE
Bromobenzene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	12:07	HXE
Bromochloromethane	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	12:07	HXE
Bromodichloromethane	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	12:07	HXE
Bromoform	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	12:07	HXE
Bromomethane	<0.20		µg/L	EPA 8260B	1	0.100	0.20	12/03/12	12:07	HXE
t-Butanol (TBA)	<1.0		µg/L	EPA 8260B	1	0.50	1.0	12/03/12	12:07	HXE

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1212-00003

ALPHA ENVIRONMENTAL
ROB
21220 DEVONSHIRE ST #205
CHATSWORTH, CA 91311

Date Reported	12/06/12
Date Received	12/03/12
Invoice No.	69054
Cust #	2098
Permit Number	
Customer P.O.	

Project: 4304 TEMPLE CITY BLVD.

Sample: 005 **SG-2-5'** Date & Time Sampled: 12/03/12 @ 11:58
Sample Matrix: **Soil Vapor**
Purge Volume Sampled: **10**
.....continued

Analysis	Result	Qual	Units	Method	DF	MDL	RL	Date		Tech
2-Butanone (MEK)	<1.0		µg/L	EPA 8260B	1	0.50	1.0	12/03/12	12:07	HXE
n-Butylbenzene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	12:07	HXE
sec-Butylbenzene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	12:07	HXE
tert-Butylbenzene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	12:07	HXE
Carbon Disulfide	<1.0		µg/L	EPA 8260B	1	0.50	1.0	12/03/12	12:07	HXE
Carbon Tetrachloride	<0.050		µg/L	EPA 8260B	1	0.025	0.050	12/03/12	12:07	HXE
Chlorobenzene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	12:07	HXE
Chloroethane	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	12:07	HXE
Chloroform	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	12:07	HXE
Chloromethane	<0.20		µg/L	EPA 8260B	1	0.100	0.20	12/03/12	12:07	HXE
2-Chlorotoluene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	12:07	HXE
4-Chlorotoluene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	12:07	HXE
Dibromochloromethane	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	12:07	HXE
1,2-Dibromoethane (EDB)	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	12:07	HXE
1,2-Dibromo-3-Chloropropane	<1.0		µg/L	EPA 8260B	1	0.50	1.0	12/03/12	12:07	HXE
Dibromomethane	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	12:07	HXE
1,2-Dichlorobenzene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	12:07	HXE
1,3-Dichlorobenzene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	12:07	HXE
1,4-Dichlorobenzene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	12:07	HXE
Dichlorodifluoromethane	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	12:07	HXE
1,1-Dichloroethane	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	12:07	HXE
1,2-Dichloroethane	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	12:07	HXE
1,1-Dichloroethene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	12:07	HXE
cis-1,2-Dichloroethene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	12:07	HXE
trans-1,2-Dichloroethene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	12:07	HXE
1,2-Dichloropropane	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	12:07	HXE
1,3-Dichloropropane	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	12:07	HXE
2,2-Dichloropropane	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	12:07	HXE
1,1-Dichloropropene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	12:07	HXE
cis-1,3-Dichloropropene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	12:07	HXE

A & R Laboratories
Formerly Microbac Southern California
1401 RESEARCH PARK DRIVE, SUITE 100
RIVERSIDE CA, 92507
951-779-0310 FAX 951-779-0344
www.arlaboratories.com office@arlaboratories.com

FDA#	2030513
LA City#	10261
ELAP#'s	2789
	2790
	2122

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CERTIFICATE OF ANALYSIS

1212-00003

ALPHA ENVIRONMENTAL
ROB
21220 DEVONSHIRE ST #205
CHATSWORTH, CA 91311

Date Reported	12/06/12
Date Received	12/03/12
Invoice No.	69054
Cust #	2098
Permit Number	
Customer P.O.	

Project: 4304 TEMPLE CITY BLVD.

Sample: 005 **SG-2-5'** Date & Time Sampled: 12/03/12 @ 11:58
Sample Matrix: **Soil Vapor**
Purge Volume Sampled: **10**
.....continued

Analysis	Result	Qual	Units	Method	DF	MDL	RL	Date		Tech
trans-1,3-Dichloropropene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	12:07	HXE
Diisopropyl Ether (DiPE)	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	12:07	HXE
Ethylbenzene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	12:07	HXE
Ethyl-t-Butyl Ether (EtBE)	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	12:07	HXE
Hexachlorobutadiene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	12:07	HXE
2-Hexanone	<1.0		µg/L	EPA 8260B	1	0.50	1.0	12/03/12	12:07	HXE
Isopropylbenzene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	12:07	HXE
4-Isopropyltoluene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	12:07	HXE
Methylene Chloride	<2.0		µg/L	EPA 8260B	1	1.0	2.0	12/03/12	12:07	HXE
4-Methyl-2-Pentanone (MIBK)	<1.0		µg/L	EPA 8260B	1	0.50	1.0	12/03/12	12:07	HXE
Methyl-t-butyl Ether (MtBE)	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	12:07	HXE
Naphthalene	<0.050		µg/L	EPA 8260B	1	0.032	0.050	12/03/12	12:07	HXE
n-Propylbenzene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	12:07	HXE
Styrene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	12:07	HXE
1,1,1,2-Tetrachloroethane	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	12:07	HXE
1,1,2,2-Tetrachloroethane	<0.20		µg/L	EPA 8260B	1	0.100	0.20	12/03/12	12:07	HXE
Tetrachloroethene	**1.4**		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	12:07	HXE
Toluene	**0.11**		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	12:07	HXE
1,2,3-Trichlorobenzene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	12:07	HXE
1,2,4-Trichlorobenzene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	12:07	HXE
1,1,1-Trichloroethane	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	12:07	HXE
1,1,2-Trichloroethane	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	12:07	HXE
Trichloroethene	**0.15**		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	12:07	HXE
1,2,3-Trichloropropane	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	12:07	HXE
Trichlorofluoromethane	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	12:07	HXE
Trichlorotrifluoroethane	<0.20		µg/L	EPA 8260B	1	0.20	0.20	12/03/12	12:07	HXE
1,2,4-Trimethylbenzene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	12:07	HXE
1,3,5-Trimethylbenzene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	12:07	HXE
Vinyl Chloride	<0.050		µg/L	EPA 8260B	1	0.013	0.050	12/03/12	12:07	HXE
m,p-Xylenes	<0.20		µg/L	EPA 8260B	1	0.100	0.20	12/03/12	12:07	HXE

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FDA#	2030513
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CERTIFICATE OF ANALYSIS

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ALPHA ENVIRONMENTAL
ROB
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Date Reported	12/06/12
Date Received	12/03/12
Invoice No.	69054
Cust #	2098
Permit Number	
Customer P.O.	

Project: 4304 TEMPLE CITY BLVD.

Analysis	Result	Qual	Units	Method	DF	MDL	RL	Date		Tech
Sample: 005 **SG-2-5'** Sample Matrix: **Soil Vapor** Purge Volume Sampled: **10**						Date & Time Sampled:		12/03/12	@	11:58
.....continued										
o-Xylene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	12:07	HXE
[VOC Vapor Sampling Tracer]										
Isopropanol (IPA)	<10		µg/L	EPA 8260B	1	10	10	12/03/12	12:07	HXE
[VOC Surrogates]										
Dibromofluoromethane	101		%REC	EPA 8260B			70-130	12/03/12	12:07	HXE
Toluene-D8	99		%REC	EPA 8260B			70-130	12/03/12	12:07	HXE
Bromofluorobenzene	97		%REC	EPA 8260B			70-130	12/03/12	12:07	HXE
Sample: 006 **SG-2-15'** Sample Matrix: **Soil Vapor** Purge Volume Sampled: **10**						Date & Time Sampled:		12/03/12	@	12:23
[VOCs by GCMS]										
Acetone	<10		µg/L	EPA 8260B	1	5.0	10	12/03/12	12:31	HXE
t-Amyl Methyl Ether (TAME)	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	12:31	HXE
Benzene	<0.050		µg/L	EPA 8260B	1	0.036	0.050	12/03/12	12:31	HXE
Bromobenzene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	12:31	HXE
Bromochloromethane	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	12:31	HXE
Bromodichloromethane	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	12:31	HXE
Bromoform	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	12:31	HXE
Bromomethane	<0.20		µg/L	EPA 8260B	1	0.100	0.20	12/03/12	12:31	HXE
t-Butanol (TBA)	<1.0		µg/L	EPA 8260B	1	0.50	1.0	12/03/12	12:31	HXE
2-Butanone (MEK)	<1.0		µg/L	EPA 8260B	1	0.50	1.0	12/03/12	12:31	HXE
n-Butylbenzene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	12:31	HXE
sec-Butylbenzene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	12:31	HXE
tert-Butylbenzene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	12:31	HXE
Carbon Disulfide	<1.0		µg/L	EPA 8260B	1	0.50	1.0	12/03/12	12:31	HXE
Carbon Tetrachloride	<0.050		µg/L	EPA 8260B	1	0.025	0.050	12/03/12	12:31	HXE
Chlorobenzene	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	12:31	HXE
Chloroethane	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	12:31	HXE
Chloroform	<0.10		µg/L	EPA 8260B	1	0.050	0.10	12/03/12	12:31	HXE

APPENDIX D – WELL ABANDONMENT REPORT

WELL ABANDONMENT FOR GROUNDWATER MONITORING WELL

Of

4304 Temple City Boulevard
Rosemead, California 91770

Prepared for

American Trucking Company
1005 West Olympic Boulevard
Montebello, California 90640

&

Department of Toxic Substances Control
Geological Branch, Unit 3
5796 Corporate Avenue
Cypress, CA 90630

By

Fulcrum Resources Environmental

Report Date
February 6, 2017

Fulcrum Resources Environmental

517 South Ivy Avenue
Monrovia, CA 91016
Phone (626) 548-9977
Fax (800) 385-7126
Email: info@frenviro.com

February 6, 2017

Ms. Christine Bucklin
Department of Toxic Substances Control
Geological Branch, Unit 3
5796 Corporate Avenue
Cypress, CA 90630

WELL ABANDONMENT FOR GROUNDWATER MONITORING WELL
4304 TEMPLE CITY BOULEVARD
ROSEMEAD, CALIFORNIA 91770

Dear Ms. Bucklin

This report documents well abandonment activities conducted by Fulcrum Resources Environmental, Inc. (Fulcrum) at 4304 Temple City Boulevard in Rosemead, California (Site)(Figures 1 and 2). Well abandonment activities were conducted in response to email correspondence received from the Department of Toxic Substances (DTSC) dated November 29, 2016. A copy of the email correspondence is included in Appendix B.

WELL ABANDONMENT ACTIVITIES

On January 23, 2017, Fulcrum obtained a well permit from the County of Los Angeles Department of Public Health – Drinking Water Program (CLADPH-DWP) for the destruction of one groundwater monitoring well.

On January 27, 2017, one 2-inch PVC groundwater monitoring well to 105-feet below ground surface (bgs) was abandoned under the supervision of a California Licensed Professional Geologist. The well was destroyed in general accordance with the California Well Standards Bulletin 74-90 (Part III, Destruction of Monitoring Wells). Copies of all permits used for well abandonment activities are presented in Appendix C.

Well abandonment activities via drilling commenced at approximately 8:00am, utilizing nineteen 5-feet in length augers to a maximum depth of 95-feet bgs. A depth of 95-feet bgs was achieved

at approximately 9:26am. Waste soils generated during drilling activities were stored on-Site in a total of five 55-gallon drums. Pouring of cement into the drilled well commenced at approximately 10:25am and was completed at approximately 11:23pm. The abandoned well was topped off with concrete and smoothed over with a trowel. Well abandonment activities were completed at approximately 12:45pm.

All waste generated during on-Site well abandonment activates were temporarily stored on site in 55-gallon drums and will be subsequently disposed of by a licensed waste hauler. Disposal Documentation will be forwarded in an addendum to this report.

If you have any questions regarding this report, please contact us directly at (626) 548-9977.

Sincerely,

Fulcrum Resources Environmental, Inc.

Prepared By

Tiffany Tona, MS
Project Manager

Final Review By

Don Kellar, P.G., NREP, MS
Senior Project Manager, Hydro-geologist

ENCLOSURES:

FIGURE 1	SITE LOCATION MAP
FIGURE 2	SITE VICINITY SKETCH WITH LOCATION OF ABADONDED WELL
APPENDIX A	PHOTOGRAPHS
APPENDIX B	DTSC EMAIL CORRESPONDENCE
APPENDIX C	PERMITS

Figure 1: Site Location Map

Project Number: 201702-3215	**Property Address:** 4304 Temple City Boulevard Rosemead, CA 91770	N
Fulcrum Resources Environmental		

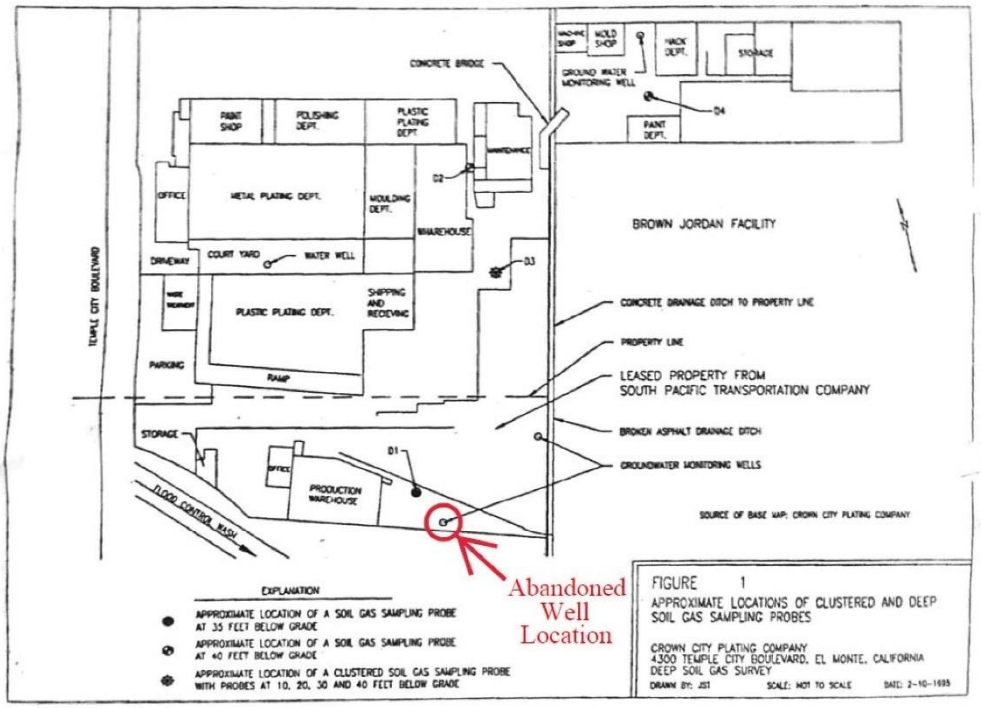

Figure 2: Site Vicinity Sketch with Location of Abandoned Well

Project Number: 201702-3215 Fulcrum Resources Environmental	**Property Address:** 4304 Temple City Boulevard Rosemead, CA 91770	N

APPENDIX A- PHOTOGRAPHS

Photo 1. View of first auger entering the well at approximately 8:00am.	
Photo 2. View of waste soil from well abandonment drilling.	
Photo 3. View of final auger entering well at 9:26am to a maximum depth of 95-feet bgs.	

Photo 4. View of cement mixing.	
Photo 5. View of cement being poured into the well.	
Photo 6. View of well with cement settling and waste soil drums.	

Photo 7. View of abandoned well being topped off with cement.	
Photo 8. View of abandoned well finished off with cement.	
Photo 9. Finalization of abandoned well with cement and five 55-gallon waste soil drums.	

APPENDIX B - DTSC EMAIL CORRESPONDENCE

Don Kellar

From: Tony Naples <tnaples@lee-associates.com>
Sent: Tuesday, November 29, 2016 3:37 PM
To: Don Kellar (don@frenviro.com); 'Ling Cao'
Subject: FW: 4304 Temple City Blvd property- American Trucking Company

Don & Ling, please see the email below from DTSC, and let us know what you recommend…

Tony Naples | Vice President
License ID# 0181134
Lee & Associates | Commerce, Inc.

Direct: 323.767.2117
Fax: 323.767.2087
Mobile: 818.395.4373
500 Citadel Dr, Suite140
Commerce, CA 90040
www.laindustrialgroup.com

From: Bucklin, Christine@DTSC [mailto:Christine.Bucklin@dtsc.ca.gov]
Sent: Tuesday, November 29, 2016 2:49 PM
To: Tony Naples; Elaine Jeng
Subject: RE: 4304 Temple City Blvd property- American Trucking Company

Elaine and Tony,

Yes, actually I just received the toxicologist's comments…I was thinking how to relay the information properly…in general, the vapor concentrations provided on the report seem acceptable for an industrial/commercial scenario. That means that using the DTSC J&E model and assuming sand as a lithology…the concentrations for PCE and TCE fall under the risk of 1×10^{-6} -- we do not foresee that any development under the industrial/commercial scenario would need a vapor barrier. *I assume it will never be zoned 'residential' but if it is we can discuss that separately. If the owner is looking for a specific letter from DTSC with our full signature response, they would need to submit the entire soil vapor survey report etc. with an updated risk assessment using the appropriate risk approach (not the old CHSSLs). Our toxicologist could work with their toxicologist to ensure the risk assessment meets our protocol.

In any case, at this point, DTSC is only requesting proper abandonment of the existing monitoring well (on the southern boundary) and an attempt to locate the other monitoring well. If the other well is located, it should be marked to protect it and checked to see if it is accessible and if it can be taped to a total depth etc.

If there are any other questions, please feel free to contact me directly.

Sincerely,

Christine Bucklin, P.G
Geological Services Branch, Unit 3
Department of Toxic Substances Control
5796 Corporate Avenue
Cypress, CA 90630
(714) 484-5393 phone

If sending a large file to me at DTSC, go to:
http://www.dtsc.ca.gov/database/DTSC_FTP_Requests/index.cfm

APPENDIX C- PERMITS

ENVIRONMENTAL HEALTH

Drinking Water Program

COUNTY OF LOS ANGELES Public Health

5050 Commerce Drive, Baldwin Park, CA 91706
Telephone: (626) 430-5420 • Facsimile: (626) 813-3013 • Email: vgallegos@ph.lacounty.gov
http://publichealth.lacounty.gov/eh/ep/dw/dw_main.htm

SR0094149
4304 Temple City Blvd El Monte 91731 Work Plan Approval

TO BE COMPLETED BY APPLICANT:

WORK SITE ADDRESS	CITY	ZIP	EMAIL ADDRESS FOR WELL PERMIT APPROVAL
4304 Temple City Boulevard	El Monte	91731	john@frenviro.com

NOTICE:

- WORK PLAN APPROVALS ARE VALID FOR 180 DAYS. 30 DAY EXTENSIONS OF WORK PLAN APPROVALS ARE CONSIDERED ON AN INDIVIDUAL (CASE-BY-CASE) BASIS AND MAY BE SUBJECT TO ADDITIONAL PLAN REVIEW FEES (HOURLY RATE AS APPLICABLE).
- WORK PLAN MODIFICATIONS MAY BE REQUIRED IF WELL AND GEOLOGIC CONDITIONS ENCOUNTERED AT THE SITE INSPECTION ARE FOUND TO DIFFER FROM THE SCOPE OF WORK PRESENTED TO THE DEPARTMENT OF PUBLIC HEALTH—DRINKING WATER PROGRAM.
- WORK PLAN APPROVALS ARE LIMITED TO COMPLIANCE WITH THE CALIFORNIA WELL STANDARDS AND THE LOS ANGELES COUNTY CODE AND DOES NOT GRANT ANY RIGHTS TO CONSTRUCT, RENOVATE, OR DECOMMISSION ANY WELL. THE APPLICANT IS RESPONSIBLE FOR SECURING ALL OTHER NECESSARY PERMITS SUCH AS WATER RIGHTS, PROPERTY RIGHTS, COASTAL COMMISSION APPROVALS, USE COVENANTS, ENCROACHMENT PERMISSIONS, UTILITY LINE SETBACKS, CITY/COUNTY PUBLIC WORKS RIGHTS OF WAY, ETC.
- ALL FIELD WORK MUST BE CONDUCTED UNDER THE DIRECT SUPERVISION OF A PROFESSIONAL GEOLOGIST LICENSED IN THE STATE OF CALIFORNIA.
- THIS PERMIT IS NOT COMPLETE UNTIL ALL OF THE FOLLOWING REQUIREMENTS ARE SIGNED BY THE DEPUTY HEALTH OFFICER. WORK SHALL NOT BE INITIATED WITHOUT A WORK PLAN APPROVAL STAMPED BY THE DEPARTMENT OF PUBLIC HEALTH—DRINKING WATER PROGRAM.
- ***ONCE APPROVED NOTIFY VINCENT GALLEGOS AT vgallegos@ph.lacounty.gov PREFERABLY 4 BUSINESS DAYS BEFORE WORK IS SCHEDULED TO BEGIN.***

TO BE COMPLETED BY DEPARTMENT OF PUBLIC HEALTH—DRINKING WATER PROGRAM:

X WORK PLAN APPROVED: 1 Monitoring Well Decommission DATE: January 23, 2017

ADDITIONAL APPROVAL CONDITIONS:

- Please provide/ verify project dates and time via my email listed above this comment box
- Submit Copies Well Destruction Report(s) within 30 days.

.

Vincent Gallegos R.E.H.S.
Drinking Water Program
vgallegos@ph.lacounty.gov

GROUT SEAL INSPECTION		WELL DESTRUCTION REPORT(S)	
DATE ACCEPTED:	REHS signature	DATE ACCEPTED:	REHS signature